



**Notice of a public
Decision Session - Executive Member for Transport**

To: Councillor D'Agorne (Executive Member)

Date: Tuesday, 9 February 2021

Time: 10.00 am

Venue: Remote Meeting

AGENDA

Notice to Members – Post Decision Calling In:

Members are reminded that, should they wish to call in any item* on this agenda, notice must be given to Democracy Services by **5:00 pm on Thursday 11 February 2021.**

*With the exception of matters that have been the subject of a previous call in, require Full Council approval or are urgent which are not subject to the call-in provisions. Any called in items will be considered by the Customer and Corporate Services Scrutiny Management Committee.

Written representations in respect of items on this agenda should be submitted to Democratic Services by **5.00pm on Friday 5 February 2021.**

1. Declarations of Interest

At this point in the meeting, the Executive Member is asked to declare:

- any personal interests not included on the Register of Interests
- any prejudicial interests or
- any disclosable pecuniary interests

which he may have in respect of business on this agenda.

- 2. Minutes** (Pages 1 - 2)
To approve and sign the minutes of the Joint Budget Decision Session with Executive Members for Environment and Climate Change and Economy and Strategic Planning held on 12 January 2021.

- 3. Public Participation**
At this point in the meeting members of the public who have registered to speak can do so. Members of the public may speak on agenda items or on matters within the remit of the committee.
Please note that our registration deadlines have changed to 2 working days before the meeting, in order to facilitate the management of public participation at remote meetings. The deadline for registering at this meeting is Friday 5 February 2021.

To register to speak please visit www.york.gov.uk/AttendCouncilMeetings to fill in an online registration form. If you have any questions about the registration form or the meeting please contact the Democracy Officer for the meeting whose details can be found at the foot of the agenda.

Webcasting of Remote Public Meetings

Please note that, subject to available resources, this remote public meeting will be webcast including any registered public speakers who have given their permission. The remote public meeting can be viewed live and on demand at www.york.gov.uk/webcasts.

During coronavirus, we've made some changes to how we're running council meetings. See our coronavirus updates (www.york.gov.uk/COVIDDemocracy) for more information on meetings and decisions.

- 4. Resident Parking Consultation for Broadway West and Westfield Drive** (Pages 3 - 32)
This report presents the consultation results for Broadway West and Westfield Drive to determine what action is appropriate.
- 5. Economy & Place Transport Capital Programme – 2020/21 Monitor 2 Report** (Pages 33-52)
This report sets out progress to date on schemes in the 2020/21 Economy & Place Transport Capital Programme, and proposes adjustments to scheme allocations to align with the latest cost estimates and delivery allocations.

- 6. Consideration of consultation results from the Revival Estate following a petition being received requesting Residents' Priority Parking** (Pages 53 - 88)
To report the results following a consultation undertaken in September 2020 for the Revival Estate and the affected properties that have frontages/access onto the proposed area, then determine what action is deemed appropriate (plan of consultation area included in Annex A).
- 7. Hopgrove Lane South Consultation Update** (Pages 89 - 100)
This report summarises responses from the local Ward Councillors in response to further consultation about the changes to Hopgrove Lane South/Malton Road junction.
- 8. Navigation Road Walking & Cycling Improvements - Consultation Results and Final Proposals** (Pages 101 - 138)
This report summarises the outcome of the recent consultation on various improvements for pedestrians and cyclists in the Navigation Road area and puts forward a list of measures.
- 9. Response to Cycle Courier Proposal to Permit Access to Footstreet Area** (Pages 139 - 164)
This reports presents an initial review of a proposal submitted by the Independent Workers' Union of Great Britain (IWGB) York Group to City of York Council in January 2021, to create a courier pedal cycle permit scheme to enable cycle couriers to gain access to the footstreet area.
- 10. Urgent Business**
Any other business which the Executive Member considers urgent under the Local Government Act 1972.

Democracy Officer:

Robert Flintoft

Contact details:

- Telephone – (01904) 555704
- Email – robert.flintoft@york.gov.uk

For more information about any of the following please contact the Democratic Services Officer responsible for servicing this meeting:

- Registering to speak;
- Business of the meeting;
- Any special arrangements;
- Copies of reports and;
- For receiving reports in other formats

Contact details are set out above.

This information can be provided in your own language.

我們也用您們的語言提供這個信息 (Cantonese)

এই তথ্য আপনার নিজের ভাষায় দেয়া যেতে পারে। (Bengali)

Ta informacja może być dostarczona w twoim (Polish)
własnym języku.

Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)

یہ معلومات آپ کی اپنی زبان (بولی) میں بھی مہیا کی جاسکتی ہیں۔ (Urdu)

 (01904) 551550

City of York Council

Committee Minutes

Meeting	Decision Session - Executive Member for Transport
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Date	12 January 2021
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Present	Councillors D'Agorne, Waller, and Widdowson
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Apologies	
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43. Declarations of Interest

The Executive Member was asked to declare, at this point in the meeting, any personal interests, not included on the Register of Interests, or any prejudicial or disclosable pecuniary interests that he might have had in respect of business on the agenda. None were declared.

44. Public Participation

It was reported that there had been no registrations to speak at the meeting under the Council's Public Participation Scheme.

45. Financial Strategy 2021/22 to 2025/26

The Executive Members considered a report which set out the draft savings proposals, growth assumptions and capital schemes relating to their portfolios, providing an opportunity to receive feedback in advance of the presentation of the overall Financial Strategy to Executive on 11 February 2021.

The report outlined the national and local context of the overall strategy, highlighting the unprecedented financial challenges resulting from the impact of the coronavirus pandemic, which had generated an in-year financial pressure of £15m for the council. Revenue savings of £7.9m were required in 2021/22. Savings proposals for the three relevant portfolio areas were set out in Annex 1 to the report, with growth proposals in Annex 2 and capital schemes in Annex 4. Feedback received to date on the public consultation on those proposals was attached at Annex 3. It was noted that the budget consultation would continue until 31 January.

The Executive Members thanked officers for their work on the budget, noting that the budget would ensure major projects in York continue, that the Council would keep up with highways maintenance, and that budget ensured funding for the development for a new woodland outside York, providing new green spaces, new commercial activity, and contribute to a green corridor to improve air quality.

Resolved:

- (i) That the feedback from consultation for Economy & Strategic Planning, Environment & Climate Change, and Transport portfolios, as set out in Annex 3 to the report, be noted.
- (ii) That the following be agreed for inclusion within the overall Financial Strategy 2021/22 to 2025/26 to be presented to Executive on 11 February 2021 and Full Council on 25 February 2021:
 - a) The 2021/22 revenue savings proposals for Economy & Strategic Planning, Environment & Climate Change, and Transport portfolios, as set out in Annex 1 to the report.
 - b) The 2021/22 revenue growth proposals for Economy & Strategic Planning, Environment & Climate Change, Transport portfolios, as set out in Annex 2 to the report.
 - c) The new schemes for inclusion in the 2021/22 to 2025/26 Capital Programme as set out in Annex 4 to the report.

Reason: To ensure that stakeholders have the opportunity to feed into the budget process in advance of the finalisation of the Financial Strategy 2021/22 to 2025/26.

Cllr A D'Agorne, Waller, Widdowson, Executive Members
[The meeting started at 10.01 am and finished at 10.31 am].



Decision Session
Executive Member for Transport

9th February 2021

Report of the Director of Economy and Place

Resident Parking Consultation results for Broadway West and Westfield Drive

Summary

To report the consultation results for Broadway West and Westfield Drive to determine what action is appropriate.

Recommendations

The Executive Member is asked to approve Option one in the report:

1. Option one: (plan included as Annex D)

(a) To initiate the legal procedure to amend the Traffic Regulation Order to include Broadway West in the R63 Resident Parking Area.

- To operate 9am to 5pm Monday to Friday with a 30 minute parking allowance for non-permit holders.

(b) No further action to be taken for Westfield Drive.

Reason: This is the preferred options of the majority of residents who replied to the consultation.

Background

2. Broadway West and Westfield Drive were initially consulted about introducing a resident parking scheme in May 2018. At that time the majority of residents who responded to our consultation did not support the introduction of a scheme and no further action was taken for these streets.

3. In October 2018 the Executive Member for Transport instructed officers to reconsult with residents of both Broadway West and Westfield Drive if further representations from residents were received within an 18 month period from implementation of the neighbouring scheme on the Danesmead Estate (implemented in September 2019)
4. In October 2020 we were contacted by a group of residents on Broadway West following incidents of congestion, obstruction and pressure for parking space on Broadway West. They produced a small petition of 19 signatures and requested we further consultation with residents on Broadway West in line with the Executive Member decision.
5. We hand delivered consultation documentation to all properties week commencing 16th November 2020 requesting residents return their preferences on the questionnaire sheet in the Freepost envelope provided or by email by 18 December 2020. The consultation documentation is included as Annex A.

Consultation Results (full results given at Annex B)

6. All properties on Broadway West and Westfield Drive were consulted.

Traditionally, we require a 50% return of questionnaires and the majority of those returned to be in favour. The percentage return was met on both streets.

STREET/NO OF PROPERTIES	% RETURN	OF RETURNS % IN FAVOUR
Broadway West (60)	75%	71%
Westfield Drive (32)	50%	25%

Full consultation results are included as Annex B.

Comments received from the Consultation Process are included as Annex C.

7. Preferred Times of Operation

The results show a majority of residents preferred times of operation would be Monday to Friday, 9 am to 5pm in line with the existing restriction on the Danesmead Estate (full preferences and alternative suggestions received included on Annex B)

8. Preferred Waiting time for non-permit holders during hours of operation

The results show a majority of residents preferred times of operation would be to allow non permit holders parking for 30 minutes during the hours of operation in line with the existing restriction on the Danesmead Estate.

(Full preferences and alternative suggestions received included on Annex B)

Additional Comments Received from Residents (See Annex C)

9. One resident produced a lengthy letter questioning the lack of a comprehensive Resident Parking policy of City of York Council and whether we should support such a scheme on streets purely on Resident preference. The letter outlines alleged issues that may ensue if Resident Parking is introduced on Broadway West and Westfield Drive. This has been reproduced verbatim in Annex C.
10. Other residents produced shorter comments, some in favour outlining the issues of obstruction and inconsiderate parking on Broadway West. Other comments centred on the scheme not being necessary.
11. Three residents would prefer more double yellow lines in preference to a Resident Parking Scheme. Additional comments have been précised in Annex C.

Options

12. Option one: (plan included as Annex D)

(a) To initiate the legal procedure to amend the Traffic Regulation Order to include Broadway West in the R63 Resident Parking Area.

To operate 9am to 5pm Monday to Friday with a 30 minute parking allowance for non-permit holders.

(b) No further action to be taken for Westfield Drive.

It is noted that signage will be required at the junction of Westfield Drive and Broadway West.

Analysis/Reason

13. This is the recommended option because this is the preferred options of the majority of residents who replied to the consultation.
14. Enforcement will be based on two entry signs and existing poles on

Broadway West will be used to reduce street clutter. There is a lamp column on Westfield Drive that can be used for the entry and exit sign. One entry sign will remain at the Danesmead Estate entrance for clarity, the exit signs will be removed completely at this location.

15. We accept that the majority of properties have off street parking for one vehicle or more. Historically, the presence of off-street parking in our authority has not prevented the introduction of a Resident Parking Scheme and there are other schemes implemented in streets of a similar nature; for e.g. Maple Grove in Fishergate Ward, Irwin and Malton Way in Heworth Ward and Nunthorpe Crescent in Micklegate.
16. All these schemes have been introduced at the request of residents. The Council consult and introduce schemes on streets where residents have found the level of non-residential parking unacceptable and detrimental to their enjoyment of their homes. We ask for a 50% of return of resident preferences and the majority of those to be in favour before we initiate a scheme. This has been met on Broadway West (but not on Westfield Drive).
17. We would expect some displacement parking onto Westfield Drive. If a scheme is taken forward on Broadway West we will continue to monitor Westfield Drive and if necessary further consultation will occur with residents.
18. **Option Two:**
 - (a) To initiate the legal procedure to amend the Traffic Regulation Order to include Broadway West and Westfield Drive in the R63 Resident Parking Area. To operate 9am to 5pm Monday to Friday with a 30 minute parking allowance for non-permit holders.

Analysis/Reason

19. This is not the recommended option because the majority of returns received from residents of Westfield Drive do not support the introduction of resident parking on their street.
20. **Option Three**
 - (a) Take no further action on both streets

Analysis/Reason

21. This is not the recommended option because the majority of residents on Broadway West have indicated they would prefer their street to be included in the R63 Resident Parking Area.

Council Plan

21. The Council Plan has Eight Key Outcomes:

- Well-paid jobs and an inclusive economy
- A greener and cleaner city
- Getting around sustainably
- Good health and wellbeing
- Safe communities and culture for all
- Creating homes and world-class infrastructure
- A better start for children and young people
- An open and effective council

The recommended proposal contributes to the Council being open and effective as it responds to the request of the residents to solve the problems they are experiencing.

Implications

22. This report has the following implications:

Financial – The cost of initiating the legal procedure will be met by the Resident Parking Budget allocation for new schemes within the department.

Human Resources – There are no additional human resources implications at this stage of the procedure. If the scheme is implemented there will be implications for Business Support who administer the schemes and Parking Services enforcement and administration.

Equalities – No specific detrimental impact on any group identified within the consultation process.

Legal – The proposals require amendments to the York Parking, Stopping and Waiting Traffic Regulation Order 2014:

Road Traffic Regulation Act 1984 & the Local Authorities Traffic Orders (procedure) (England & Wales) Regulations 1996;

Crime and Disorder – None

Information Technology – None

Land – None

Other – None

Risk Management - There is an acceptable level of risk associated with the recommended option.

Contact Details

Author:

**Sue Gill
Traffic Project Officer
Transport
Tel No. 01904 551497**

Chief Officer Responsible for the report:

**Chief Officer's
James Gilchrist
Assistant Director of Transport,
Highways and Environment**

Report **Date** 29.01.21
Approved

Wards Affected: Fishergate

For further information please contact the author of the report

Background Papers:

Executive Member Decision in October 2018 – details are on the website

<https://democracy.york.gov.uk/ieListDocuments.aspx?CId=738&MIId=10860&Ver=4>

Annexes

Annex A: Consultation Documentation

Annex B: Consultation Results

Annex C: Comments (including objections) received from Residents

Annex D: Plan of Recommended Option

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ANNEX A



To the Residents:
Broadway West
Westfield Drive
296 Fulford Road

Directorate Economy & Place

West Offices, Station Rise
York
YO1 6GA

Email:
highway.regulation@york.gov.uk

Date: w/c 16th November 2020

Dear Resident

Request for a Residents' Priority Parking Scheme (Respark)

We are writing to you because we have been contacted by a group of residents on Broadway West requesting we arrange to reconsult with you all about Resident Parking. Concerns have been raised that the adjacent Resident Parking area on the Danesmead Estate has resulted in additional congestion, obstruction and pressure for parking amenity on Broadway West.

You may remember when we consulted residents of Broadway West in May 2018 the majority of those who responded from each of Broadway West and Westfield Drive did not support a scheme. Consequently, no further action was taken at that time on these streets and the Danesmead Estate scheme was implemented in September 2019.

In October 2018 the Executive Member for Transport and Planning instructed officers to reconsult with residents of both Broadway West and Westfield Drive for future inclusion within a scheme if further representations from residents were received within an 18 month period from implementation of the neighbouring scheme.

Further details about Resident Parking and the current costs of permits can be found on the City of York Website <https://www.york.gov.uk/>

Consultation documents

The following information and documents are enclosed:

1. A plan outlining the consultation area
2. A flow chart with approximate timescales
3. A questionnaire sheet with freepost envelope

A resident parking scheme for Broadway West would be enforced by entry signage at the junction with Fulford Road. Additional repeater signs would be placed at strategic positions on existing lamp columns.

The two streets will be considered independently. We can implement a scheme on Broadway West without Westfield Drive and vice versa depending on the results of this consultation.

Please note: you are not required to display a permit in your vehicle if it is parked on the drive access across the verge to your property. There is an exemption in the Traffic Regulation Order for a vehicle: *“Parked, stopped or waiting within an authorised vehicular access linking the carriageway of the road to adjacent private land or premises or parked, stopped or waiting within a metalled area of verge only accessible from the main carriageway by means of an authorised vehicular access provided that such vehicle is not left in circumstances whereby any part of it projects onto or overhangs the carriageway, footway or any part of non-metalled verge over which that authorised vehicular access is provided.”*

You would need to display a permit if the vehicle is parked fully on the verge or overhangs the footpath or carriageway.

I have enclosed a questionnaire sheet for you to complete and return.

We can only accept one sheet from each household. **Please complete and return to us in the Freepost envelope provided by Friday 18th December 2020.**

If you prefer you can email your response to highway.regulation@york.gov.uk Please give the information we have asked for, including your name and address.

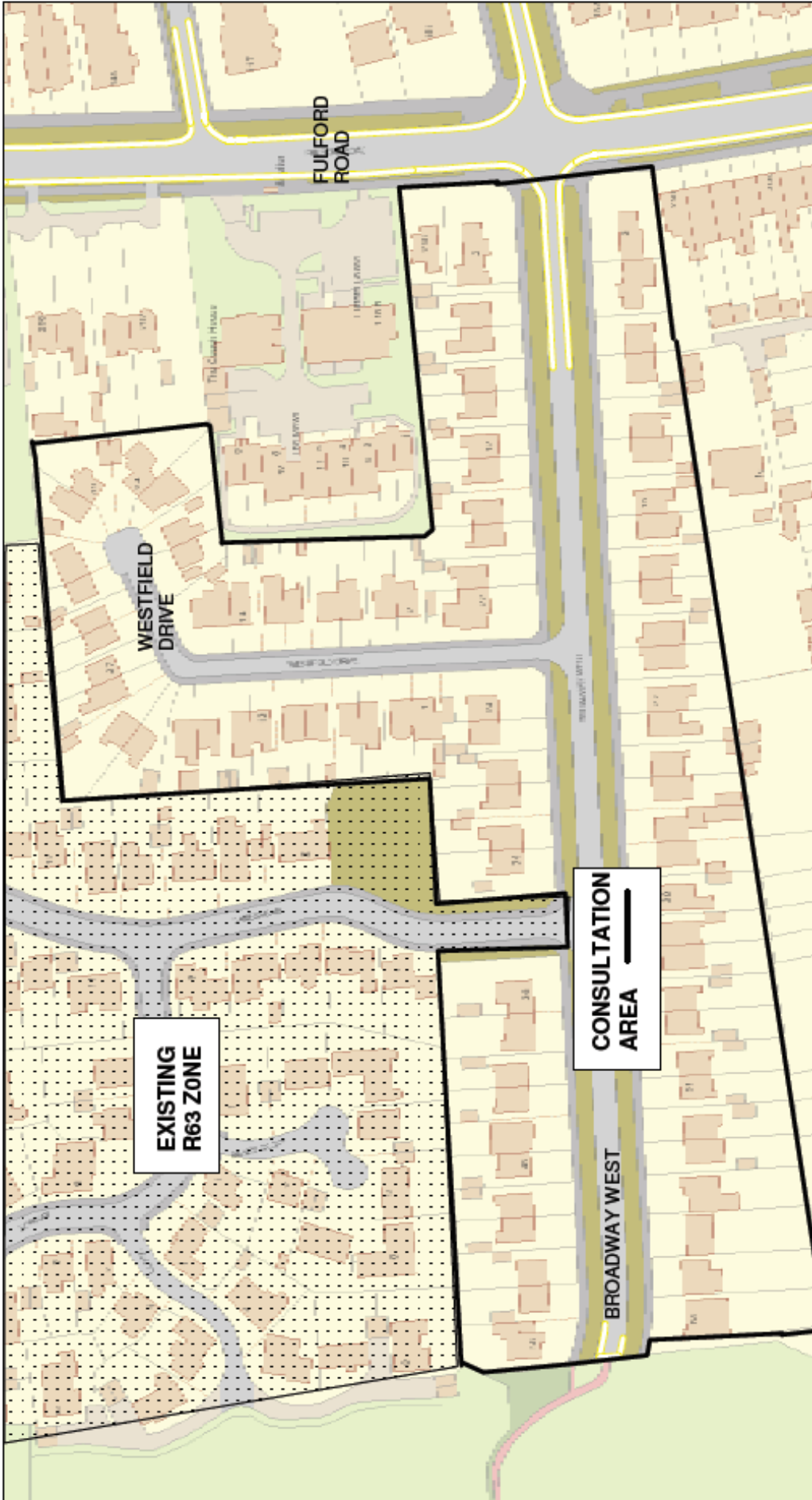
The results of the consultation will be reported to an Executive Member Public Decision Session (held virtually at this time) for a decision on how to proceed. You will be informed of the date of this meeting a few weeks before it takes place. We will write to you after the meeting to inform you of the decision made and what happens next.

Please email highway.regulation@york.gov.uk if you require any further information at this time.

Yours faithfully

S A Gill

Sue Gill,
Traffic Project Officer, Transport



<p>+ Crown copyright. All rights reserved Licence No. 2003</p> <p>Broadway West, Westfield Drive Consultation Area</p>	SCALE	1 : 1355
	DATE	11/11/2020
	DRAWING No.	
	DRAWN BY	

Questionnaire Sheet

Broadway West & Westfield Drive
Residents' Priority Parking Scheme



Please indicate your preferences by ticking the appropriate box:

	YES	NO
Would you support a proposal to introduce a Resident Parking Scheme on your street?		

Please indicate your preferred times and the time limit you prefer for non-permit holders. The existing R63 Danesmead area operates Monday to Friday, 9am to 5pm with 30 minutes allowed for non-permit holders during these times. It would be helpful if you could complete this section even if you have indicated "NO"

Monday to Friday, 9am to 5pm in line with the Danesmead Estate	
7 day week restriction, full time	
Other? Please specify your preference	
Preferred time limit for non-permit holders; e.g 10 mins, 30 mins, 1 hour etc	

Title: (Mr. Mrs. Miss Ms) -----Initial: -----

Surname: -----

Address: -----

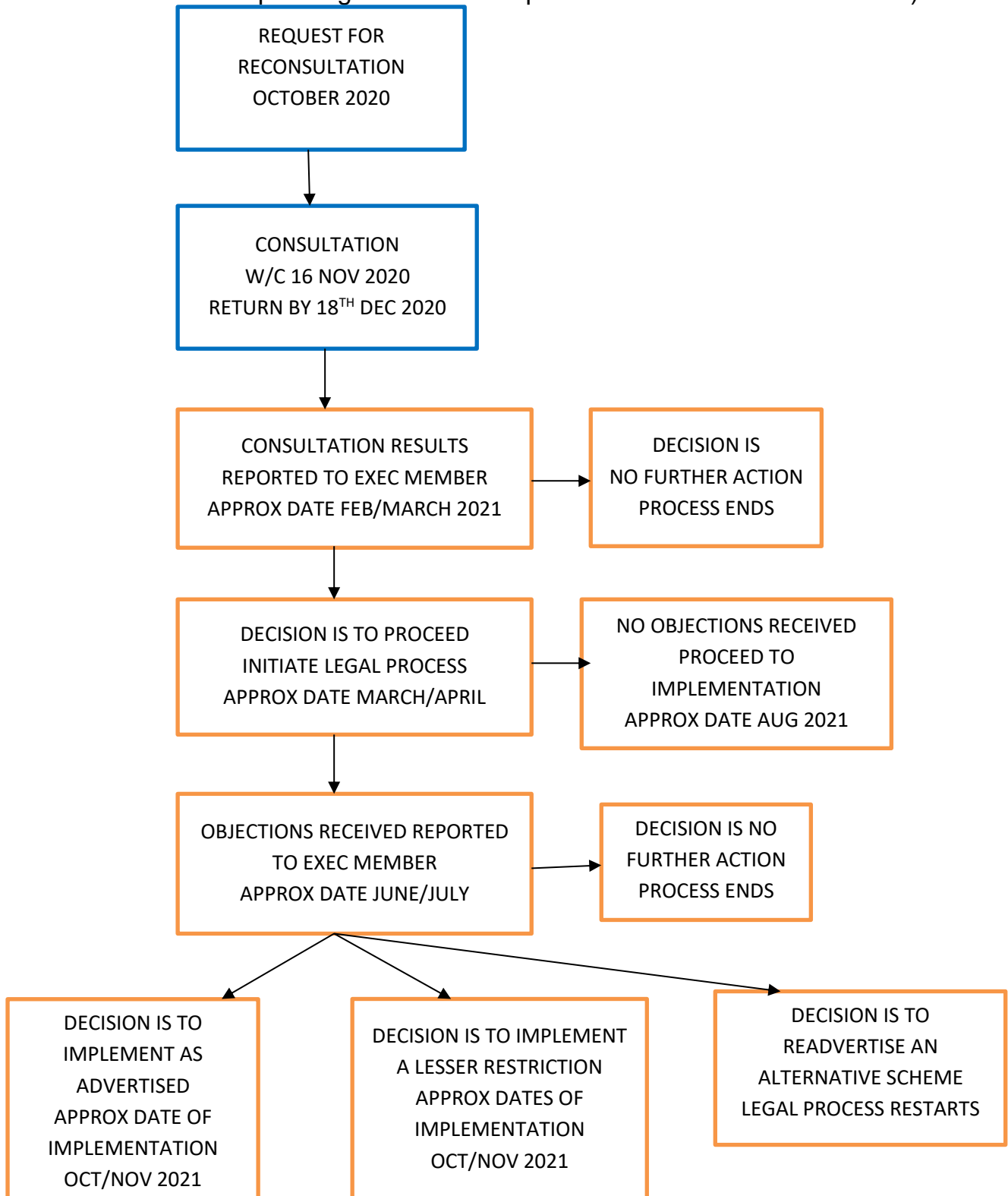
Postcode -----

Please return in the freepost envelope provided by Friday 18 December 2020. We will only accept one completed sheet from each household and your preferences are kept confidential. If you prefer you can email your preferences and comments to highway.regulation@york.gov.uk

Please write any further Comments you wish to make below (or use separate sheet)

**TIMESCALE FLOW CHART FOR RESIDENT PARKING CONSULTATION
BROADWAY WEST AND WESTFIELD DRIVE**

(timescale is approximate, depending on circumstances the process may take less time or more depending on other work priorities and resources available)



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Annex B: CONSULTATION RESULTS, BROADWAY WEST AND WESTFIELD DRIVE

No of returns

	No. of properties consulted	Returns	% returns	No of returns in support	% of returns in support	No of returns not in support	% of returns not in support
Westfield Drive	32	16	50	5	25%	12	75%
Broadway West	60	45	75	33	71%	13	29%

Times of Operation preferred

	9-5, Mon -Fri	Full Time	9-6, 7 days	9-5 7 days	9-3, Mon - Fri	10-4
Westfield Drive	5	2				
Broadway West	19	14	1	1	1	1

Preferred time allowance for non-permit holder

	30 mins	10 mins	1 hour	2 hours	20 mins	5 mins
Westfield Drive	4		1			
Broadway West	16	9	7	3	1	1

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Annex C

Comments received during the consultation

Lengthy letter below (copied verbatim) is from a resident with many objections who would like consideration given to a policy change

1. The reason for the re-consultation / community support is inconsistent with the purpose of the ResPark scheme

My Freedom of Information requests issued to York Council revealed no complaints or issues regarding available parking space for residents. This accords with my own observations. I have never experienced difficulty in parking on Broadway West and nor have any of my visitors.

I have been carrying out frequent checks of the numbers of cars parked on Broadway West since the re-consultation letters were issued and I have not recorded a single incident of the street being at greater than two thirds of its reasonable on-street parking capacity, and it is often at much lesser levels. This is not surprising, as almost all homes on Broadway West have off street parking available for 2-3 cars residents (i.e. residents do not need priority parking on Broadway West).

Instead the only disclosed complaint related to "a number of incidents of obstruction on Broadway West ... culminating this morning in the bin lorry being unable to collect rubbish on any of the streets".

I have not observed any incidents of obstruction on Broadway West, and nor have any of my visitors.

As per the York Council website, ResPark "gives priority parking within a particular zone to residents, residents' visitors, property owners, local businesses". There is no mention on York Council website (or on any of the documents disclosed to me through Freedom of Information requests asking for policies and procedures relating to ResPark) of ResPark being used as a tool for highway obstruction management in circumstances where residents priority parking is not required.

To the extent that the issues on Broadway West relate to highway obstruction or highway safety, then these should be assessed by the Highway Authority based on evidence and monitoring and the most appropriate solution identified (which may not be ResPark, for example using yellow lines to restrict parking to one side of Broadway West could eliminate any obstruction issues).

2. The Council must adopt a suitable Policy for ResPark before consultation continues

In response to my Freedom of Information requests, York Council has not disclosed any written policies on how ResPark decisions are made, other than that decisions are traditionally made based on the majority views of the residents.

From the video of the 25 October 2018 decision session (<https://www.youtube.com/watch?v=92pqLj2ovX4>), the following statements were made (which are consistent with that approach):

- “our policy in York, don’t necessarily do any monitoring as to what traffic is using those roads and whether we feel it [the Respark Scheme] is justified” (around 42.40)
- “we never refuse residents who have petitioned and voted for a scheme on the grounds you have all got off-street parking and therefore you can’t have it, which they do in some other authorities” (around 42.45)
- “from a highway authority we take action on a street due to safety on a street ... residents parking is more about recognising a community asset and in the use of the community asset local residents will have a greater weight in council’s deliberations as they live there and closest affinity with those assets”, with additional words that sound like the Council’s policy as a listening Council is to look at how use of community assets best reflects those who are immediately impacted, a community decision, not one we always agree with.

Apologies if the sound quality means that is not exactly recorded. However, this approach to policy represents a misunderstanding of the Council’s duties and responsibilities.

Broadway West is a highway and needs to be treated as such under the law. It is not a “community asset”. The Council should not make decisions that it does not consider are justified or which it does not agree with (or else are not supported and justified by objective evidence or reasons) simply because the residents of a particular street have asked for it.

The Council has statutory duties in respect of the considerations it must take into account in assessing ResPark schemes (e.g. s45 and s122 of the Road Traffic Regulations Act 1984) as well as general requirements as a public authority to make decisions that are reasonable, rational and proportionate.

None of this is evidenced in the policy statements above. The Council has not informed residents of the matters that statute requires to be considered when assessing a ResPark scheme, so there can be no reasonable or rational reason to suppose that residents have voted with those considerations in mind.

Nor, as evidenced by the statements referred to above, does the Council enquire into whether the reasons that have caused the residents to vote in a particular manner justify a ResPark scheme (i.e. whether they are reasonable, rational or proportionate).

The Council cannot effectively delegate its decision-making responsibilities to residents. Where the Council gives substantial weight to, and adopts, the views of residents then the Council is making a decision based on views that have not taken into consideration the relevant statutory and public law requirements. This approach does not adequately discharge the Council's duties to consider and act in accordance with those requirements.

The Council must adopt a lawful policy on the assessment of ResPark schemes, consistent with its legal obligations, that duly takes account of its statutory and public law obligations, before proceeding with this matter.

3. The Council will likely lose money from the Scheme

In the Council's 20 June 2019 Decision Session relating to Danesmead Estate, it was stated that:

"Because the majority of properties in this zone have off street parking amenity, the level of income from permits is unlikely to be sufficient to cover maintenance, enforcement and administration costs at the time of implementation or in the future". The stated mitigation for this was that "The ResPark schemes as a whole raise sufficient income to enable ongoing costs to be met".

Broadway West is similar to Danesmead Estate in that the majority of properties have off street parking amenity, and so I assume that the level of income from permits is unlikely to cover the Council's costs.

If so (and irrespective of whether the cost can be covered by ResPark schemes elsewhere in York) a Broadway West ResPark scheme will likely be a net cost to the York Council public, compared to the situation where the Broadway West ResPark scheme does not exist. Given that there is no objectively reasonable need for ResPark on Broadway West, this represents an unreasonable, wasteful and disproportionate use of public funds.

This further demonstrates why any Council policy that the local residents views are prioritised and enacted is clearly misconceived, as it cannot be that one street can decide to use Council funds that are meant to be for the benefit of the entire City of York in a way which is objectively unnecessary or unreasonable. This demonstrates why York Council must objectively assess whether a given ResPark scheme is justified via evidence, analysis and monitoring, and I am confident that if any objective analysis or monitoring were carried out then it would show that Broadway West is not suitable, or at best low priority, for ResPark.

4. Visual impact of signage at Westfield Drive

Westfield Drive voted 80-20% against ResPark in 2018 and expectations must be that it will vote against it again.

If a Scheme were to be implemented at Broadway West but not Westfield Drive, then it would require intrusive signage to be placed at the entry to this narrow street, dominating and affecting its character and the view from the homes on Broadway West that are opposite this entrance.

5. Negative consequences for Westfield Drive

If Broadway West is included in the ResPark scheme but Westfield Drive is not, then it must be expected that Westfield Drive will suffer from displacement parking.

This would be a particular disadvantage to Westfield Drive as it is a narrow street (requiring some cars to park partly on the pavement), which would likely lead to more acute highway obstruction issues than are observed on the wider Broadway West. Westfield Drive is also prone

to flash flooding. It is a much less suitable highway for on-street parking than Broadway West.

This leads to one of two undesirable outcomes: (a) Westfield Drive residents being unfairly prejudiced by displacement parking due to the introduction of a Scheme at Broadway West; or (b) Westfield Drive being forced into ResPark despite having shown very strong opposition to the scheme.

6. Displacement parking will cause greater highway issues

Broadway West is very capable of taking the levels of parking it experiences. It is a wide road with plenty of off-street parking, in a dead end system with light traffic flow.

Displacement parking to any available neighbouring street (i.e. those without existing parking restrictions) is likely to cause greater issues and so would be an irrational decision by the Council from a highway and traffic management perspective. For example:

(a) Westfield Drive (see above);

(b) St Oswalds Road - this is a narrower street, where parking is much harder to find and many residents do not have off-street parking available;

(c) Broadway - this is a road used by buses and heavier vehicles, as well as being a through road to the University and Broadway shops. It can experience heavy traffic at the junction with Fulford Road. Cars parked on the street can cause more acute obstructions to greater amounts of traffic than is experienced on Broadway West. Displacing parking to Broadway also means additional persons crossing the busy Fulford Road.

(d) Fulford Road - Fulford Road is one of York's busiest roads and obstructions can cause very significant traffic flow issues. Whilst some parking spaces are available, it is often difficult to open the driver side door once parked. Broadway West is a much safer street to park on.

7. Community issues on the street

At the moment, there are no restrictions on how cars are parked on the verge-side entranceway to each property.

If a ResPark scheme is introduced, cars will only be able to park in these spaces if not overhanging the footpath or the road.

This is technically difficult to achieve (requiring time to get right, which may lead to anxiety in some residents) and my observations are that this will be impossible to achieve for some of the longer vehicles that are currently parked in those locations on the street.

Further, all residents will be provided with a Parking Hotline Number to report illegally parked cars, leaving us with the possibility of residents reporting one another for being centimetres over the allowed space. This may damage community relations.

8. Additional car movements

Residents with two or more cars will likely park behind one another to avoid ResPark charges. For our household, this will require a number of additional car starts. This is because (in normal times) the person who returns from work first typically leaves first the following day.

At the moment, where one of our vehicles can park on the street, there would be four car movements each day both adults go to work (each leaving once, and each returning). With ResPark this increases to seven (one to back the second car out to the street, one to back the first car out to the street, one to return the second car back to off-street parking, one to leave with the first car, one to leave with the second car, one to return with the first car and one to return with the second car).

This creates additional engine starts with air quality effects, and safety issues with additional movements across footpath and backing on to roads.

9. Loss of green spaces

As an alternative to 8, some residents may pave over the green spaces in their front yard to minimise egress issues. This is what our household may do to avoid the inconvenience of carrying out the above vehicle movements, whilst busy trying to get young children ready for school in the morning.

Others may do likewise, leading to a less attractive street and with associated environmental impact.

10. Equalities

The proposed ResPark scheme is less likely to affect households who (a) have no cars, or one car; or (b) are not at home between the proposed hours of 9-5 Monday to Friday (e.g. because they are at work).

Based on (a), this means that the persons most likely to be affected are multi-occupancy households and their visitors (which are more likely to be people of a younger adult age, and people who are not married). The people least likely to be affected would live on their own (most likely elder residents).

Based on (b), people who are not at work 9-5 Monday to Friday are more likely to be women and their visitors (specifically those who are pregnant, in a maternity phase or else married and being the primary carer) or religious residents (e.g. any current or future Jewish residents who need to return home before sunset in Winter on Fridays, or any current or future Muslim residents who may not work on Friday's in order to attend the York mosque) or younger adults whose studies or working arrangements do not fit a 9-5pm model.

Officer Comments

The comments above received from one resident include some valid points. It is accepted that displacement parking will take place.

Currently any vehicle overhanging the carriageway or footway when parking on the hard standing access could be enforced for obstruction by North Yorkshire Police.

Historically, Resident Parking is only introduced at the request of Residents. We ask for a 50% return of expressed resident preferences and a majority of those returns to be in favour. There is no written Resident Parking Policy on record. For clarity and to avoid further misunderstanding this is something that could be considered in the future.

Equality Issues raised

Any vehicle displaying a blue badge can park in any of the Resident Parking areas or bays throughout our authority.

There are permits available to residents (free of charge) who require visits by carers on a regular basis. Visitor permits are available at a discounted cost for elderly and residents who receive identified benefits.

We have only received one specific indication within the returns received that any resident of either street believes resident parking will be detrimental to their religious beliefs, age or health. A student in a rented property on Westfield Drive has expressed concern about buying an annual permit for a high turnover property. Permits can be purchased for shorter periods. Refunds are made for any full months outstanding if a permit is returned. A resident parking scheme is not considered to be detrimental to this equality group. Any disabled student with a blue badge can park on street without a need to purchase a resident parking permit.

Additional comments received from residents of Broadway West

There should be no restrictions whatsoever. Residents should use their own driveway for parking - one property has four vehicles

Restriction should apply 7 days a week. Parking occurs on a weekend for events on the Knavesmire.

Inconsiderate parking occurs both sides of the road and leave no access for emergency vehicles. The refuse wagon has been blocked from collection.

Double yellow lines is our preferred option – how do we prevent and report vehicles parking on the verge (*officer: any vehicle parking on the verge without displaying a resident parking permit can be issued a penalty charge notice. Residents can phone the parking hotline*)

Cars are continually parking on and damaging the verges.

Parking has been noticeably worse since the Danesmead scheme was implemented

My drive is regularly blocked by people driving, parking and then walking the dog. This would not be prevented by a 30 minute restriction.

The cycle route is regularly blocked

I'm not in favour, I'm disappointed we're being asked again so soon. In general all these schemes do is move the problem and pay money to the council for what we currently have for free. I don't think it should've been granted for Danesmead as they only had issues when the school had

events which could've been amicably resolved (I've lived in both streets), plus they nearly all have wide driveways with lots of space so it seemed unnecessary.

Main objection- I don't want to pay for a permit if we have more than one car, and I don't mind dog walkers and people temporarily parking on the street if they park sensibly.

Secondary objection- what happens with carer's vehicles? Would an elderly person need to pay for a permit for them if the apron was taken/they arrived in more than one vehicle? They tend to still have the older narrow driveways so you can't get a car in.

I have difficulty accessing my drive when cars park opposite and near to it. This causes difficulty when bringing my mobility impaired father to visit as I need to be able to park on my drive. Additional yellow lines would be beneficial.

Additional comments received from residents of Westfield Drive

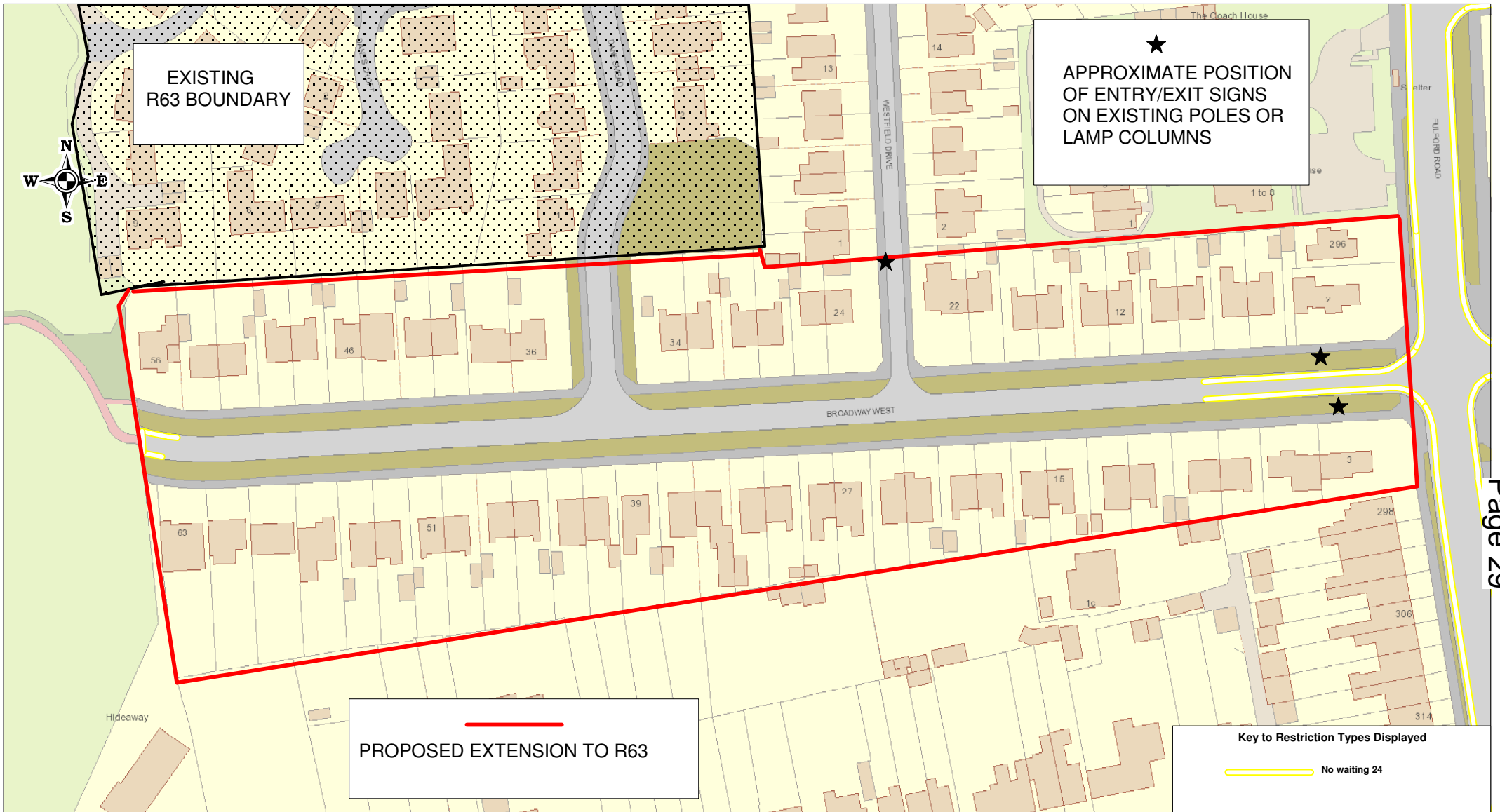
No need for the scheme, we do not have a problem

Disagree with having to pay for visitors or tradesmen to work

If car parking in York was cheaper perhaps workers in the city would be able to park closer to work

Unfair to students – having to buy permits when turnover is high (*officer; permits can be purchased for 3, 6, 9 or 12 months*).

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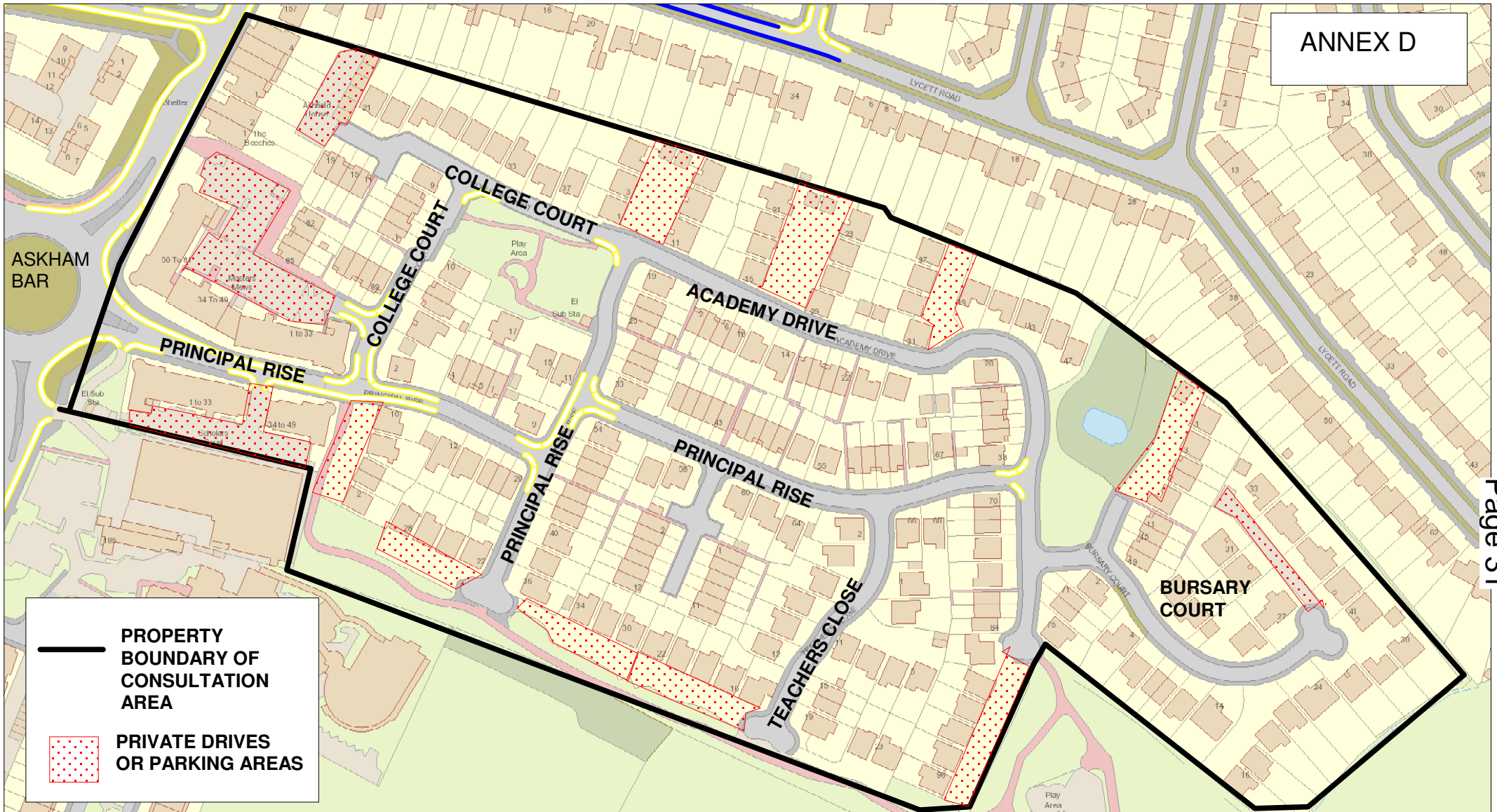


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Annex D, Recommended Option

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Annex D: Revival Estate Consultation Plan

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Executive Member Decision Session

9 February 2021

Report of the Corporate Director of Economy & Place
Portfolio of the Executive Member for Transport

Directorate of Economy & Place

Transport Capital Programme – 2020/21 Monitor 2 Report

Summary

1. This report sets out progress to date on schemes in the 2020/21 Economy & Place Transport Capital Programme, and proposes adjustments to scheme allocations to align with the latest cost estimates and delivery allocations.
2. The report also provides an update on the progress of schemes in the Emergency Active Travel Fund programme, and details of the Active Travel Fund Tranche 2 programme.

Recommendations

3. The Executive Member is asked to:
 - 1) Approve the amendments to the 2020/21 Economy & Place Transport Capital Programme.
 - 2) Note the progress of schemes in the Transport Capital Programme, and the development of the Active Travel Fund programme.

Reason: To implement the council's transport strategy identified in York's third Local Transport Plan and the Council Priorities, and deliver schemes identified in the council's Transport Programme.

Background

4. Following approval at Budget Council on 27 February 2020, the Transport Capital Budget for 2020/21 was confirmed at £21,282k.

Amendments were made at the Consolidated Report in August 2020 to include all schemes and funding carried over from 2019/20, and further amendments to the programme were made at the Monitor 1 report in November 2020.

5. Following these amendments, the current budget for the 2020/21 Transport Capital Programme is **£28,694k**. This includes funding from the Local Transport Plan (LTP) grant and council resources, and significant funding from various external sources, including grant funding from the government's Office of Low Emission Vehicles (OLEV) and the European Regional Development Fund (ERDF) for the Hyper Hubs project, the National Productivity Investment Fund, the West Yorkshire Transport Fund, and funding from the Department for Transport for the Outer Ring Road Dualling scheme.
6. The first COVID-19 lockdown significantly affected the capacity of the Transport and Highways teams to deliver the schemes in the Transport Capital Programme. Although progress has been maintained on many of the schemes, resources had to be redirected to deliver additional urgent items, such as the Emergency Active Travel Fund schemes, in direct response to the outbreak. At the same time delivery capacity was affected by social distancing and self-isolation requirements. This has placed a significant amount of pressure on the Transport team, who have worked at speed to deliver multiple schemes which under normal circumstances would have taken many months. These works, such as the delivery of footstreet extensions, have been broadly welcomed by businesses as supporting the York economy that fared better over the summer compared to other cities. The third lockdown period after Christmas and the reduced availability of Highways resources has impacted on the delivery of schemes in January. Additional resources are being procured and recruited to deliver the schemes which were delayed by the COVID 19 outbreak and the new schemes being brought into the programme.
7. Due to the delays progressing some schemes, there are a number of items where funding needs to be slipped to 2021/22 as the schemes will not be implemented in 2020/21.

2020/21 Major Schemes

8. The City Centre Access scheme has been affected by the expansion of the city centre Footstreets area as part of the council's COVID-19 measures to provide additional space for pedestrians to accommodate social distancing measures. Following the decision at the 26 November Executive to keep the expanded Footstreets area in place until September 2021, it is proposed to reduce the allocation for this scheme to £500k to allow the Racecourse security measures to be implemented in 2020/21, and slip the remaining funding to 2021/22 for the City Centre Access scheme to be implemented.
9. Although there were some delays earlier in the year due to the lockdown measures, bus operators have been able to progress the conversion works needed to bring their bus fleets up to the emissions standard required for the city centre Clean Air Zone. Grant funding was also awarded to Reliance for the purchase of new buses, which are now in operation. It is proposed to reduce the allocation by £100k in 2020/21, as the cost of the work on the First York bus fleet is lower than originally estimated.
10. The Hyper Hubs project to provide additional electric vehicle charging infrastructure at Monks Cross and Poppleton Bar Park & Ride sites is being progressed, though the use of Poppleton Bar as a COVID-19 testing site means the timescales for this scheme were revised and the scheme will be completed in summer 2021. There have also been some delays to the proposed Hyper Hub at York Hospital due to land ownership issues, which means the work may not be completed by 31 March 2021. It is proposed to reduce the allocation for the Hyper Hubs schemes to £1,765k, and slip the remaining funding to 2021/22 for the completion of the schemes.
11. The council awarded grant funding to First York in 2019/20 for the purchase of a fleet of 21 electric buses for Park & Ride services. Progress was delayed earlier in 2020/ 21 as the manufacturer had to close down during the first lockdown period, but work re-started later in the year and 14 of the new buses were in operation by 30 November, with the remaining buses in use by the end of January.
12. The proposed Transforming Cities funded improvements to cycling and walking facilities between Scarborough Bridge and Bootham Park were approved at the November 2020 Decision Session. The work to signalise the Bootham/ St Mary's/ The Drive junction, create a ramp at the southern end of St Mary's, and widen the Railway

Walk path adjacent to Marygate car park is now planned to start in April 2021.

13. Although work on the Smarter Travel Evolution Programme has continued throughout the year, some of the aspects of the programme will not be completed by 31 March 2021. It is proposed to reduce the allocation for this scheme to £1,660k, and slip the remaining funding to 2021/22 to allow work on the data platform and communications upgrades to be completed.
14. Following the report to the November 2020 Executive, it is proposed to reduce the allocation for the Station Frontage scheme to £1m due to the lower expected spend in 2020/21. The report set out the funding and delivery approaches for the scheme, which will be progressed in 2021/22.
15. As set out in previous capital programme reports, the Outer Ring Road junction improvements and dualling proposals are now being developed as a single scheme. Following public consultation in autumn 2020, work on the planning application for the scheme is ongoing, and will be followed by completion of the detailed design for the schemes, with construction planned to start in summer 2023. It is proposed to reduce the allocation for the scheme to £1,700k, and slip the remaining funding to 2021/22 for work on the scheme to continue.

2020/21 Transport Schemes

16. As with the major schemes, progress on the transport schemes was delayed earlier in 2020/21 due to the impact of the lockdown measures introduced in March due to the COVID-19 pandemic. Feasibility and design work on new schemes was delayed as staff resources were focussed on the COVID-19 measures and the Emergency Active Travel Fund programme, and implementation of schemes was delayed due to the requirements for lockdown and the need for social distancing. As the lockdown restrictions were reduced over the summer, it was possible to progress and implement some schemes as planned. However, there are some schemes where progress has been delayed, and the following amendments to budgets are proposed to reflect the changes to programme delivery.

17. It is proposed to reduce the allocation for the Park & Ride Site Upgrades scheme as a smaller programme of work will be progressed this year following the closure of some of the sites earlier in the year, and the use of Poppleton Bar Park & Ride as a testing facility. Work to improve the drainage system at Monks Cross Park & Ride has been implemented, and other minor works can be progressed as required through the remainder of the year.
18. It was not possible to progress the Park & Ride Advance Signage scheme in 2020/21 as staff resources were focused on COVID-19 measures and unable to prepare this scheme for implementation in the year. Feasibility and design work is ongoing, and it is proposed to reduce the allocation for this scheme in 2020/21 and include funding in the 2021/22 programme for implementation.
19. It is proposed to slip the grant funding for the School Bus Exhaust Refits and Tour Bus Conversions schemes to 2021/22, as the conversion works to reduce emissions from school buses could not be progressed due to delays with the manufacture approval and procurement of equipment. As set out in the report to the 19 March 2020 Executive, the trial of retro-fitting tour buses to convert them to electric drive has ended, and the council will discuss the possibility of reallocating the grant funding for other schemes in York with Defra.
20. Funding was allocated in the programme for measures to improve the existing road closure at Victoria Bar. However, following requests to extend the scope of the scheme to review the wider area, and the need to consider the proposals to reduce car levels in the city centre as part of the scheme, the work was put on hold to allow these wider measures to be developed. It is proposed to slip the funding to 2021/22 to allow a scheme to be developed that could incorporate all of these proposals.
21. The majority of the work to install new electric vehicle charging infrastructure at car parks and Park & Ride sites will be carried out in February and March, and it is proposed to slip £150k to 2021/22 for the completion of the scheme.
22. It is proposed to reduce the allocations for the Wigginton Road and Fulford Road multi-modal studies, as progress was delayed due to the impact of COVID-19 schemes on staff resources. Scheme briefs have been prepared, and work on feasibility and design will

be continued in 2021/22 to assess the transport issues on these two main routes.

23. The temporary road closures to reduce through traffic in The Groves residential area were put in place in September 2020, but additional works have been required since the start of the scheme to amend some of the closure points following issues raised by residents and road users. It is proposed to increase the allocation for this scheme by £20k to fund the additional works and the cost of monitoring the trial road closures.
24. The proposed improvements to CCTV on the Hungate development site have been on hold until development work on the site is completed. Due to delays to the development, it will not be possible to complete the proposed work by 31 March 2021, and it is proposed to reduce the allocation for this scheme to £10k for initial works and slip the remaining funding to 2021/22.
25. Following the allocation of additional funding for cycle schemes in the Summer 2019 budget, a list of priority cycle schemes was approved earlier in the year for inclusion in the transport capital programme. However, work to develop and implement these schemes has been delayed due to the focus on the COVID-19 measures and the schemes included in the Emergency Active Travel Fund programme. It is proposed to reduce the allocation for the cycle schemes to £100k to allow feasibility and design work to continue in 2020/21, and slip the remaining funding to 2021/22 to allow schemes to be implemented once feasibility and design work has been completed. Progress on the development of the Bishopthorpe Road Cycle Scheme has also been delayed, and it is proposed to reduce the funding allocation for this scheme to £50k and slip the remaining funding to 2021/22.
26. Initial feasibility work was carried out on possible improvements to a section of footway on University Road due to the narrow width and impact of tree roots on this section of footway. However, the options to realign the footway required the removal of mature trees on land owned by the University of York, and was not supported. It is proposed to reduce the budget for this scheme as a feasible scheme cannot be progressed at this time, and review potential improvements as part of the University Road scheme included in the Active Travel Funding programme.

27. The new zebra crossing on Haxby Road at Clarence Gardens was completed in July, but some additional work has been required to address lighting and drainage issues. It is proposed to increase the allocation for this scheme by £5k to fund these works.
28. Additional funding has been included in the Speed Management programme for the completion costs of the Green Lane Rawcliffe mini-roundabouts scheme, which was completed in April, and the allocation for the Elvington Lane Speed Management scheme has been reduced as the scheme to replace the existing speed cushions will not be implemented in 2020/21.
29. Following completion of the Castle Mills Bridge maintenance scheme in April, work on the Blue Bridge maintenance scheme was completed in the autumn, and the bridge is now back in use. No other schemes are planned for 2020/21, and it is proposed to reduce the allocation for this scheme to £475k and slip the remaining funding to 2021/22 to allow the bridge maintenance programme to be continued.
30. The funding for additional improvements to footpaths to be progressed as part of the CityFibre utility works across the city has not been required in 2020/21, and it is proposed to slip this funding to 2021/22.
31. No other changes are proposed to schemes in the transport capital programme at this stage of the year. A number of schemes have already been completed, including:
 - Upgrades to traffic signals at five locations across the city.
 - Completion of the CCTV Upgrades programme.
 - New pedestrian crossings at Haxby Road, Green Dykes Lane (contribution to ward committee scheme), and York Road Haxby.
 - Measures to improve safety at Lord Deramore's School, and at the zebra crossing on Hull Road near Owston Avenue.
32. Full details of the transport capital programme are shown in Annex 2 to this report.

Emergency Active Travel Fund

33. An update on the Emergency Active Travel Fund was presented to the Executive Member on 18 January. A number of schemes to

increase space available to pedestrians and improve facilities for cyclists were implemented over summer 2020, following the council's successful bid for funding from Tranche 1 of the government's Emergency Active Travel Fund for measures to support walking and cycling whilst social distancing restrictions were still in place. A review of the programme was carried out and reported to the October Decision Session, and it was agreed that while some temporary measures would be removed, the one-way closure of Coppergate would be extended, and consultation should be carried out on the proposal to make this permanent. Approval was also granted for the North-South City Centre cycle route and the Bootham/ Shipton Road Cycle Lanes schemes to go ahead.

34. The council also submitted a bid for Tranche 2 of the government's Active Travel Fund (ATF) for funding to allow further improvements for pedestrians and cyclists to be implemented. This bid was successful, and we have been awarded £658k for the development and implementation of schemes to improve cycling and pedestrian facilities, including improvements to cycle facilities on Ouse Bridge (A1237), a new pedestrian/ cycle crossing on Tower Street, and a new off-road cycle route linking Wheldrake and Heslington. The capital grant funding for these schemes (£527k) has been added to the transport capital programme, and details of the Active Travel Fund programmes are included in Annex 2 to this report. As approved following the report to 18 January Decision Session, the council has agreed to an in-principle match-funding allocation of £600k for the programme, which will be set out in the 2021/22 Capital Programme.

Consultation

35. The capital programme is decided through a formal process using a Capital Resources Allocation Model (CRAM). CRAM is a tool used for allocating the council's capital resources to schemes that meet corporate priorities.
36. Funding for the capital programme was agreed by the council on 27 February 2020. While consultation is not undertaken on the capital programme as a whole, individual scheme proposals do follow a consultation process with local councillors and residents. A wider consultation regarding the council's budget for 2021/22 was carried out in winter 2020, as part of the process of developing the

council's 2021/22 Budget, which will be approved at the 11 February 2021 Executive meeting.

Options

37. The Executive Member has been presented with a proposed programme of schemes, which have been developed to implement the priorities of the Local Transport Plan (LTP3) and the Council Plan.

Analysis

38. The programme has been prepared to meet the objectives of LTP3 and the Council Plan as set out below; implement the City Centre Access & Safety Scheme; implement the Clean Air Zone and Hyper Hubs schemes; progress the Smarter Travel Evolution Programme; and progress the Outer Ring Road upgrades and Station Frontage major schemes.

Council Plan

39. The Council Plan has Eight Key Outcomes:

- Well-paid jobs and an inclusive economy
- A greener and cleaner city
- Getting around sustainably
- Good health and wellbeing
- Safe communities and culture for all
- Creating homes and world-class infrastructure
- A better start for children and young people
- An open and effective council

40. The Transport Capital Programme supports the prosperity of the city by improving the effectiveness, safety and reliability of the transport network, which helps economic growth and the attractiveness for visitors and residents. The programme aims to reduce traffic congestion through a variety of measures to improve traffic flow, improve public transport, provide better facilities for walking and cycling, and address road safety issues.

41. Enhancements to the efficiency and safety of the transport network will directly benefit all road users by improving reliability and accessibility to other council services across the city.

42. The capital programme also addresses improvements to the transport network raised by residents such as requests for improved cycle routes, measures to address safety issues and speeding traffic, and improvements at bus stops such as real-time information display screens and new bus shelters.

Implications

43. The following implications have been considered.

- **Financial:** See below.
- **Human Resources (HR):** In light of the financial reductions in recent years, the Executive Member's attention is drawn to the fact that the majority of Highways and Transport staff are now funded either through the capital programme or external funding. This core of staff are also supplemented by external resources commissioned by the council to deliver capital projects, which provides flexible additional capacity and reflects the one-off nature of capital projects.
- **Equalities:** There are no Equalities implications.
- **Legal:** There are no Legal implications.
- **Crime and Disorder:** There are no Crime & Disorder implications.
- **Information Technology (IT):** There are no IT implications.
- **Property:** There are no Property implications.
- **Other:** There are no other implications.

Financial Implications

44. As set out in the report, there are a number of schemes where funding needs to be slipped to 2021/22 as the work will not be completed in 2020/21. Adjustments have also been made to scheme budgets to reflect changes to cost estimates and scheme progress, and the overprogramming amount has been reduced as a consequence of these adjustments.
45. Funding slipped to 2021/22 will be included in the 2021/22 Budget, which will be presented to the 11 February Executive meeting for approval, following a process of public consultation in December and January.

46. Following the successful bid for the Active Travel Fund Tranche 2 grant, the council was awarded £658k grant funding, of which £527k is capital grant funding with the remaining £131k being revenue funding. It is proposed to add the capital funding to the Transport Capital Programme to align with the corporate capital programme budget. The required match funding for the Active Travel Fund programme will be included in the 2021/22 Transport Capital Programme.
47. If the proposals in this report are accepted, the Economy & Place Transport Capital budget in 2020/21 would be reduced to **£15,182k**, as set out in Annex 1 to this report.

Risk Management

48. For larger schemes in the programme, separate risk registers will be prepared and measures taken to reduce and manage risks as the schemes are progressed throughout 2020/21.

Contact Details

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James Gilchrist

Assistant Director of Transport,
Highways and Environment

Report Approved



Date 29.01.21

Neil Ferris

Corporate Director – Economy & Place

Report Approved

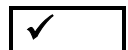


Date 29.01.21

Specialist Implications Officer(s) List information for all

Wards Affected: *List wards or tick box to indicate all*

All



For further information please contact the author of the report

Background Papers:

E&P 2020/21 Capital Programme Budget Report – 19 March 2020

E&P 2020/21 Capital Programme Consolidated Report – 11 August 2020

E&P 2020/21 Capital Programme Monitor 1 Report – 3 November 2020

Annexes

Annex 1: 2020/21 Transport Capital Programme Budgets

Annex 2: 2020/21 Transport Capital Programme Schemes

Annex 1 - Council Approved 2020/21 Transport Capital Budget

Funding	20/21 Monitor 1 Budget £1,000s	Amendm ents £1,000s	Revised Budget £1,000s
Local Transport Plan Grant	1,570		1,570
Developer Funding (Section 106)	122	-32	90
Clean Bus Technology Grant	312	-312	
City Centre Wayfinding	284		284
Local Transport Plan Schemes (CYC Funding)	439	-314	125
Walking & Cycling Schemes (CYC Funding)	500	-400	100
Bishophill/ Micklegate Public Realm Improvements	230	-230	
CCTV Upgrades Programme	157		157
Car Park Improvements	278		278
Electric Vehicle Charging	1,435	-150	1,285
Traffic Signal Asset Renewal Programme	1,292		1,292
City Fibre Network	360	-360	
Bridge Maintenance	971	-496	475
City Centre Access & Security	1,758	-1,258	500
Clean Air Zone	1,630	-100	1,530
Hyper Hubs	2,628	-863	1,765
Scarborough Bridge Cycle Routes	688		688
Smarter Travel Evolution Programme	2,195	-535	1,660
WYTF - Station Frontage	5,834	-4,834	1,000
WYTF - Outer Ring Road Upgrades	4,080	-2,680	1,400
Outer Ring Road Dualling	1,775	-1,475	300
Emergency Active Travel Fund (Capital Grant)	156		156
Active Travel Fund (Capital Grant)	-	527	527
Total	28,694	-13,512	15,182

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Scheme Ref	2020/21 Transport Capital Programme	20/21 M1 Budget	Draft M2 Budget	Funding Source
		£1,000s	£1,000s	

Public Transport				
PR01/20	P&R Site Upgrades	190	140	Local Transport Plan/ Council Resources/ Section 106
PT01/17	P&R Advance Signage	80	20	Local Transport Plan
PT01/20	Bus Stop Improvements	111	111	Local Transport Plan/ Section 106
Public Transport - Carryover Schemes				
PT03/18	Peasholme Green Bus Stop Improvements	39	39	Section 106
TM08/15	School Bus Exhaust Refits	217		Government Grant
PT02/14	Tour Bus Conversions (on hold)	95		Government Grant

Total Public Transport	732	310
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Traffic Management				
TM01/20	AQ Monitoring	20	20	Local Transport Plan
TM02/20	Signing & Lining	70	70	Local Transport Plan/ Council Resources
TM05/19	Bishophill/ Micklegate Access & Public Realm (Victoria Bar)	230		Council Resources
TM03/20	CCTV Upgrade	157	157	Council Resources
TM09/19	Car Park Improvements (Pay-on-Exit)	278	278	Council Resources
TM04/20	Electric Vehicle Charging	1,435	1,285	York & North Yorkshire LEP Grant; Council Resources
TM05/20	TSAR Programme	1,292	1,292	Council Resources
Traffic Management - Carryover Schemes				
TM03/19	Car Park Direction Signs	30	30	Local Transport Plan
TM06/19	City Centre Footstreets VMS	10	10	
TM07/19	Wigginton Road Multi-Modal Study	50	25	
TM08/19	Fulford Road Corridor Improvements	45	25	
TM10/19	Hopgrove Lane South Review	10	10	
TM14/19	The Groves Traffic Restrictions (Experimental TRO)	70	90	Local Transport Plan/ Council Resources
TM10/17	Improved City Centre Signage (Wayfinding)	284	284	Council Resources
TM07/18	Hungate CCTV	42	10	Section 106

Total Traffic Management	4,023	3,586
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Scheme Ref	2020/21 Transport Capital Programme	20/21 M1 Budget	Draft M2 Budget	Funding Source
		£1,000s	£1,000s	

Pedestrian & Cycle Schemes				
CY01/20	Cycle Schemes	600	100	Local Transport Plan/ Council Resources
	University East-West Campus Link			
	City Centre North-South Cycle Route			
	Rougier Street/ Tanners Moat Cycle Gap			
	Fishergate Gyratory Pedestrian & Cycle Improvements			
	Hospital Fields Road Cycle Improvements			
	Orbital Cycle Route - Lawrence Street/ James Street/ Regent Street Crossing Improvements			
	Accessibility Improvements (Cycle Barriers)			
	Terry's - Riverside Path Ramp Improvements			
	Skeldergate - Cycle Improvements at Build-outs			
	Fulford Road - Frederick House Development Improvements			
	Tang Hall Lane / Foss Islands Path Access Improvement			
	Nunthorpe Grove / Southlands Rd Point Closure Improvements			
	Nunnery Lane - conversion of Victor Street Puffin to Toucan			
Manor Lane/ Shipton Road Junction Improvements Cycle Margin Works				
CY02/20	Cycle Minor Schemes	25	25	Local Transport Plan
CY03/20	Business Cycle Parking	20	20	
PE01/20	Pedestrian Minor Schemes	50	50	Local Transport Plan/ Council Resources
PE02/20	Pedestrian Crossing Review	170	170	
Pedestrian & Cycle Schemes - Carryover Schemes				
CY02/19	Navigation Road Cycle Route	20	20	Local Transport Plan
PE02/19	University Road Footway	25	5	
PE03/19	Haxby Road (Clarence Gardens) Crossing	50	55	
CY06/19	Bishopthorpe Road Cycle Route	100	50	Council Resources
CY01/16a	Acomb Road Cycle Route	5	5	

Total Pedestrian & Cycle Schemes	1,065	500
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Safety Schemes				
SR03/18	St Paul's Primary School	2	2	Local Transport Plan/ Council Resources
SR06/18	St Barnabas Primary School	13	13	
SR01/19	Clifton Green Primary School	13	13	
SR01/20	St Marys Primary - Askham Richard	10	10	
SR02/20	OLQM – Hamilton Drive	4	4	
SR03/20	Primary School – Road Closures	3	3	
SR04/20	21/22 Programme Development	5	5	
SR07/18	Lord Deramore's Primary School	65	65	
SR08/18	Fulford School Access	5	5	

Scheme Ref	2020/21 Transport Capital Programme	20/21 M1 Budget	Draft M2 Budget	Funding Source
		£1,000s	£1,000s	

Safety & Danger Reduction Schemes				
LS01/19a	Foss Islands Road / Navigation Road LSS	50	50	Local Transport Plan
LS01/19b	Fawcett Street / Paragon Street LSS			
LS01/19c	Hull Road / Field Lane Roundabout LSS			
LS02/19	A1237 / A19 Roundabout LSS			
LS01/20	Review of Cluster Sites			
LS02/20	Monkgate Roundabout Review			
LS03/20	Stage 4 RSA Reviews			
LS04/17	Hull Road/ Owston Avenue LSS	55	55	
DR01/20	Reactive Danger Reduction	3	3	Local Transport Plan
DR02/20	21/22 Programme Development	2	2	
DR03/20	Stockton Lane VAS	17	17	
DR01/17a	Haxby to Strensall - Cross Moor Lane & Haxby Moor Road	1	1	
DR01/17c	Haxby Road Speed Cushions	7	7	
Speed Management Schemes				
	Speed Management Schemes		10	Local Transport Plan/ Council Resources
SM01/20	Elvington Lane Speed Cushions	50	10	
SM02/20	Sim Balk Lane Speed Cushions	10	10	
SM03/20	Speed Mgt Scheme Development for 2021/22	15	15	
SM04/20	Vehicle Activated Signs Review	10	10	
SM04/17	Hempland Avenue Speed Management	30	30	
SM01/18	Alness Drive Speed Management	5	5	
SM03/19	Osbalwick 20mph Zone	5	5	

Total Safety Schemes	380	350
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Scheme Development				
Var	Future Years Scheme Development	90	90	Local Transport Plan/ Council Resources
Var	Previous Years Costs	50	50	Local Transport Plan
-	Staff Costs	200	200	

Total Scheme Development	340	340
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Total Integrated Transport Programme	6,540	5,086
---	--------------	--------------

Maintenance Schemes

Structural Maintenance				
BR01/18	Special Bridge Maintenance	971	475	Council Resources
SM01/19	City Fibre Network	360		

Total Structural Maintenance	1,331	475
-------------------------------------	--------------	------------

Scheme Ref	2020/21 Transport Capital Programme	20/21 M1 Budget	Draft M2 Budget	Funding Source
		£1,000s	£1,000s	

Major Schemes

Major Schemes				
TM07/18	City Centre Access	1,758	500	Council Resources
CZ01/19	Clean Air Zone	1,630	1,530	Council Resources/ Government Grant
TM07/16	Hyper Hubs	2,628	1,765	Council Resources/ Government Grant/ York & North Yorkshire LEP Grant
PR01/18	Low Emission Bus Scheme	200	200	Local Transport Plan
CY04/15	Scarborough Bridge Footbridge Cycle Routes	708	708	Government Grant/ Local Transport Plan Grant/ Council Resources
STEP	Smarter Travel Evolution Programme	2,195	1,660	Government Grant
YC01/17	Station Frontage	5,834	1,000	
OR01/17	Outer Ring Road Upgrades	4,080	1,400	
OR02/17	Outer Ring Road Dualling	1,775	300	Council Resources

Total Major Schemes	20,808	9,063
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Active Travel Fund

EATF Tranche 1							
Space For Pedestrians							
	Bishopthorpe Road	156	156	Government Grant			
	Pedestrian Pinch Points						
	City Centre Traffic signals						
Footstreet Enhancements							
	Pedestrian High Flow Areas						
	Extension (Blake Street/Lendal)						
	Extension (Goodramgate/Colliergate/Church St)						
	Extention to Castlegate						
	Extention to Fossgate						
	Staffing of entry points						
Park & Cycle Corridor Improvements							
	Shipton Road						
	Tadcaster Road						
	Malton Road						
General Cycle Network Improvements							
	Castle Mills Bridge (Westbound)						
	North South City Centre Cycle Route inc. Navigation Road measures						
	Coppergate One Way with Contraflow Cycle Route						
	Improved signage on City Centre Bridges (Lendal, Ouse, Skeldergate)						
The Groves Experimental TRO							
Cycle Parking (City Centre)							
	Sheffield Stands						
	Secure City Centre Cycle Parking						
Park & Ride Cycle Parking							
	Rawcliffe Bar						
	Monks Cross						
	Askham Bar						
Cycle Counters							
Maintenance of Traffic Management							

Total EATF Tranche 1	156	156
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Scheme Ref	2020/21 Transport Capital Programme	20/21 M1 Budget	Draft M2 Budget	Funding Source
		£1,000s	£1,000s	

Active Travel Fund Tranche 2				
	Active Travel Funding Tranche 2 Capital Grant			
	A1237 Ouse Bridge Cycle Route			
	Shipton Road Cycle Route			
	City Centre Accessibility		527	Government Grant
	Wheldrake to Heslington Pedestrian & Cycle Improvements			
	Acomb Road Cycle Lanes			

Total Active Travel Fund Tranche 2		527
---	--	------------

Total Programme	28,835	15,307
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Overprogramming	141	125
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Total Budget	28,694	15,182
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**Decision Session –
Executive Member for Transport**

9th February 2021

Report of the Assistant Director of Transport, Highways and Environment

Consideration of results from the consultation on the potential implementation of Residents Priority Parking in the Revival Estate (Principal Rise, College Court, Chancellor Grove, Teachers Close, Bursary Court, Academy Drive, Scholars Court and Master Mews) .

Summary

1. To report the results following a consultation undertaken in September 2020 for the Revival Estate and the affected properties that have frontages/access onto the proposed area, then determine what action is deemed appropriate (plan of consultation area included in Annex A).

Recommendation

2. It is recommended that approval be given to take no further action towards the implementation of Residents Priority parking at this location and remove the consulted area from the Residents Parking waiting list.
Reason: The required 50% response rate has not been met.

Background

3. Following a survey undertaken by the Revival Residents Association we received a formal request from the residents association to add the Revival Estate to the waiting list for Residents Priority parking. The request was reported to the Executive Member for Transport and Planning on 19th September 2019.

4. The Executive Member gave approval to consult with residents when the area reached the top of the waiting list.
5. Masters Mews and Scholars Court are apartment blocks built as part of the development (old York College site). There are private car parking areas provided for the apartments but we understand not all have a private parking space and consequently some occupants rely on being able to park on street. Vehicle access to the apartments is accessed from Principal Rise and College Court and we consider both these apartment blocks to be part of the Revival Estate and have consulted accordingly.
6. The estate also has 12 areas of private drives that service properties in all areas of the estate (highlighted boundary plan included in Annex D). The private driveway areas would not be included in any proposed scheme. The residents of the properties serviced by the private driveways were consulted as they have access/entrance to the proposed area, just like the residents of Masters Mews and Scholars Court. These properties may already park within the area should they require it or have visitors that would need to park within the area.
7. The consultation documentation (Annex C) was hand delivered on 16th September 2020 requesting residents return their preferences on the questionnaire sheet in the freepost envelope or by email to highway.regulation@york.gov.uk by 14th October.
8. We also hand delivered a clarification letter (Annex D) regarding the private driveways on 1st October 2020 and advised residents to reply using the freepost envelope or email if this would change their original preference. We received no responses from any residents regarding the private driveways and no changes to their original preferences.
9. The consultation documentation is included within this report as:

Consultation Results (for full details see Annex E)

10. In total 359 properties were consulted and asked to return their questionnaires. The returns did not meet the required 50% response rate. The response rate received across the whole estate was 43%.

11. Traditionally, we require a response rate of 50% and the majority of those returned to be in favour.

	Total	returned	% for	% against
Principal Rise	84	40(47%)	75%	25%
Chancellor Grove	12	11(91%)	45%	55%
Teachers Close	22	11(50%)	63%	37%
Bursary Court	35	25(71%)	96%	4%
Academy Drive	41	28(68%)	82%	18%
College Court	23	11(48%)	72%	28%
Ashfield House	4	1(25%)	100%	0%
The Beeches	2	0(0%)	0%	0%
Masters Mews	88	16(18%)	37%	63%
Scholars Court	48	13(27%)	53%	47%
Results	359	156(43.4%)	71%	29%

Preferred Times of Operation(for full details see Annex E)

12. From the 156 residents who gave an opinion, 46% preferred Mon-Fri 10am to 3pm, 39% preferred Mon-Fri 9am to 5pm and 10% indicated they preferred Full Time Mon-Sunday 24 hours.
13. 10% of residents who gave a preference for a time of operation also suggested they would have preferred 'Term Time only' to have been an option for them to select.
14. The reason for 'Term Time only' or 1st September to 20th December/1st January to 10th July not being an option is because:
- i. Any signs used for these specific times and dates of operation would be very large non regulatory signs that would carry a lot of information on them.
 - ii. Each of the signs would need to be erected on 2 new columns as they would be too large to place on any existing lamp columns.
 - iii. It could lead to requests from residents for pro-rata costs of the permits they require as they would not be for a full 12months as in other Residents Priority zones.
 - iv. The signs would not be in line with the council's current policy for street clutter.

Residents Comments (see Annex E for full details)

15. The most common comment across all residents, who were for or against Residents Priority parking, suggested the problems were being caused by York College students parking on the estate during the day.

Options

16. The available options are:

- A. Take no further action at this time(recommended option)
This option is recommended because the required response rate of 50% was not achieved.
- B. Take forward the formal advertisement of the TRO process to try and get a clearer view of all residents opinion of the scheme, based on the percentage of respondents in favour (71%) of the scheme(not recommended)

This option is not recommended as the required 50% response rate was not achieved.

Council Plan-

17. The Council Plan has Eight Key Outcomes:

- Well-paid jobs and an inclusive economy
- A greener and cleaner city
- Getting around sustainably
- Good health and wellbeing
- Safe communities and culture for all
- Creating homes and world-class infrastructure
- A better start for children and young people
- An open and effective council

18. The recommended proposal contributes to the Council being open and effective as it responds to the request of the residents to solve the problems they are experiencing.

Implications

19. The report has the following implications:

Financial- If the recommended option is not agreed then the following would apply: Residents parking schemes are self-financing once in operation. The £5k allocated within the core transport budget will be used to progress the proposed residents parking schemes.

Human Resources- If a scheme was implemented, enforcement would fall to the Civil Enforcement Officers necessitating an extra area onto their work load.

Legal – If the recommended option is not agreed then any proposals implemented would require amendments to the York Parking, Stopping and Waiting Traffic Regulation Order 2014.

Road Traffic Regulation Act 1984 & the Local Authorities Traffic Orders (procedure) (England & Wales) Regulations 1996 apply.

Crime and Disorder- None

Information Technology- None

Land- None

Other- None

Risk Management- There is an acceptable level of risk with the recommended option.

Contact Details

Authors:

Geoff Holmes

Traffic Projects Officer
Highways

Tel: 01904 551475

Chief Officer responsible for the report:

James Gilchrist

Assistant Director for Transport, Highways
and Environment

**Report
Approved**



Date 29.01.21

Annexes:

Annex A: Plan of Consultation Area

Annex B: Cover Letter

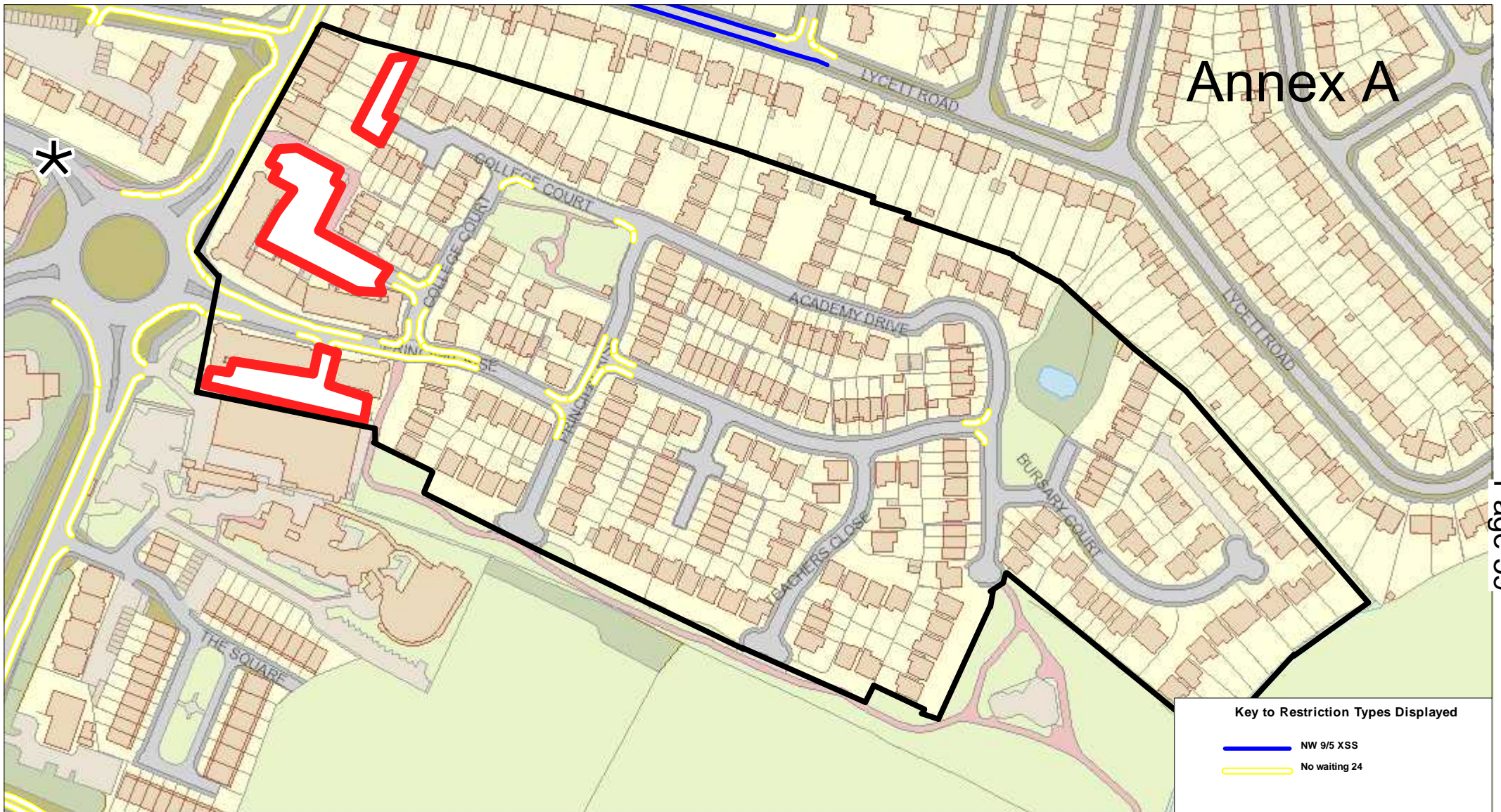
Annex C1, C2, C3: Consultation Documents and Questionnaire

Annex D, D1: Private Driveways Clarification Letter and Highlighted Plan

Annex E: Consultation Results

Annex F: Residents Comments

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Annex A

Key to Restriction Types Displayed

- NW 9/5 XSS
- No waiting 24



Revival Estate Boundary Plan

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SCALE	1 : 2399
DATE	10/09/2020
DRAWING No.	
DRAWN BY	

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Directorate of Economy and Place

West Offices, Station Rise
York
YO1 6GA

Tel: 01904 551475
Email: highway.regulation@york.gov.uk

Date: 16th September 2020

To the Residents:

Principal Rise, College Court, Chancellors Grove, Teachers Close, Bursary Court and Academy Drive

Dear Residents

Request for Residents' Priority Parking

We are writing to you because we received a petition from residents of Principal Rise, College Court, Chancellor Grove, Teachers Close, Bursary Court and Academy Drive (Revival Estate) asking us to consider introducing a Residents' Priority Parking scheme (Respark).

The attached plan indicates the extent of the proposed new boundary. We are proposing to introduce a scheme for Revival Estate which would operate on entry zone signage. This type of scheme proposed for your street does not require extensive signing and lining and would allow residents, when displaying the required permit, to park anywhere on Revival Estate so long as no obstruction to the highway is being caused. Entry/exit signs would be erected at the entrance to Principal Rise, then small ad hoc repeater signs can be placed on existing poles/lamp columns. The plan has 3 red boxes in it and these are the private car parking areas for Scholars Court, Masters Mews and Ashfield House. These private areas would be excluded from the proposed residents parking scheme as they currently have their own permitting system in place. The residents of Scholars Court, Masters Mews and Ashfield House have been included in this consultation as they may still require Respark permits and visitor permits.

Generally we require a 50% response rate from the consultation. From the returns we require a majority in favour to take this forward and initiate the legal

consultation process (when formal objections can be made).

Consequently, it would be helpful if you would take the time to complete the attached questionnaire and return it in the pre-paid envelope provided before 14/10/2020.

Consultation documents

The following information and documents are enclosed:

1. Plan of the proposed Respark Zone.
2. How a Resident Parking Scheme Works using regulations introduced in 2012. We use this type of scheme for side roads/cul-de-sacs.
3. The current cost of permits (April 1st 2020 to 31st March 2021)
4. Questionnaire/Freepost Envelope (please return)

We can only accept one completed sheet from each household. **Please complete and return to us in the Freepost envelope provided by 14/10/2020**

If you prefer you can email your response to highway.regulation@york.gov.uk
Please give the information we have asked for on the questionnaire, including your name and address.

You can add any comments you wish to make. For example, we would like to know if any of the following circumstances apply to you:

- You have special needs/circumstances that you believe would be disadvantaged by the introduction of a Respark scheme
- If you rent your property, please write the contact details of the owner (if known) or managing agent on your return. As residents in the area, you should still fill in the questionnaire and return it to us. We will contact the owner separately.

The results of the consultation will be reported to the Executive Member for Transport at a Public Decision Session. We will write to you again a few weeks before the meeting with further details.

Please contact me if you wish to discuss this further or require any clarification at this stage.

Yours faithfully

G. Holmes

Geoff Holmes
Traffic Project Officer

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A Residents' Priority Parking Scheme: Revival Estate

In January 2012, the Department for Transport amended Road Traffic Regulations. The amended regulations permit us to reserve a road for permit holders during an indicated period (or 24 hours) where parking bays are not marked. These are suitable for cul-de-sacs or enclosed areas where the witnessed problems associated with inconsiderate parking are due to the level of non-resident parking.

Because of the changes, we can now offer residents a Residents' Priority Parking Scheme (Respark) where the resident has more control. You can park anywhere on street as long as you are not parked on any yellow lines, across a dropped kerb placed for the purpose of vehicle or pedestrian access/crossing or cause an obstruction.

Signs are mounted at the beginning of the restricted area to inform drivers that parking is reserved for permit holders. The scheme can operate full time, or on a part-time basis depending on resident preference. The timing on the shown sign is an example: – please indicate your preferred times of operation on the questionnaire sheet enclosed. Outside any specified times the street would be available for any vehicle to park. A Mon-Fri, 9am to 5pm scheme gives residents and their visitors more flexibility on an evening and weekend. A full time scheme is more beneficial if non-resident parking remains at significant levels during evenings and weekends.



Our Respark schemes cannot guarantee a space will be available. A scheme is introduced to give residents priority over available space within the boundary of the scheme. In areas of high density housing, pressure for space can still occur.

There would be no parking allowed for any non-permit holders whilst the scheme is in operation. Any visitors to your property would require a visitor

permit, even for a short duration (except for those activities that are listed below).

Exemptions within the Traffic Regulation Order

A Resident Parking scheme is a parking restriction; it does not prevent access. Non residents can wait on street in order to undertake one of the following activities.

1. Loading and unloading, including passengers. For example, you would still be able to get goods delivered, move house, or a friend arrive to collect you or drop you off without the need to display a permit. Our Civil Enforcement Team wait for approximately 5 to 10 minutes to ensure no loading activity is occurring before issuing a penalty charge notice to a vehicle which does not display a valid permit.
2. Vehicles displaying a valid disabled permit (blue badge).
3. Vehicles used for medical requirements, or for weddings and funerals.
4. Vehicles which belong to emergency services, statutory bodies or vehicles being used for highway works.

If you are having work done on the house, your builder or other tradesman can use a visitor permit or purchase a “builders permit” from parking services.

Enforcement

If a vehicle parks without a permit, the driver becomes liable for a Penalty Charge, issued by our Civil Enforcement Team.

Annex C2

Questionnaire Sheet



Revival Estate.

Residents' Priority Parking Scheme

Please indicate your preferences by ticking the appropriate box:

	YES	NO
Would you support a proposal to introduce a Resident Parking Scheme on your street?		

Please indicate your preferred time of operation, even if you are against the scheme:

24 hours, 7 days a week	
10am to 3pm, Monday to Friday	
9am to 5pm, Monday to Friday	
Other: please state:	

Title: (Mr. Mrs. Miss Ms) -----**Initial:** -----

Surname: -----

Address: -----

Postcode -----

*Please return in the freepost envelope provided by **8th October 2020**. Your preferences are kept confidential. If you prefer you can email the information and comments to highway.regulation@york.gov.uk. Do not forget to let us know your address when emailing.*

Please write any further Comments you wish to make overleaf (or use a separate sheet)

RESIDENT'S PRIORITY PARKING AREA



Annual charges for Household and Visitor Permits from APRIL 2020

HOUSEHOLD PERMIT	Annual Charge	Quarterly Charge
CARS IN DVLA VEHICLE BAND D – I AND VEHICLES REGISTERED PRE 2001	£99.95	£30.50
CARS 2.7Mtrs or LESS IN LENGTH LOW EMISSION VEHICLES DVLA BAND A to C	£49.98	£15.25
CARS IN DVLA VEHICLE BAND J – M AND VEHICLES MORE THAN 5M IN LENGTH	£139	£42
SECOND PERMIT	£192.50	£58.75
THIRD PERMIT	£380	£102
FOURTH PERMIT	£800	£205

Household Authorisation Cards entitle the holder to obtain Visitors Permits. The cards are issued automatically with a Household Permit but a householder is entitled to a Card without exercising an entitlement to a Household Permit.

Household Authorisation Card	when the Card is issued at the same time as a Household Permit	Nil
Discount Authorisation Card	See eligibility below*	Nil
Household Authorisation Card without permit	In all other circumstances	£3.20

*Discount Authorisation cards are free of charge and visitor permits reduced to £1.50 a book if you are:

- over 60 years old
- a blue disabled badge holder
- receive the higher rate of the mobility component of the disability living allowance
- are registered as blind
- in receipt of income support
- in receipt of long-term incapacity benefit
- in receipt of Job Seeker's Allowance
- in receipt of Universal Credit (in some circumstances)

Discounts are available if you are claiming a level of Universal Credit that meets any of the following criteria:

- if you are not working, you (and your partners) total income is no more than your maximum Universal Credit award entitlement
- your award includes a child amount and, if you (or your partner) work, your monthly earnings are no more than £935
- you (or your partner) have limited capability for work and, if you (or your partner) work, your monthly earnings are no more than £935
- the award does not include a child amount, you (or your partner) do not have a limited capability for work and, if you (or your partner) work, your monthly earnings are no more than £435

You can provide a copy of your journal confirming the level of your entitlement to the Universal Credit award or a copy of your entitlement letter.

Visitor Permits

A Visitor Permit entitles the holder to park a vehicle for the day of issue and up to 10am on the next day. Visitor Permits are available upon application to the Parking Services Office. The date of use is displayed on each individual Permit by your visitor before it is placed in the vehicle.

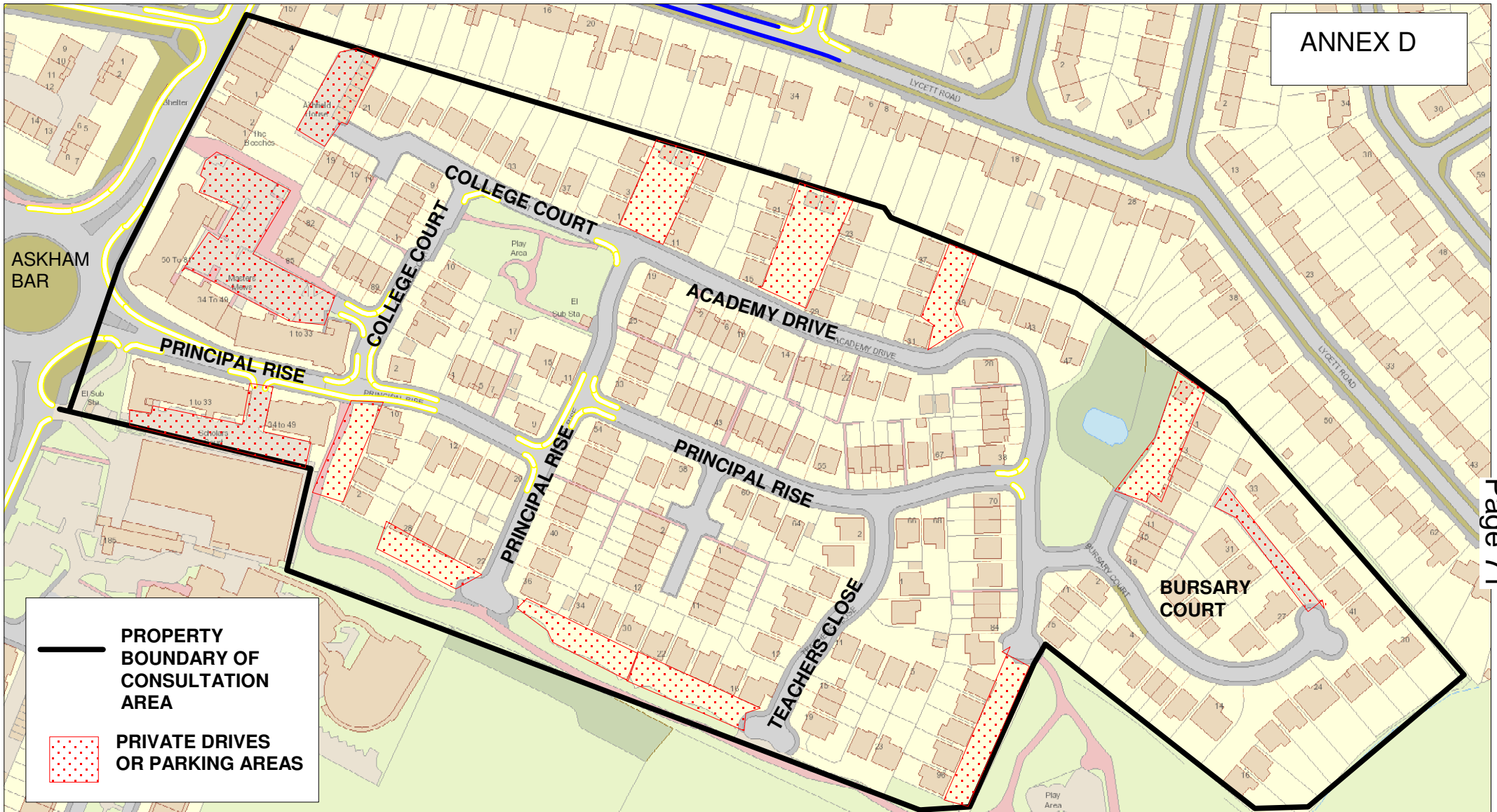
Visitor Permit	when the purchase is supported by a Household Authorisation Card	£6.25 (for 5)
	when the purchase is supported by a Discount Authorisation Card	£1.50 (for 5)

The Permits are supplied in books, each book containing 5 Permits. The maximum annual entitlement is 200 Permits per household.

Property Permits (commonly known as Builder Permits)

A tradesman doing building or renovation work can obtain a permit to park on a daily basis or for three months.

Builders/Property Permit	Daily charge	£3.40
	Permit for 3 months	£125



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Annex D: Revival Estate Consultation Plan

SCALE	
DATE	22/12/2020
DRAWING No.	
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Annex D1



Directorate of Economy and Place

West Offices, Station Rise
York
YO1 6GA

Tel: 01904 551475
Email: highway.regulation@york.gov.uk

Date: 1st October 2020

To the Residents:

Principal Rise, College Court, Chancellors Grove, Teachers Close, Bursary Court and Academy Drive

Dear Residents

I have been asked to provide you with some clarification of the existing consultation that was sent to you on 14th September 2020.

I have provided a map that shows all private areas within the estate (highlighted in purple). Please be aware that the proposed scheme does not include any of the private parking areas. You would only be required to display a permit if you park on an area of adopted highway (highlighted in green). Any residents that are permitted to park within the private areas would not be required to purchase a Respark permit to continue to do so. However, any properties that have a frontage within the private areas will still be permitted to purchase permits to park on the adopted highway within the proposed zone boundary for their vehicles/visitor vehicles should they be required (including Scholars Court, Masters Mews and Ashfield House).

If this information would change your response in regards to the proposed scheme please email us at highway.regulation@york.co.uk and please state in the subject box 'private driveways on Revival Estate'. I have also included a freepost envelope should you wish to write to us with your response.

Please contact me if you wish to discuss this further or require any clarification at this stage.

Yours faithfully

G. Holmes

Traffic Projects Officer

Corporate Director: Neil Ferris

www.york.gov.uk

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Annex E

	Total	returned	Yes	No	Full Time	Mon-Fri 10-3pm	Mon-Fri 9am to 5pm	Other	% for	% against
Principal Rise	84	40(47%)	30	10	5	19	16	0	75%	25%
Chancellor Grove	12	11(91%)	5	6	1	7	3	0	45%	55%
Teachers Close	22	11(50%)	7	4	2	3	5	0	63%	37%
Bursary Court	35	25(71%)	24	1	3	14	7	1	96%	4%
Academy Drive	41	28(68%)	23	5	0	16	10	0	82%	18%
College Court	23	11(48%)	8	3	0	6	4	0	72%	28%
Ashfield House	4	1(25%)	1	0	0	0	1	0	100%	0%
The Beeches	2	0(0%)	0	0	0	0	0	0	0%	0%
Masters Mews	88	16(18%)	6	10	1	4	10	0	37%	63%
Scholars Court	48	13(27%)	7	6	4	2	5	0	53%	47%
Results	359	156(43.4%)	111	45	16(10%)	71(46%)	61(39%)	1	71%	29%

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Annex F

In Support	
<p>Our household welcomes this opportunity to have residents parking on the estate. Our estate becomes a nightmare during college terms, it becomes a car park and the students have no respect for the residents, leaving their rubbish and giving verbal abuse.</p>	<p>Noted</p>
<p>My only concern is that the apartments are having a say in who parks on the estate, is this fair? The apartments have their own designated area where no-one can park, including the rest of the estate and students. So why do they get a say if someone can park outside my house? I fully understand that not all apartments have parking spaces so could a discounted scheme be made available to them? They of course need to park, nobody has any problems with apartment owners parking on the estate but they shouldn't have any say on who parks outside our homes.</p>	<p>The apartments do not have 100% allocated parking spaces for the residents. The apartments have always been part of the development. There are also 12 other private parking areas within the estate. It would be unfair not to consult them as well as the apartments.</p>
<p>Sadly, we have experienced aggressive behaviour, aggressive driving, swearing and leaving litter behind from college attendees.</p>	<p>Any anti-social behaviour should be reported to the police at the time of the incident.</p>
<p>I am a resident of the flats in Scholars Court but am one of the few flats that do NOT have a designated parking space. Consequently, if the parking permit scheme does go ahead I would need an on-street parking permit. I do currently park on the street as it is my only option, and many times I</p>	<p>The introduction of a Residents Priority Parking scheme would only allow residents of the estate to purchase a permit but would also not guarantee a parking place near to your property.</p>

<p>have to park at the other end of the estate due to students of the college parking on the street outside my block.</p>	
<p>We are opposed to the residents of the flat being included in this survey. We already made a strong case for the exclusion of these residents as <u>we were not included</u> in their parking scheme! The issues we experience on Bursary Court are in no way reflected at the top of the estate where these flats are located. Specifically, their parking lots are allocated, such that no car can come and take it, or block its access! This however cannot be said about the rest of the estate.</p> <p><u>NOTE</u> (1) NB OF FLATS>>NB OF HOUSES</p> <p>(2) HOUSES ARE THE ONES HAVING THE PROBLEM</p> <p><u>HENCE: FLATS SHOULD NOT BE ASKED. OUTRAGEOUS</u></p>	<p>The apartments do not have 100% allocated parking spaces for the residents. The apartments have always been part of the estate. There are also 12 other private parking areas within the estate. It would be unfair not to consult them as well as the apartments.</p>
<p>Prior to Covid-19 lockdown, there have been issues with delivery vehicles, bin wagons, emergency vehicles all having access issues to the Revival Estate. The timing of the issues are mostly (but not always) during York College term time. It is a fact that York College students <u>and</u> staff park on the Revival Estate either because they are not allowed to park at the college or to avoid the costs of doing so. As one of the first residents of the Revival Estate I have lived with the growing problem. I have, with other residents, reached out to the college to find a</p>	<p>We have previously put in place restrictions to aid movements around the estate and are always looking to ensure the safety of highway users to be able to pass and repass. If the scheme was to be approved, in the next phase of implementation we could look at the extension of existing yellow lines or the installation of new yellow lines to further aid the safe movement of vehicles around the estate.</p>

<p>reasonable compromise. The college is unable, or unwilling, to police the parking habits of its staff and students. If nothing is done, there is a significant risk an emergency vehicle will not be able to access the Revival Estate, causing serious injury or death. If the council does nothing, despite all the warnings, it will be neglecting its duty of care to residents. I do hope a solution is found for the Revival Estate. However, the council should consider that the problem will just move to another estate/street along Tadcaster Road. A longer term solution would be to ensure York College has the ability to provide adequate parking for its staff and students. If the college cannot increase its capacity of its car parking facilities it should stop growing its student base. In other words, the college should take more responsibility for the problem as well as the solutions the residents and council put in place.</p>	
<p>If the permit system is brought in I would want a sign erecting at the entrance to house numbers 88-96 Principal Rise advising it is a private road with parking for residents only as we would not be party to the permit restrictions.</p>	<p>Each of the 12 private drives/roads would all require signage to advise of this if the scheme is implemented.</p>
<p>The only thing we object to is the flats having a say because many of the residents avoid paying for their permit parking by parking on Principal Rise. Therefore, it is in their</p>	<p>The apartments do not have 100% allocated parking spaces for the residents. The apartments have always been part of the development. There are also 12</p>

<p>interest not to have it. We are in favour of permit parking if it goes through as it will discourage any of the flat residents from parking at the top of the road, therefore making it safer as at that point in the road is badly designed as there is a pinch point and people ignore the yellow lines.</p>	<p>other private parking areas within the estate. It would be unfair not to consult them as well as the apartments.</p>
<p>I think residents should get a free permit, many have two cars in this area and why should people on benefits only have to pay a fraction of the cost? People on benefits always end up better off than tax payers.</p>	<p>Residents parking prices are set at full council committee within a budget report on an annual basis. Residents parking is self-funding and the charges contribute towards the management, administration and enforcement of the scheme.</p>
<p>During daytime students from York College should be prohibited from parking in this area as they have a dedicated car park on site. They should obtain a daytime permit to deter free parking on the estate, as like other housing estates you have shift workers who can't park due to college students parking all around this estate.</p>	<p>If the scheme was to be implemented the restrictions in place would prohibit non-residents from parking within the proposed area during the restricted times.</p>
<p>The main issue is the extra flats permitted at the time of building with insufficient parking supplied, compounded by poor placement of 'yellow lines' on site and college parking during term times. The main access to the site should <u>ALL</u> be yellow lines- plus restricted parking allowed during term times. Could the old P+R site (at Tesco's) not be used as an alternative option? Good access, purpose built even if only for a short timeframe.</p>	<p>If the scheme was to be approved, in the next phase of implementation we could look at the extension of existing yellow lines or the installation of new yellow lines to further aid the safe movement of vehicles around the estate.</p>

<p>I would like to see double yellow lines extended in the position indicated on the attached map</p>	<p>If the scheme was to be approved, in the next phase of implementation we could look at the extension of existing yellow lines or the installation of new yellow lines to further aid the safe movement of vehicles around the estate.</p>
<p>As we have a private drive/stored drive we (2-10 Principal Rise) assume the purchase of visitor permits <u>only</u> is possible? We would only need these for very occasional use and the wording in the letter is not totally clear.</p>	<p>The residents who have properties serviced by the private drives would be able to purchase permits and visitor permits to park within the boundary of the proposed scheme.</p>
<p>Another issue is the speed at which those entering/exiting the estate drive along Principal Rise. I understand there was a proposal to impose a 20mph speed limit and would be interested to know what has happened to this.</p>	<p>The proposal for the reduction in the speed limit is currently on the speed limit review list which is due to be considered later in the year.</p>
<p>I would suggest the scheme is term-time only as the main issue with non-resident parking is students from the college.</p>	<p>Any signs used for these specific times and dates of operation would be very large non regulatory signs that would carry a lot of information on them. Each of the signs would need to be erected on 2 new columns as they would be too large to place on any existing lamp columns.</p>
<p>Can you clarify if I need a permit if I park on my drive?</p>	<p>You would not require a permit to park on your own drive.</p>
<p>No vote cast but comment made</p>	
<p>I don't think it is fair for me to vote because I bought 2 parking slots with this house(Masters Mews)</p>	<p>Noted</p>

Against	
<p>The application has been submitted with the intention of preventing students attending York College from parking on the estate. This is discriminatory to students and aimed at one age group. Since the start of the current term, only a very small number of vehicles have parked on the estate and have not caused any obstructions or limited parking. The introduction of this scheme will place a further obstacle to students' attendance at a time when we should all be finding ways for supporting students to safely travel and attend the college.</p>	<p>All proposed residents parking schemes are resident driven where a majority must be in favour. When we receive a petition or formal request to add an area to the waiting list this is presented to the Executive Member for Transport and must be agreed by them to add the request to the list for resident consultation.</p>
<p>The scheme will be costly to implement and enforce and the council should prioritise other funding requirements at this time</p>	<p>Residents parking is self-funding and the charges contribute towards the management, administration and enforcement of the scheme.</p>
<p>As a household we have two vehicles, one which we park on the estate streets, as we only have a drive suitable for one vehicle. The majority of the year we don't have a requirement to park the vehicle on the street between the hours proposed by the scheme, as we are at our places of work. In addition, which vehicle is parked on the street, is dependent on a number of variable factors. For convenience this would then require my purchasing of two permits at the cost of nearly £300 for what would really equate to between 10 – 15 days parking per year, within restricted times.</p>	<p>The first permit issued is not vehicle specific and can be used by any one vehicle that requires it.</p>

<p>It is also my understanding that some of the flats on the revival estate were sold without parking provision. Offering those dwellings opportunity to purchase a permit for street parking, albeit with potentially a limitation of hours and with no guarantee of on-street parking, seems unjust.</p>	<p>The apartments do not have 100% allocated parking spaces for the residents. The apartments have always been part of the estate. There are also 12 other private parking areas within the estate. It would be unfair not to consult them as well as the apartments.</p>
<p>I don't see how the parking restrictions will benefit our particular household or the estate as a whole and feel the matter is really about poor, and potentially at times, illegal parking on the estate, which is surely a police matter.</p>	<p>This is correct. Illegal parking or parking that causes an obstruction should be reported to the police.</p>
<p>In all honesty I begrudge having to pay a fee (substantial for our particular circumstances) to park on our own estate. Especially considering such restrictions weren't in place at the time of purchase, yet still have issues parking on an evening due to the volume of cars on the estate. An issue created perhaps in part because of some dwellings not having proper parking provision when constructed.</p>	<p>All proposed residents parking schemes are resident driven and residents parking permit prices are set at full council committee within a budget report on an annual basis.</p>
<p>Has there been an improvement in parking during lockdown? If not, the scheme won't really help.</p>	<p>Parking on the estate has not been monitored during the lockdown period.</p>
<p>How will you stop double parking in Scholars Court, Masters Mews and Ashfield House?</p>	<p>Scholars Court and Masters Mews have parking restrictions within their private parking areas that is enforced by Minster Baywatch. Ashfield House has private parking and an electronic gate preventing unrestricted access to the private area.</p>

<p>Why should friends and family have to pay money to visit us in our own homes?</p>	<p>In order to effectively enforce non-resident parking a displayed permit is required and residents parking permit prices are set at full council committee within a budget report on an annual basis.</p>
<p>Residents should not have to pay for parking on their own street. Any Scheme should come with a free permit for residents. This is just a money making scheme, that even if you pay comes with no assurances that the road will be clear.</p>	<p>The request for a Residents Priority Parking scheme is driven by the local residents and permit prices are set at full council committee within a budget report on an annual basis.</p>
<p>The problem is caused by residents in the flats at the top of the estate, who do have assigned parking, parking additional vehicles on the road. A residents permit scheme would not solve this as they would be entitled to purchase a permit.</p>	<p>In the responses we have received following the consultation there have been a number of different factors highlighted that have contributed to the current issues of parking on the estate, which are not limited solely to the residents of the flats.</p>
<p>This is total nonsense and not required</p>	<p>Noted</p>
<p>Probably like many residents we have many visitors, generally these are ad hoc visits, consequently a visitor permit would often not be known. The current system works fine for most residents. This sounds like another unwanted tax, which we could all do without.</p>	<p>You can purchase visitor permits that are not vehicle specific. The request for a Residents Priority Parking scheme is driven by local residents and is not implemented in order to generate revenue.</p>
<p>I work 8-6 Mon-Sat- the parking scheme suggested is pointless</p>	<p>Noted</p>
<p>I am a tenant in one of the Masters Mews apartments that does not include an allocated parking space, so rely on the free on-street parking around College Court and the surrounding area, for myself and visitors. The introduction of a</p>	<p>The request for a Residents Priority Parking scheme is driven by the local residents and permit prices are set at full council committee within a budget report on an annual basis.</p>

<p>residents only scheme would mean significant additional costs for tenants like myself, and complicate matters for landlords, potentially effecting rental prices in the future. Although I understand residents concerns and interest in the scheme, I have personally <u>NEVER</u> had any issues parking, despite the number of York College students seeking to use the area. For me, would bring about unnecessary extra costs.</p>	
<p>Unclear if I have to pay to park on my drive, I assume not. I would prefer more yellow lines, especially at junctions and along one side of the road.(Chancellor Grove)</p>	<p>You would not have to pay for a permit to park on your own driveway.</p>
<p>I strongly object to the residents parking scheme. I bought my house in an area where I do not have to pay for my family and friends to visit, it will devalue my house, as people will be put off buying a house in this area.</p>	<p>The request for a Residents Priority Parking scheme is driven by the local residents and we cannot comment on any impact it may have on house prices.</p>
<p>Most importantly the appalling parking is often residents as opposed to college students. I am affected by student parking but most of the time a word with them is sufficient for them to understand the issue. As a result of Covid, working from home, social distancing etc. it may be unnecessary anyway. Hence, do not introduce this or impose this, Thank you.</p>	<p>Your comments are noted but the request for Residents Priority Parking is driven by local residents.</p>
<p>I moved out of the city to avoid residents parking. My wife and I work as teachers and need 2 cars. We have an option of cutting down</p>	<p>The request for Residents Priority Parking is driven by local residents and requires a majority in favour. If the scheme is implemented the</p>

<p>a tree to make a driveway place but do not want to do this. I would be happy to loan my drive to students to park on rather than have a draconian measure like this. Is this really important in times like this? I feel sorry for people in the flats who have visitors or 2 cars. If you have to have this it should include holidays as well.</p>	<p>times of operation would include term-time holidays as well.</p>
<p>We are against the permit as prices are too high (we have 2 cars and no allocated parking spaces in Masters Mews). It is difficult the residents are being financially punished when the problem is the college.</p>	<p>The request for a Residents Priority Parking scheme is driven by the local residents and permit prices are set at full council committee within a budget report on an annual basis.</p>
<p>We feel strongly that York College should change their parking policy to allow more students to park on the college site, rather than in the development.</p>	<p>Noted</p>
<p>As a RESIDENT OF Scholar's Court who does not have a designated parking spot, I strongly object to the proposed 'Respark' scheme. At present, I am rarely able to park near my home due to limited on-street parking in the estate. The introduction of the proposed scheme would see me having to pay £100 a year for the same parking provision I have now (my car is pre 2001). I have noticed the cars I see parked on the streets around the estate are the same ones, indicating it is largely residents who park here already. As a healthcare worker who works long shifts (days, nights and weekends) there is no preferred time of operation that does not</p>	<p>The request for a Residents Priority Parking scheme is driven by the local residents and permit prices are set at full council committee within a budget report on an annual basis. As it would only be available to existing residents of the estate the implementation of a scheme could improve the availability of on-street parking.</p>

<p>inconvenience me. I am dependant on my car to access my place of work. Furthermore, I own the only car in my household and as such this affects my flatmate. In conclusion, I strongly oppose the instalment of this scheme as I feel it financially punishes residents who already struggle to park. I would also note that the majority of the estate benefits from ample off-street parking, so I question the motivation for implementing this scheme.</p>	

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**Decision Session –
Executive Member for Transport**

9 February 2021

Hopgrove Lane South - Consultation Update

Summary

1. This report, prepared in accordance with the decision of the Executive Member in October 2020, summarises responses from the local Ward Councillors in response to further consultation about possible changes to the Hopgrove Lane South/Malton Road junction.

Recommendations

2. The Executive Member is asked to note the consultation feedback, and instruct Officers how to proceed.

Reason:

To consider the local Member views, and decide the best way forward.

Background

3. In February 2018 it was reported that a petition containing 172 signatures had been received calling on the council to provide a left filter lane at the Hopgrove Lane South / Malton Road junction. In response, the Executive Member approved feasibility work to assess the likely cost, practicality, and potential impact of such a scheme.
4. The outline design for providing a left-turn lane is shown in **Annex A**. The outcome of the feasibility study was reported to the Executive Member decision session meeting in October 2020. The key findings were:
 - Introducing a second exit lane would avoid left-turners being delayed behind right-turners, and it is estimated this could save them between 1 and 2 minutes delay.

- Right turners would also benefit from twin exit lanes by not having to wait for left turners in front of them. The benefit would not be as great as for the left turners, but it would still be significant.
 - A significant safety concern is that left-turners would have difficulty seeing oncoming traffic because of right-turners. This would increase the probability of a collision with approaching traffic on Malton Road.
 - The total cost of the project, including service protection works, professional fees, and a contingency allowance, is estimated at £120K.
 - The scheme would primarily benefit car occupants, such as commuters and shoppers. It is therefore considered be of low priority when set against the council's "Hierarchy of Transport Users" and Transport Policy aims.
 - There is likely to be a suppressed demand caused by the delays at the existing junction which could be released if the delays were removed leading to additional traffic in nearby villages. Ideally, the effects of providing the extra exit lane would be tested via a trial, but this could not be done without physically widening the road. In such a situation, computer traffic modelling is considered the best way of getting further information to guide a decision.
5. In preparing the feasibility report, the views of Ward Members representing the immediate surrounding areas were considered. The junction is located within Huntington and New Earswick Ward, but is very close to three other ward areas as shown on the plan in **Annex B**. Their key points/comments are summarised below:-
- Cllr Ayre – supported the proposal.
 - Cllr Runciman - supported the proposal.
 - Cllr Orrell – supported the proposal.
 - Cllr Warters - raised concerns over making this route more attractive to motorists on the A166, which could see traffic increases through Holtby, Murton, and Stockton on the Forest.
 - Cllr Doughty - Supported the proposal, although appreciated the concerns highlighted by Cllr Warters

- Cllr Fisher - supported the proposal, and considered the scheme would not add much, if any, additional traffic through Holtby “since everyone already travels that way anyway”.
6. Having considered the findings of the feasibility study, and initial comments from the local Councillors, the Executive Member agreed the following resolution in October 2020:-
- that the findings of the preliminary feasibility investigations were noted and officers were instructed not to progress the proposal any further.
 - that officers would continue to consult with local residents and Ward Members on experimental work in the area.

Ward Councillor Consultation

7. In accordance with part (ii) of the resolution, the latest views of the local Councillors have been sought. Their responses are summarised below:

Cllrs Ayre, Orrell, Doughty, and Fisher – all support further work to investigate the possible provision of a left-turn-lane from Hopgrove Lane South onto Malton Road, and suggest Ward Funding could be provided to help this to happen. They would be opposed to banning the right-turn out of Hopgrove Lane South as part of a possible solution.

Cllr Warters – reiterates his concern that making this route more attractive to motorists on the A166 would see traffic increases through Holtby, Murton, and Stockton on the Forest. He would support prohibiting the right-turn out of Hopgrove Lane South onto Malton Road.

Options

8. The Executive Member is asked to consider feedback from the latest consultation with Councillors and decide on the way forward. Given that there is still support for pursuing a left-turn lane solution (but not prohibiting the right-turn as part of this) the available options would seem to be:
- i) Approve further design work, computer modelling, and road safety assessment of the left-turn lane proposal, part funded from the Ward budgets(50% contribution), with a further report back to help inform a final decision on the scheme being progressed and included in a future

Capital Programme. The report back would also consider the need for additional measures to mitigate any significant traffic increases predicted elsewhere and accommodate an improved pedestrian crossing of Hopgrove Lane South at the end of the two lane approach section.

- ii) Confirm that the proposal should not be taken any further, and inform petitioners of the reasons (limited benefits, road safety concerns, costs etc.)

Analysis

9. The proposal to widen Hopgrove Lane South to provide a second exit lane onto Malton Road is attractive in terms of queuing and delay reduction for motorists, but also carries risks for adding to traffic problems elsewhere. The scheme could also have a negative impact on road safety at the junction. It is an expensive proposal, which would contribute little in terms of meeting transport policy objectives or current Council Plan priorities.
10. In view of the above concerns, officers could not recommend implementing the scheme without any further assessment of the possible downsides. Option i) would defer a decision until traffic modelling is carried out to help answer the concerns of possible impacts elsewhere, and further design work is undertaken to see if safety concerns can be resolved. However, the left-turn lane proposal would be expensive to implement with limited policy benefits, so Option ii), not taking the proposal any further, is also considered a reasonable choice to make.

Council Plan

11. The Key Priorities set out in the Council's Plan 2019-23 are as follows:
 - Well-paid jobs and an inclusive economy
 - A greener and cleaner city
 - Getting around sustainably
 - Good health and wellbeing
 - Safe communities and culture for all
 - Creating homes and world-class infrastructure
 - A better start for children and young people

- An open and effective council

12. It is not considered that the introduction of the second exit lane on Hopgrove Lane South would make a significant contribution to these priorities, however there is likely to be a reduction in journey times for motorists in the area reducing the economic impact of congestion. The proposal would not encourage any transfer away from car use, but might result in a very small improvement to local air quality by reducing the amount of traffic queuing on Hopgrove Lane South. However, if it attracted more traffic to the road, this benefit could be negated.

Implications

13.

- **Financial** - The initial feasibility study has cost around £8K. This was largely funded from the Transport Capital Programme for 19/20, and the balance is being funded from a £10K allocation in the 20/21 Programme. The possible additional modelling work to assess wider impact of a scheme and develop a more detailed design is estimated at £8K. This could also be met from the 20/21 Capital Programme allocation with a 50% match funding contribution from Ward budgets to be confirmed prior to development work commencing. The funding for implementing the scheme, estimated in the region of £120K, would need to be considered for inclusion in a future Capital Programme
- **Human Resources (HR)** - There are no HR implications.
- **One Planet Council / Equalities** - There are no equalities implications.
- **Legal** - There are no legal implications.
- **Crime and Disorder** - There are no crime and disorder implications,
- **Information Technology (IT)** - There are no IT implications.
- **Property** - There are no property implications.

Risk Management

14. **Physical** - there is always a potential for new road safety issues to arise whenever an existing traffic arrangement is altered, and potential for

traffic diversions. Mitigation would be via traffic modelling, and further stages of road safety audit during the design.

15. **Organisation/Reputation** - there is a risk of criticism from the public in implementing a scheme to which some people may have objections, but equally there could also be criticism from potential supporters of the scheme if it is not implemented. Good quality consultation should ensure that well-informed decisions are made about the scheme and reduce the risk of public criticism.
- 16.

Risk Category	Impact	Likelihood	Score
Physical	Medium	Unlikely	6
Organisation/Reputation	Medium	Unlikely	6

Measured in terms of impact and likelihood, the risk scores have all been assessed at lower than 16. This means that at this point, the risks need only to be monitored, as they do not provide a threat to the achievement of the objectives of this report.

Contact Details

Author:

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Engineer
(Transport Projects)**

Tel No. 553459

Chief Officer Responsible for the report:

**James Gilchrist
Assistant Director of Transport,
Highways and Environment**

Report **Date** 13 January 2021
Approved



Wards Affected:

**Huntington and New Earswick
Heworth Without
Strensall
Osbalwick and Derwent**

For further information please contact the author of the report.

Background Papers:

“Hopgrove Lane South Petition” - report to Executive Member for Transport and Planning Decision Session meeting on 15/2/2018.

“Hopgrove Lane South - Proposed Left Turn Lane” - report to Executive Member for Transport and Planning Decision Session meeting on 20/10/2020

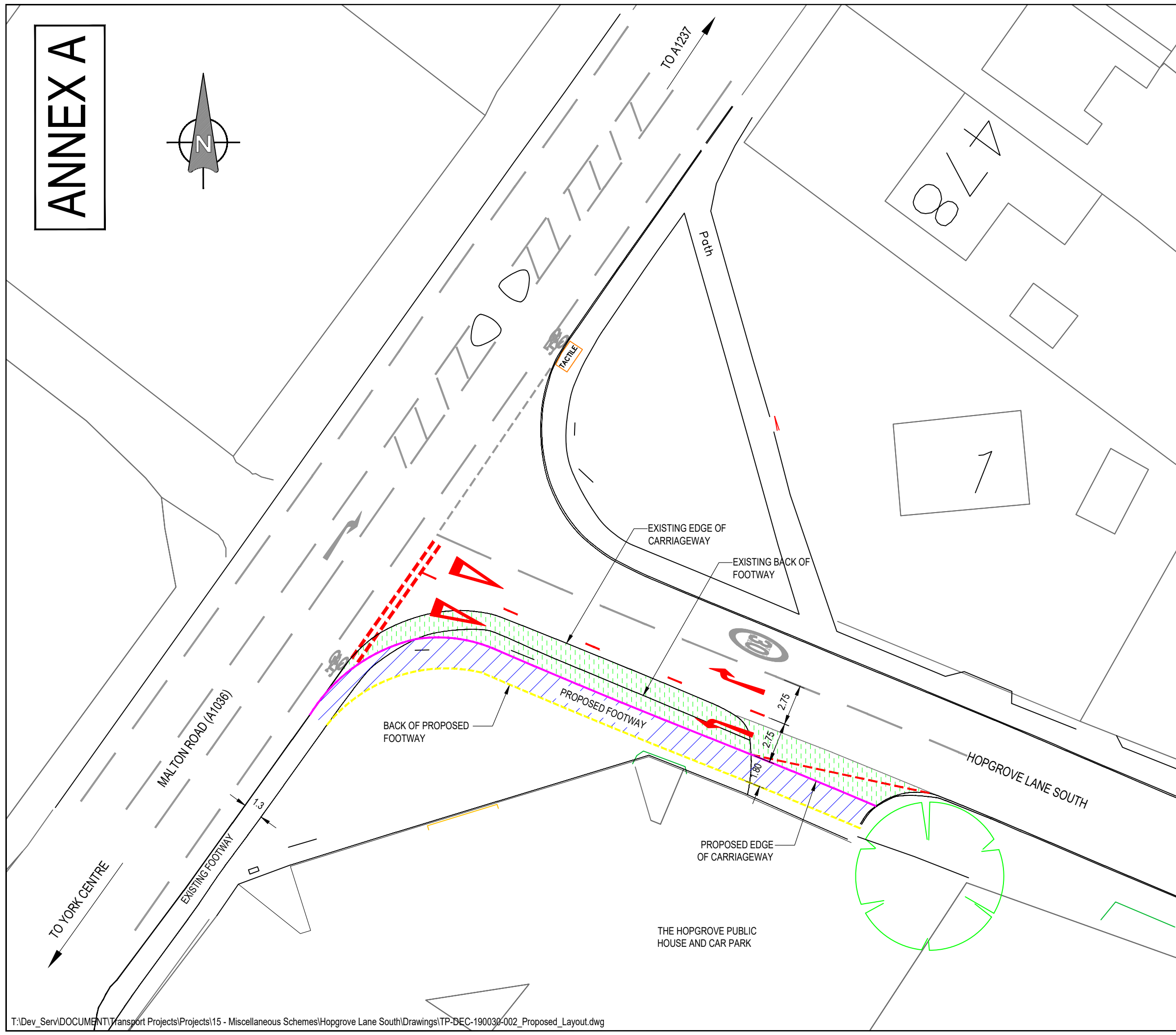
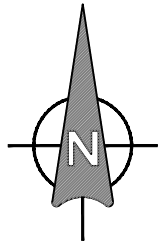
Annexes:

Annex A - Outline Design Plan

Annex B - Ward Boundaries

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ANNEX A



NOTES:
 1. ALL DIMENSIONS ARE IN METRES AND ALL LEVELS ARE IN m AOD UNLESS SHOWN OTHERWISE.

KEY:

- EXISTING ROAD MARKINGS
- PROPOSED ROAD MARKINGS
- PROPOSED EDGE OF CARRIAGEWAY
- PROPOSED BACK OF FOOTWAY
- PROPOSED CARRIAGEWAY CONSTRUCTION
- PROPOSED FOOTWAY CONSTRUCTION

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FEASIBILITY

Revision	By	Checked	Approved	Date	Description

Highways - Transport Projects and Delivery Team
 Eco Depot, Hazel Court, James Street, York, YO11 3DS
www.york.gov.uk

Project
 HOPGROVE LANE SOUTH MALTON ROAD JUNCTION

Drawing
 PROPOSED WIDENING TO FORM TWO EXIT LANES

Drawn by	MLH	Date:	AUG 19
Checked by		Date:	
Authorised by		Date:	

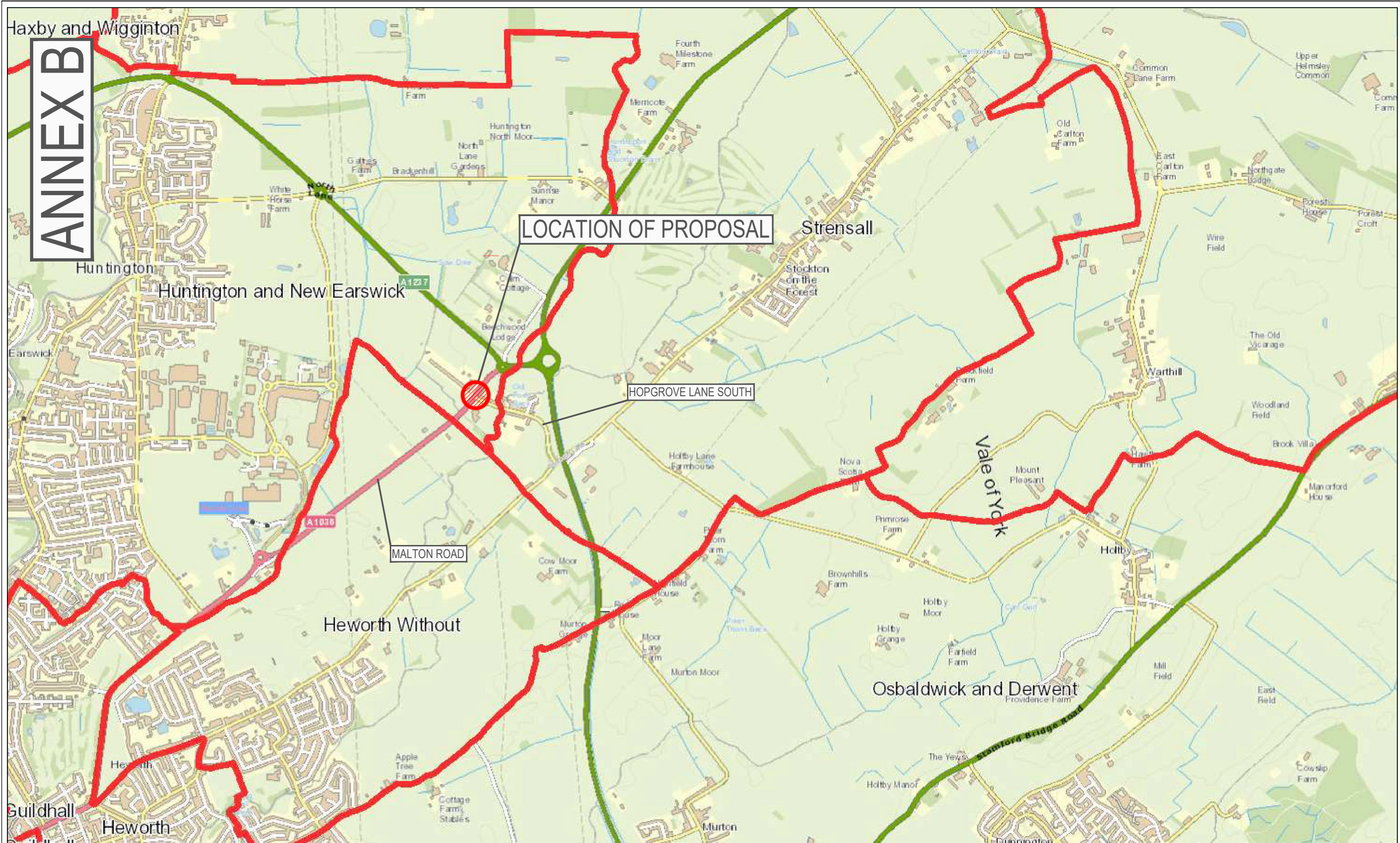
Drawing No.	Revision
TP/DEC190030/002	-

Drawing Scale:	1:250	A3
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CAD Filename:	Plot Scale: 1:1 @ A3
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ANNEX B



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 <p>Transport Projects Eco Depot, Hazel Court, James Street, York, YO10 3DS www.york.gov.uk</p>	INITIAL	REV	AMENDMENT	DATE	HOPGROVE LANE SOUTH/MALTON ROAD ADJACENT WARDS ANNEX B	SCALE	N.T.S.	
	DRAWN BY	MLH						
	CHECKED BY	MD						
DATE	JAN 2021	A3				TP/190030/ANNEX B		

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Decision Session – Executive Member for Transport**9th February 2021**

Report of Assistant Director Transport, Highways and Environment

Navigation Road Walking & Cycling Improvements - Consultation Results & Final Proposals**Summary**

1. This report summarises the outcome of the recent consultation on various improvements for pedestrians and cyclists in the Navigation Road area and puts forward a list of measures.

Recommendations

2. The Executive Member is asked to:
 - i. Instruct officers to complete the design and implement the following proposals:
 - Measures associated with the Foss Islands Road / Navigation Road junction safety scheme
 - Repositioning the bollards at either end of Hungate Bridge to ensure equalities and safety compliance
 - Improvements to signing and lining in the area between Navigation Road and Hungate Bridge

Reason: To improve safety for both pedestrians and cyclists passing through the areas.

- ii. Instruct officers to complete the design and introduce a Low Traffic Neighbourhood feature in the Navigation Road area by making an Experimental Traffic Regulation Order (ETRO) to convert a short section of the road to one-way.

Reason: To enhance safety in the area for local residents and for cyclists using the cross city centre route through Hungate by reducing the through-traffic running from Walmgate to Foss

Islands Road whilst maintaining essential vehicular access to premises.

- iii. Delegate authority for work to deliver other signing changes to complete other sections of the North – South cycle route from Hungate to the Minster, in parallel with these schemes.

Reason: To provide a clearer north-south alternative for cyclists to bypass the Footstreets area.

Background

3. Complaints have been received for some years from local residents living in the Navigation Road area and from other residents who pass through the area either on foot or by bike about the volume and speed of traffic using the road as a means of bypassing part of the inner ring road rather than waiting at the traffic lights on Walmgate.
4. Speed surveys undertaken on Navigation Road in early 2016 counted a weekday average of 2928 vehicles, of which 1602 were travelling southbound and 1326 northbound. The weekend average flows were 2378, of which 1391 were travelling southbound and 987 northbound. During weekdays there are morning and evening peaks which coincide with flows elsewhere on the network. On weekends the peak period is between lunchtime and late afternoon.
5. Concerns have also been raised by pedestrians and cyclists about areas of potential conflict between modes. Firstly between vehicles entering or exiting the Rowntree Wharf Car Park and pedestrians and cyclists heading to or from Hungate Bridge and secondly between pedestrians and cyclists at the southern end of Hungate Bridge where the current bollard arrangement forces all users through a relatively narrow gap.
6. Recent analysis of traffic-related casualties by Council officers identified a cluster of cyclist casualties on Foss Islands Road between the Navigation Road and Morrisons junctions, including on the shared use path running in front of the Travis Perkins and Majestic Wines businesses. As the majority of the collisions involved vehicles turning across the path of cyclists a local safety scheme has been drawn up to address these issues.
7. During the development of the local safety scheme the opportunity has been taken to expand the scope of the work slightly to improve the transition point between the off-road cycle path and the on-carriageway signed route along Navigation Road. This route links the north-south

cycle route described in the paragraphs below to the Foss Islands Retail Park and to residential areas beyond it such as Heworth, Tang Hall, Derwenthorpe and Osbaldwick. The route also forms part of the Way of the Roses coast-to coast cycle route and National Cycle Network route 658.

8. As part of the UK government's response to the COVID-19 pandemic the Department for Transport (DfT) announced a new emergency funding stream to encourage councils to install measures to accommodate increased levels of walking and cycling whilst enabling people to still comply with social distancing recommendations. The Council's bid to the DfT's Emergency Active Travel Fund (EATF) included an item to make improvements to a cycle route running between the northern and southern sides of the city centre.
9. This route gives cyclists an alternative to using the inner ring road when the Footstreet regulations are in place and cyclists are not permitted to ride through the city centre. As the Footstreet hours were extended to 8pm in order to help the economic recovery of city centre businesses following the first COVID-19 lockdown, the north-south route has become more important.
10. The route in question runs between Bootham Bar at its northern end and either Walmgate Bar or Fishergate Bar at its southern end, depending on where cyclists are heading to or coming from. Wherever possible, the route uses existing signed traffic-free or quiet roads. The route passes York Minster, runs through the Aldwark and Hungate areas and then uses quieter roads within the city walls which run parallel with the inner ring road. Two of the critical elements on this route which have been identified for improvement are Hungate Bridge and Navigation Road.

Consultation

11. Whilst the emergency response to Covid has contributed to bringing these measures forward at this point in time, it was also felt that consultation with residents in the Navigation Road area was important - an approach that is consistent with recent ministerial guidance for active travel schemes.
12. In order to reduce the number of consultations related to proposed schemes in this immediate area four separate schemes have been grouped together for consultation purposes. The schemes are listed below:
 - A. Creation of a low traffic neighbourhood on Navigation through the introduction of a short section of one-way street (the pre-

consultation design is attached as Annex A), this has the potential to remove over 1300 vehicle movements off Navigation Road on an average weekday and almost 1000 on an average weekend day based on the 2016 traffic flows.

- B. The expanded local safety scheme on Foss Islands Road and the Navigation Road junction (the pre-consultation design is attached as Annex B)
- C. Access and safety improvements at either end of Hungate Bridge
- D. Improved signage and road markings at the southern end of Hungate Bridge in front of the Rowntree Wharf car park entry and exit

Note: The detailed designs for the improvements to Hungate Bridge and the area in front of Rowntree Wharf are still being developed.

13. Prior to the consultation materials being finalised an online Zoom meeting was held with all three Guildhall ward members, the Executive Member, plus representatives from local residents' groups, the developers who built and manage the student accommodation in the immediate vicinity and the National Centre for Early Music. Feedback from the meeting about the measures being proposed was very positive with a few questions about specific issues being raised by participants. The group and the Executive Member signed off the consultation leaflet which was rolled out as below.
14. The formal consultation was launched on the 7th December and comprised several elements:
 - An online questionnaire via the Council website
 - A leaflet questionnaire delivered to all directly-affected properties in the Navigation Road area (a copy of the leaflet is attached as Annex C)
 - A dedicated e-mail address to receive comments
 - An e-mail sent out to other key stakeholders including the emergency services, bus operators etc
15. A press release was issued to promote the consultation to residents and an article was published in the York Press on the 7th December.
16. At the time of writing this report 218 completed responses had been received to the consultation. Some stakeholder groups were given slightly longer to respond. Responses from the three emergency services are yet to be received, however, any received after the report is published will be tabled at the meeting.

17. Some responses to the consultation were quite detailed and are summarised in Annex D, along with officer responses to the points raised. The responses to the online and leaflet questionnaire are summarised below.

Question	Strongly Agree	Agree	No opinion / no response	Disagree	Strongly Disagree
1. The council need to take action to improve safety along Navigation Road	36.4%	18.7%	6.2%	9.6%	29.2%
2. A short one-way section on Navigation Road between Rosemary Place and Rowntree Wharf	34.9%	15.8%	4.8%	6.2%	38.3%
3. Improved shared path on Foss Islands Road and build-out kerb on Navigation Road junction	47.4%	15.8%	12.9%	5.7%	18.2%
4. Access and safety improvements at either end of Hungate Bridge	41.6%	22.5%	15.8%	6.2%	13.9%
5. Improved signage and road markings near Rowntree Wharf car park exit	40.2%	24.9%	19.6%	3.8%	11.5%

18. For all the measures proposed the overall positive responses outscore the negative responses, however, there was a more evenly divided response to the one-way section proposed on Navigation Road (although some respondents had misunderstood the proposed restriction in terms of direction of travel). In order to identify the level of local support for the measures the consultation responses were split into several zones:

- Zone 1 – the area which includes Navigation Road and all the side roads off it (39 responses)

- Zone 2 – Walmgate and the area between it and the River Foss including all of Piccadilly and Fossgate (11 responses)
- Zone 3 – Hungate development and Stonebow / Peasholme Green (3 responses)
- Zone 4 – the remainder of the York administrative area to the West of the River Ouse (50 responses)
- Zone 5 – the remainder of the York administrative area to the East of the River Ouse (93 responses)
- Zone 6 – responses from outside the York area (4 responses)

Note: 9 respondents did not give their postcode

19. The level of support for each measure, split by Zone can be seen in Annex E. Although the response from those residents living closest to the Navigation Road proposed one-way restriction is more negative than positive some respondents had, based on their comments, misunderstood the direction in which the one-way restriction would apply (3 out of 20 in Zone 1 and 2 out of 7 in Zone 2). This doesn't necessarily mean they would otherwise have supported the scheme but may have had an undue influence on their response. There was a fairly low response rate from Zone 1 (residents in the Navigation Rd area) of just over 10%.
20. A comments box was provided on the questionnaire to enable residents to express why they supported the proposals or not and for them to suggest other factors which need to be borne in mind. 151 out of the 219 respondents added comments, these include those who e-mailed the dedicated e-mail address set up for the consultation but not those who submitted a detailed response. Comments were categorised and are summarised below ranked in terms of how many respondents mentioned each.

Comment	Frequency
Against closure of "rat-runs" in general	26
Scheme is not needed	26
Great idea	22
Stupid idea	16
Will adversely affect locals	16
Will put too much pressure on Foss Islands Road	14

Build-out design needs to cater for all types of bikes / users	12
Queuing on Walmgate will be problem	11
Will increase pollution	10
Segregate cyclists from vehicles and pedestrians	10
Pedestrians and cyclists need priority at Rowntree Wharf car park exit and Foss Islands Rd	9
Make it a full closure of Navigation Rd	9
Have misunderstood the one-way proposal	8
Extra measures needed on Navigation Rd for cyclists leading to F.I. Rd	5
Wider ranging measures needed	5
Signing needs to be clear	5
Large vehicles and deliveries still need to be accommodated	5
Sort out traffic lights at nearby junctions	4
Road surface needs sorting on Navigation Rd	4
Cycles go too fast on Hungate Bridge and in the vicinity	3
Monitoring and Evaluation are Critical	2
Concerns about cycle / vehicle conflict at one way pinchpoint	2
Will adversely affect local parking	2
Will make crossing filter arm outside Walmgate Bar dangerous	2
Lower speeds needed	2
Right turns out of Navigation Road need improving	1
Need measures elsewhere on the "rat-run"	1

21. As can be seen above there have been quite a wide range of comments. Several people specifically referred to the closures in the Groves that they didn't agree with. There are some specific points which will need some serious consideration such as the safety of pedestrian movements across the left turn filter just outside Walmgate Bar. Some cyclists have pointed out that the with-flow cycle lane put forward won't necessarily

comply with the new LTN1/20 guidance so may need some modifications. Officers are currently undertaking the detailed design which will take account of the consultation responses where it is appropriate. A further decision will be needed by the Executive Member if the detailed design and Road Safety Audit stages raises significant issues.

22. Officers will be undertaking surveys before and after any measures are introduced to enable the impact of the scheme to be fully analysed. This will also include an assessment of the impact the scheme has on the Walmgate Bar signalised junction. A safety review of the left turn slip road outside Walmgate Bar will be undertaken to determine if improvements are needed to help pedestrians cross and if so, the type of measures which may be appropriate.

Options

23. Three potential options are proposed to the Exec Member:
 - A. Implement all the measures as proposed on a permanent basis and introduce the one-way plug on a trial basis using an Experimental Traffic Regulation Order (subject to completion of detailed design and road safety audit). – this is the recommended option
 - B. Implement only the three minor safety schemes
 - C. Put forward alternative proposals (which may require further consultation)

Analysis

24. Option A – the main advantages of this option are that it enables the safety changes which have the highest levels of support to be delivered independently of the Navigation Road one way element, which can itself be introduced initially on a trial basis to understand the impact and the benefits it brings to the area. The scheme could be a significant contribution to the current administration's aim of reducing traffic levels in the city centre by 2023, with benefits beyond Walmgate by reducing through traffic using Leadmill Lane and Margaret Street as well as Navigation Road instead of the inner ring road. The scheme also reflects the Hierarchy of Transport Users which is adopted in the council's Local Transport Plan which puts the needs of pedestrians and cyclists above those of private car users. The main disadvantage of this option is that it

will cause some inconvenience for some car users with increased journey times at peak times and a slightly longer route.

25. Option B - the main advantage of this option is that it is less disruptive to vehicle movements in the area. The disadvantages are that it won't help achieve the main aim of the project to improve the safety of local residents and those passing through on foot or by bike through the removal of a significant proportion of the through-traffic and the reduction of traffic speeds.
26. Option C – the advantage of this option is that it enables the Executive Member to put forward alternatives to take into account the feedback from the consultation exercise. The disadvantage is that it will add a delay to the implementation process if design changes are necessary, further consultation is needed which need approval at a later meeting.

Council Plan

27. The proposals put forward in this report will contribute to the following key outcomes as listed in the 2019-2023 Council Plan:
 - A cleaner and greener city – reduction of vehicles trips through the city centre area will make it a more pleasant place to shop, work and live, supporting the local economy. More local trips made by walking or cycling will remove vehicle trips off the network.
 - Getting around sustainably – The improvements will encourage walking and cycling
 - Good health and well-being – providing safer conditions to walk and cycle in will encourage more people to be physically active
 - Safe communities and culture for all – removal of a significant proportion of the through-traffic will make the Navigation Road area safer to walk and cycle through
 - An open and effective council – implementation of the measures taking account of the feedback will demonstrate that the council listens to its residents and addresses their concerns

Implications

28. The following implications are associated with the recommendations of this report

- **Financial** – It is proposed to fund the delivery of the schemes using Active Travel Fund and Local Transport Plan funding in Transport Capital Programme.
- **Human Resources (HR)** – there are no HR implications
- **Equalities** – any measures implemented will need to be in accordance with Equality Act legislation. A Community Impact Assessment has been undertaken on the proposals and is included as Annex F
- **Legal** – there are no legal implications other than changes to Traffic Regulation Orders
- **Crime and Disorder** - there only implication will be from potential abuse of the one-way section which will be monitored closely at the early stages until it becomes established.
- **Information Technology (IT)** – there are no IT implications
- **Property** – there are no property implications
- **Highways** – changes will need to made to existing TROs and clear signing in the vicinity will need to be provided to ensure drivers are aware of changes to the network. Awareness of changes will also be heightened through social media and traffic alerts at the time changes are made.

Risk Management

29. There is a risk that the measures proposed by this report will not realise all the positive benefits envisaged but undertaking some elements on a trial basis enables officers to make changes to mitigate against any disbenefits. Risks associated with road safety as a result of the introduction of any measures proposed will be taken through the safety audit process to enable potential problems to be identified and designed out. There are potential reputational risks associated with making any changes to the road network but these can be managed and good use of the in-house Communications team can help residents by ensuring users and residents are well-informed of the changes.

Contact Details

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Transport
Tel No. 01904 551608

Chief Officer Responsible for the report:

James Gilchrist
Assistant Director Transport, Highways
and Waste

Report
Approved



Date 01.02.21

Wards Affected: Guildhall

All

For further information please contact the author of the report

Background Papers:

None

Annexes

Annex A – Pre-consultation drawing of Navigation Road One-Way Plug

Annex B – Pre-consultation drawing of the Foss Islands Rd Local Safety Scheme

Annex C – PDF of the consultation leaflet

Annex D – Summary of detailed consultation responses

Annex E – Breakdown of responses by zone

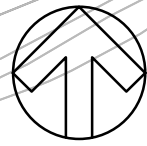
Annex F – Community Impact Assessment

List of Abbreviations Used in this Report

DfT – Department for Transport

EATF – Emergency Active Travel Fund
PDF – Portable Document Format
ETRO – Experimental Traffic Regulation Order
LTN1/20 – Local Transport Note 1/20

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P01	16/09/2020	TAD	FIRST ISSUE	AMC	JP
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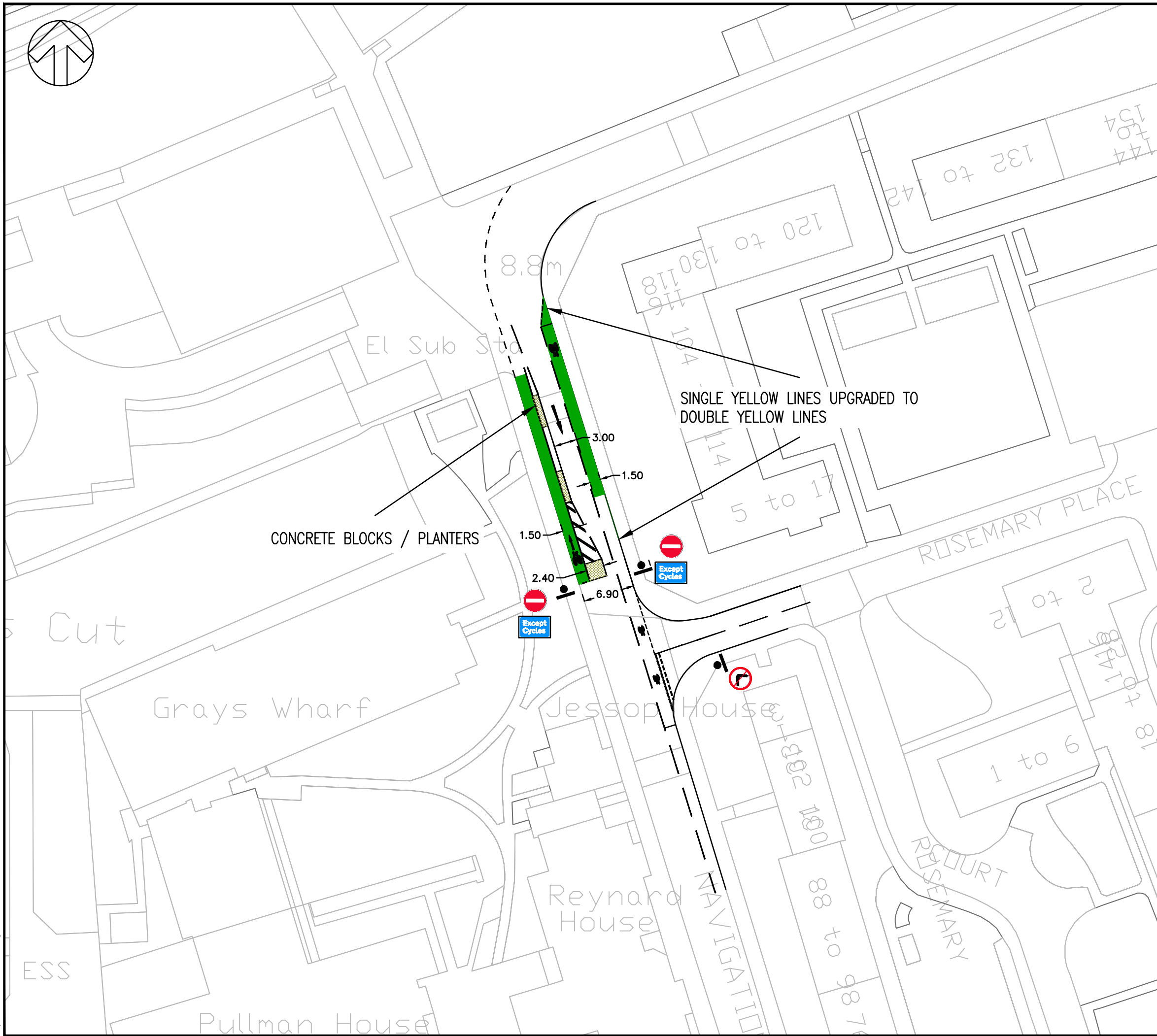
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APPROVED: JP

PROJECT No: 70073583
DESIGNED: TAD
DRAWN: TAD
DATE: September 20

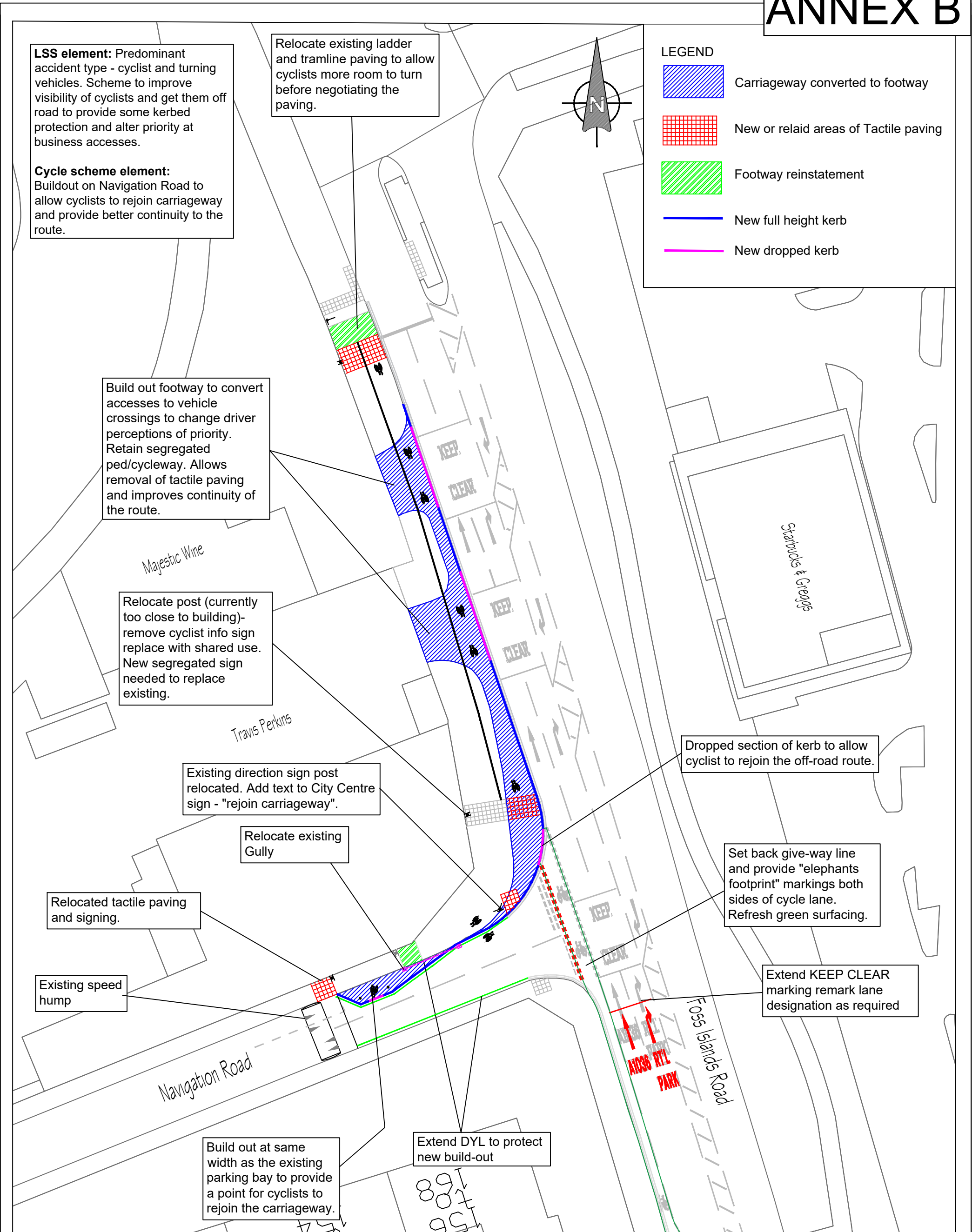
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REV: P02

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ANNEX B



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Transport Projects
Eco Depot, Hazel Court, James Street, York, YO10 3DS
www.york.gov.uk

Combined Cycle / LSS

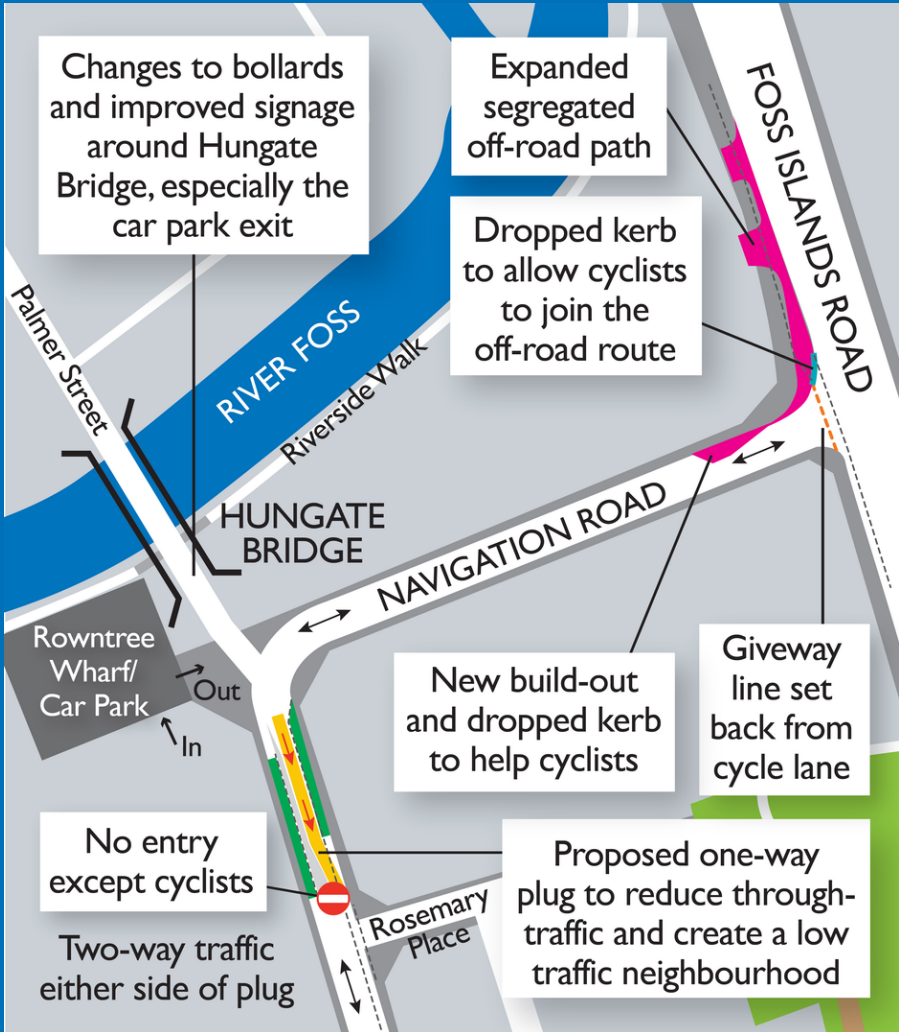
Foss Islands Rd / Navigation Rd - Outline Design

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			Drawn B Potter	Checked DM	DATE	10/12/2019

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Navigation Road low-traffic neighbourhood – cycle and pedestrian improvements



Background

Navigation Road has always been well used by local residents to access nearby facilities but is increasingly being used by drivers as part of an informal cross city shortcut to reach the Inner Ring Road.

We want to know your views on the proposed improvements for this section of the city’s road network. These changes seek to improve road safety for residents in the community, reduce through-traffic and improve our city’s north-south cycle route.



These proposed changes aim to support a low-traffic neighbourhood in the Navigation Road area and improve the safety of local residents, pedestrians and cyclists travelling in the area.

How will these changes help?

- A one-way 'plug' for a short section of Navigation Road between Rosemary Place and Rowntree Wharf: This would reduce through-traffic which comes from Walmgate and improve safety for all road users. Two-way traffic will be allowed at either end of this 'plug', continuing access for residents and deliveries from the inner ring road. This will also improve the cross-city cycle route through Hungate.
- Improved junction area at Foss Island Road: Widening the shared path and installing a build-out kerb to help cyclists safely join the shared path.
- Safety improvements around Hungate Bridge: Changes to bollards, new signage and road markings at the Rowntree Wharf car park exit have been proposed to reduce potential conflict between pedestrians, cyclists and drivers.



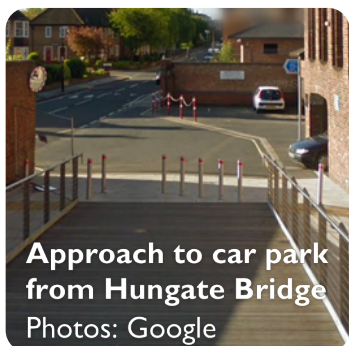
Example of a short one-way 'plug'
Photo: Sustrans



Area proposed for new cyclist drop kerb
Google



Example of shared path



Approach to car park from Hungate Bridge
Photos: Google

Consultation open from 7 December to 4 January 2021.

At the end of the consultation feedback will be reported to the Executive Member for Transport to decide whether or not to proceed with each aspect of the scheme.

You can respond in a number of ways:

1. Online

If you have internet access, please visit www.york.gov.uk/consultations to complete the short survey.



2. By post

Complete the questions on the back page, detach and post for free to:

Freepost RTEG~TYJU~KLTZ
 Navigation Road Consultation (Transport),
 City of York Council,
 West Offices,
 Station Rise,
 YORK. YO1 6GA



3. Got further questions?

If you have further questions, email us at:
navigationroad.improvements@york.gov.uk



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Navigation Road low-traffic neighbourhood – cycle and pedestrian improvements

Please circle your response to each statement and the proposed changes.

For example:

I strongly agree
I agree
I don't mind
I disagree
I strongly disagree

1. The council need to take action to improve safety along Navigation Road.
2. A short one-way section on Navigation Road, between Rosemary Place and Rowntree Wharf.
3. Improved shared path on Foss Islands Road and build-out kerb on Navigation Road junction.
4. Access and safety improvements at either end of Hungate Bridge.
5. Improved signage and road markings near Rowntree Wharf car park exit.

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Your postcode:

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Is there anything else you would like to tell us about this scheme of work?

Please add any additional comments here

Consultation open from 7 December to 4 January 2021.



ANNEX D - Summary of detailed responses to the Navigation Road Walking & Cycling Improvements Consultation

Organisation	Main points of response	Officer Response
<p>York Civic Trust – Transport Advisory Group</p>	<p>Welcome the proposals, reinforce message that residential areas are for living space and not appropriate for through-traffic, provides a solution to a significant barrier on North-South cycle route.</p>	<p>Agree</p>
	<p>Need for the North-South cycle route demonstrated by recent cyclist casualty figures with clusters at junctions on inner ring road. Route is much needed if cyclists have to avoid footstreets area and inner ring road. Although route uses low-traffic roads and off-road sections it’s junction with Navigation Road is a hazard and made worse by traffic from Walmgate using the road as a short cut.</p>	<p>The proposals should address these concerns</p>
	<p>The diversion route for traffic is of a similar length so no big disadvantage. Have concerns about three aspects of the designs proposed.</p> <ol style="list-style-type: none"> 1. Junction of Hungate Bridge and Navigation Road – needs a table junction with proper demarcation for users. 2. Left turn slip road from Walmgate Bar to Foss Islands Road has no protection for pedestrians crossing and has poor sightlines for drivers and pedestrians – this needs some pedestrian priority such as a zebra or by signalling it. 3. Suggest relocating all car parking to west side of road and installing buffer strip to prevent cyclists being struck by car doors. 	<ol style="list-style-type: none"> 1. The scheme looking at the area in front of Navigation Wharf should address these concerns 2. A safety review will be undertaken on the slip road crossing facilities. The outcome of that review will determine what is needed / appropriate. 3. On the stretch between Walmgate and Rosemary Place there is only one run of parking bays on the eastern side of the road. This is partially opposite a side road (Bretgate) and has one disabled bay at each end. The residential properties opposite this parking on the western side of Navigation Road are much closer to the carriageway than those on the eastern side who have front gardens and shrubbery as a buffer therefore moving the parking bays will inevitably upset residents on the western side and will result in a net loss of parking capacity.

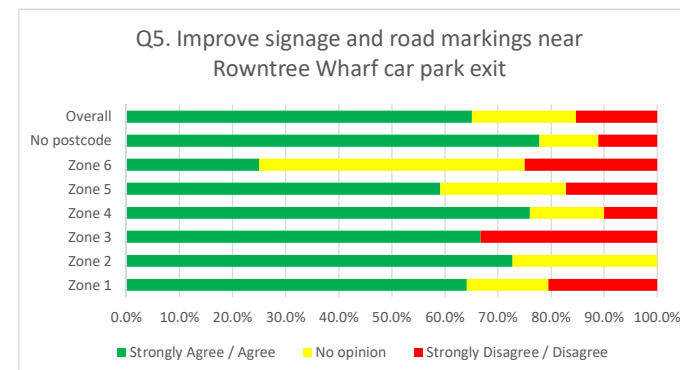
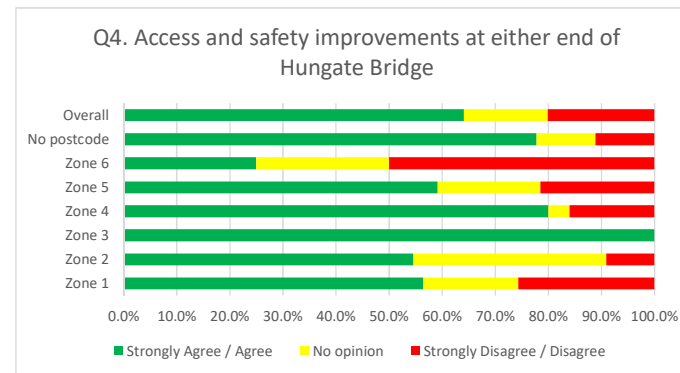
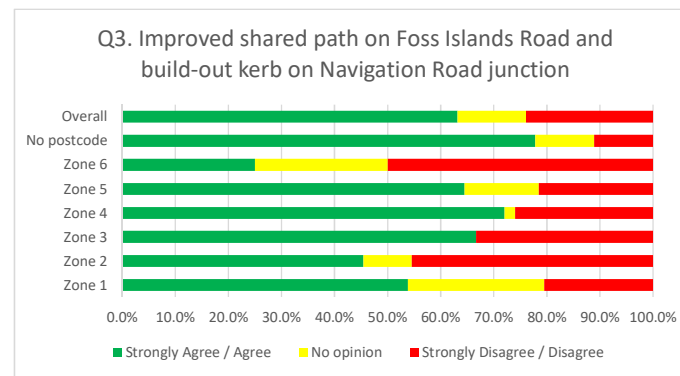
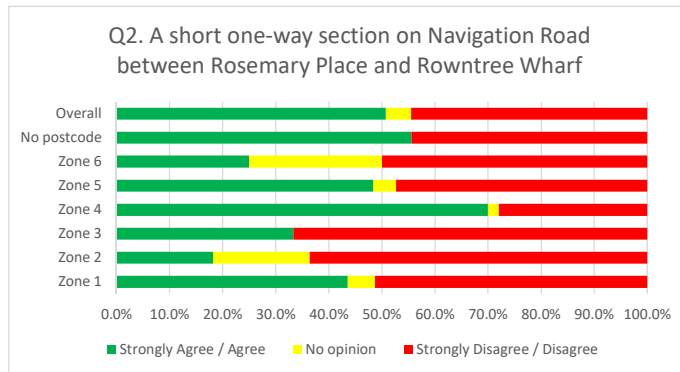
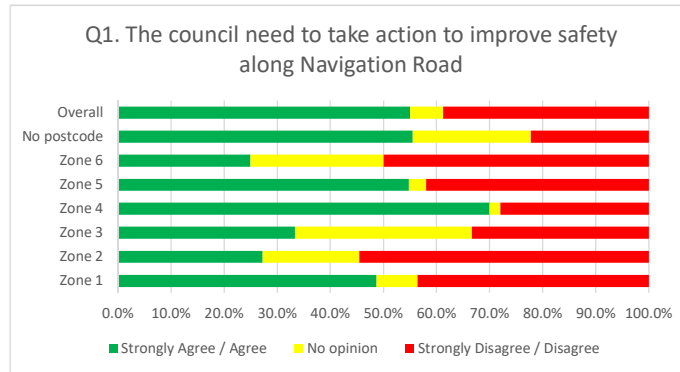
Organisation	Main Points of Response	Officer Response
Kate Ravilious	In favour of measures which reduce and slow down traffic making it safer for pedestrians and cyclists. Conditions will be improved for northbound cyclists but could be worse for southbound ones due to there being insufficient space for drivers to pass cyclists safely without close-passes.	Agree
	Would prefer a full point-closure (as per EATF guidance). Delivery drivers can still access area and residents their properties. Full closure would create even safer cycle route with very low traffic levels.	Full closure would not be popular with many local residents and would require further consultation as it was not part of the original consultation. This option would potentially not be popular with emergency services.
	Pleased to see changes to bollards, need to ensure spacing is in accordance with LTN1/20.	Gaps between bollards will be a minimum of 1.5m as per the guidance
	Pleased to see changes proposed to Rowntree Wharf car park exit area, would like pedestrians and cyclists to be given priority here and vehicles to give way as per council's transport hierarchy and LTN1/20 guidance.	This is the aim of this particular aspect of the proposals
	Proposed new dropped kerbs and build-out only useful if can be accessed by all types of cycle and have clear onward routes. Would like expanded cycle path to be extended as far as possible	The dropped kerbs at the build out will be amended to ensure adapted cycles are able to make the manoeuvre. The shared segregated path does extend northwards but doesn't extend off-road all the way to the Layerthorpe Bridge junction due to the widths available. Officers are looking at the potential to continue the scheme south of Navigation Road but that will come forward separately.
York Cycle Campaign	Broadly welcome the proposals, especially as it forms part of NCN 658 route. Members regularly complain about the section between Hungate Bridge and Foss Islands Road and may be discouraged currently from using Navigation Road to access the city centre.	

Organisation	Main points of response	Officer Response
York Cycle Campaign contd.	<p>One way plug – members would prefer a full point closure to maximise traffic reduction along the road and are concerned the one-way will be regularly abused. Concerns that the planter at the plug will force drivers into the southbound cycle lane and drivers may not give way to cyclists. Can an alternative layout of planters be used to reduce the danger of side-swipes? As cycle lane and traffic lane meet minimum LTN1/20 requirements why isn't a mandatory cycle lane proposed on approach to pinch-point? This would reinforce the separation.</p>	<p>Full closure would not be popular with many local residents and would require further consultation as it was not part of the original consultation. This option would potentially not be popular with emergency services. The scheme will be closely monitored after implementation and measures taken if abuse levels are significant. Alternative layouts at the one-way plug are being investigated to address the concerns. A mandatory lane is proposed up to the point where drivers would need to move across into the cycle lane.</p>
	<p>Hungate Bridge – have not seen any proposals as yet but members say the bridge is a conflict point with pedestrians due to current pinch-point and poor sight-lines due to Travis Perkins' wall. Conflict with drivers at car park exit due to lack of clear priority, revised junction layout should make priority clearer.</p>	<p>The aim of these aspects of the proposals are to address the areas of conflict.</p>
	<p>Navigation Road leading up to Foss Islands Road – notorious for close-passes. Suggest carriageway be reduced in width with buffer strip to parking to ensure cyclists are not car-doored and take the primary position. Reduced traffic levels and speeds fits with guidance</p>	<p>Reduced traffic flow, especially in the eastbound direction, should reduce the instances of close passes. Two-way traffic still needs to be accommodated along this section to serve the residents of Rowntree Wharf. If carriageway width is reduced further it will be very difficult for vehicles to pass each other unless some parking bays were set aside as passing places. A buffer zone can be marked to encourage cyclists to ride further away from the car door zone.</p>
	<p>Foss Islands Road junction – welcome the increased width available for cyclists and enhanced priority at the side junctions. The proposed build-out may not accommodate all types of cycle so may need to be redesigned, can a parking space be removed and a shallower entry onto the cycle track be provided as per figure 9.6 in LTN1/20</p>	<p>The dropped kerbs at the build out will be amended to ensure adapted cycles are able to make the manoeuvre.</p>

Organisation	Main points of response	Officer Response
York Cycle Campaign contd.	Foss Islands Road – Welcome change in priority at business entrances but would like clarification as to whether it is proposed as segregated or share use, would prefer segregated as per LTN1/20 guidance	This is proposed to remain segregated as per current facility
National Centre for Early Music	The NCEM is a thriving educational charity providing a year round programme of concerts and educational opportunities. Supported by the City of York Council and an Arts Council NPO, the Centre is also a well-used community venue, utilized by the NHS for blood donations and as a polling station as well as a thriving venue for conferences & wedding receptions. Access is needed to and from the venue for our staff, musicians, audiences, and all the associated services to support this work, at all times of the day, night and week. Our main concerns with the proposed changes are:	
	Communicating the change in the one-way plug on Navigation Road to all that use the NCEM, so it is clear when exiting Percy’s Lane that exit is via Walmgate, not Navigation Road. NB This will particularly impact our evening audiences so should be clearly signed and visible in the evening light.	Signing will be clear and at the appropriate locations to ensure drivers are aware of the changes. Messages will also be communicated via the council’s websites, the local media and social media
	That the larger vehicles that need access to the NCEM (BBC recording lorries, NHS Blood donation lorries etc) are still able to access the narrowed route on Navigation Road, and exit via Walmgate Bar	Larger vehicles should still be able to get to and from the NCEM. Access will still be available from Foss Islands Road but exit will need to be via the Walmgate junction.
	If the trial improvements go ahead, that there is a timely and open evaluation of the trial, which would take into account our feedback.	As the primary measures are proposed as a trial the scheme will be closely monitored and evaluated. Feedback from residents and businesses will feed into the monitoring
York Bike Belles	Welcome infrastructure improvements that make cycling routes safer, more accessible and more convenient for users of all ages and abilities. Your latest project is on a route that we regularly use for our Cycling Without Age Rides for the elder community, going from the south to the centre via Hungate and from the south to the east and north via Foss Islands Path and Layerthorpe.	

Organisation	Main points of response	Officer Response
York Bike Belles contd.	The Triobike rickshaw we use for the Rides needs routes with low traffic volumes for safety, routes that are at least 1.5 m wide, continuous (no steps/ pavement lips), and with sufficiently wide turning circles.	The scheme will be designed to accommodate the rickshaw
	These principles are all set out in the Wheels to Wellbeing latest inclusive cycling guidance. We would be grateful if you would follow these principles in this and any further city cycling infrastructure improvements from now on. Guide is at: https://wheelsforwellbeing.org.uk/campaigning/guide/	Agreed
	Would be happy to test the new infrastructure with the rickshaw and give it the CWA stamp of approval and lots of positive publicity, if appropriate.	Agreed
Sustrans	One-way plug - Not convinced that expecting cyclists to share the cycle lane with traffic is safe or in line with LTN1/20. Have put forward an alternative layout which is more in line with LTN1/20	Amendments will be made to the design to bring it in line with LTN1/20 as far as possible. The alternative design blocks an emergency vehicle access gate and forces all errant vehicles to use the Rosemary Place estate roads to turn round rather than the mouth of the junction as originally proposed.
	Foss Islands Road widened path – needs a buffer zone and ideally a speed table across the mouth of Navigation Road to further discourage traffic	These comments will be taken on board as the designs are finalised.

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SECTION 1: CIA SUMMARY



Community Impact Assessment: Summary

1. Name of service, policy, function or criteria being assessed:

Navigation Road Area Walking & Cycling Improvements

2. What are the main objectives or aims of the service/policy/function/criteria?

To improve the safety and amenity for residents living in the Navigation Road area or passing through it on foot or by bike by removing a significant proportion of the through traffic. Also to reduce conflict between modes at specific locations.

3. Name and Job Title of person completing assessment:

Andy Vose, Transport Policy Manager

4. Have any impacts been Identified? (Yes)

Only positive impacts

Community of Identity affected:

Age
Carers
Disability
Gender
Maternity

Summary of impact:

Reduction of through-traffic and of potential conflict between user groups will encourage more people to get out and about by active modes more often and traffic reduction will have a knock-on positive effect on local air quality

5. Date CIA completed: 29th January 2021**6. Signed off by:**

7. I am satisfied that this service/policy/function has been successfully impact assessed.

Name:

Position:

Date:

8. Decision-making body:

Date:

Decision Details:

<p>Send the completed signed off document to ciasubmission@york.gov.uk It will be published on the intranet, as well as on the council website.</p>		

<p>Actions arising from the Assessments will be logged on Verto and progress updates will be required</p>		
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Community Impact Assessment (CIA)

Community Impact Assessment Title: Navigation Road Area Walking & Cycling Improvements

What evidence is available **to suggest that the proposed service, policy, function or criteria could have a negative (N), positive (P) or no (None) effect** on quality of life outcomes? (Refer to guidance for further details)

Can negative impacts be justified? **For example: improving community cohesion; complying with other legislation or enforcement duties; taking positive action to address imbalances or under-representation; needing to target a particular community or group e.g. older people.** NB. Lack of financial resources alone is NOT justification!

Community of Identity: Age

Evidence	Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
Complaints from residents about traffic speeds and volume	<ul style="list-style-type: none"> • Access to services and employment 	P	None
Casualty data from reported Road Traffic Collisions	<ul style="list-style-type: none"> • Longevity • Health • Standard of living 	P P P	None None None

		<ul style="list-style-type: none"> Participation, influence and voice 	P	None
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date
Reduction of through-traffic and of potential conflict between user groups will encourage older people to get out and about on foot or by cycle more often and traffic reduction will have a knock-on positive effect on local air quality	N/A			

Community of Identity: Carers of Older or Disabled People

Evidence		Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
		<ul style="list-style-type: none"> Access to services and employment Productive and valued activities Participation, influence and voice 	<p>P</p> <p>P</p> <p>P</p>	<p>None</p> <p>None</p> <p>None</p>
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date

Reduction of through-traffic and of potential conflict between user groups could encourage carers of older or disabled people to get out and about more with the people they care for and will have a positive knock-on effect on local air quality	N/A			
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Community of Identity: Disability

Evidence	Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)	
	<ul style="list-style-type: none"> • Access to services and employment • Longevity • Health • Standard of living • Individual, family and social life • Participation, influence and voice • Legal security 	<p style="text-align: center;">P</p> <p style="text-align: center;">P</p> <p style="text-align: center;">P</p> <p style="text-align: center;">P</p> <p style="text-align: center;">P</p> <p style="text-align: center;">P</p> <p style="text-align: center;">P</p>	<p style="text-align: center;">None</p> <p style="text-align: center;">None</p> <p style="text-align: center;">None</p> <p style="text-align: center;">None</p> <p style="text-align: center;">None</p> <p style="text-align: center;">None</p> <p style="text-align: center;">None</p>	
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date

Reduction of through-traffic and of potential conflict between user groups will encourage disabled people to get out and about more by reducing the perception of danger and will have a positive knock-on effect on local air quality	N/A			
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Community of Identity: Gender

Evidence		Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
		<ul style="list-style-type: none"> • Access to services and employment • Longevity • Health • Individual, family and social life • Participation, influence and voice 	<p style="text-align: center;">P</p> <p style="text-align: center;">P</p> <p style="text-align: center;">P</p> <p style="text-align: center;">P</p> <p style="text-align: center;">P</p>	<p style="text-align: center;">None</p> <p style="text-align: center;">None</p> <p style="text-align: center;">None</p> <p style="text-align: center;">None</p> <p style="text-align: center;">None</p>
Details of Impact	Can negative impacts be justified?	Reason/Action	Lead Officer	Completion Date
Reduction of through-traffic and of potential conflict between user groups will encourage more people to get out and about by active	N/A			

travel modes more often as they will feel safer, it will also have a positive knock-on effect on local air quality				
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Community of Identity: Gender Reassignment

Evidence		Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date

Community of Identity: Marriage & Civil Partnership

Evidence		Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)

Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date

Community of Identity: Pregnancy / Maternity

Evidence	Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)	
	<ul style="list-style-type: none"> • Access to services and employment • Longevity • Health • Individual, family and social life • Participation, influence and voice 	<p>P</p> <p>P</p> <p>P</p> <p>P</p> <p>P</p>	<p>None</p> <p>None</p> <p>None</p> <p>None</p> <p>None</p>	
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date
Reduction of through-traffic and of potential conflict between user groups will encourage parents with their children to get out and about by active travel modes more often as	N/A			

they will feel safer, it will also have a positive knock-on effect on local air quality				
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Community of Identity: Race				
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Evidence		Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date

Community of Identity: Religion / Spirituality / Belief				
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Evidence		Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)

Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date

Community of Identity: Sexual Orientation

Evidence	Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)	
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date



Decision Session – Executive Member for Transport**9 February 2021**

Report of the Assistant Director Transport, Highways and Environment

Response to Cycle Courier Proposal to Permit Access to Footstreet Area**Summary**

1. This reports presents an initial review of a proposal submitted by the Independent Workers' Union of Great Britain (IWGB) York Group to City of York Council in January 2021, to create a courier pedal cycle permit scheme to enable cycle couriers to gain access to the footstreet area.
2. This report recommends that the Executive Member approves the continuation of the existing arrangements and approves undertaking a detailed review of the proposal during the assessment of options for any potential permanent changes to the footstreets.
3. An additional proposal for the provision of a parking permit to allow courier vehicles an extended period for waiting on double yellow lines and in loading bays in the city centre has also been received from the IWGB. It is considered that the existing restrictions permit sufficient time for loading however the enforcement guidance will be reviewed to ensure the existing arrangements operate effectively for delivery/pickup. It is proposed to work with the delivery couriers to understand whether there are alternative arrangements which could be introduced to resolve their concerns.

Recommendations

4. The Executive member is recommended to approve:
 - a. The continuation of the existing arrangements (including Temporary Traffic Regulation Order restrictions until 8pm outside of Lockdown/Tier 3 periods); and
 - b. The commissioning of a detailed review of the proposal, alongside other cycle access options to the footstreets, as part of the process to potentially make permanent changes to the restrictions on access to the footstreets area.

5. Reason: To ensure that the concerns of all stakeholders are adequately considered prior to making any changes to footstreet restrictions in accordance with the decision by the Executive on The Future of the Extended City Centre Footstreets on 26/11/2020.

Background

Existing footstreets restrictions

6. Pre-Covid 19, the footstreet area was closed to all vehicles (including cycles), between 10.30am and 5pm, with exemptions for Blue Badge holders to access and park on Blake Street – Lendal, Goodramgate – Church Street – Colliergate, and Castlegate. Access on Fossgate was restricted to allow vehicular access to premises, Blue Badge parking and cycling (one way only).
7. During footstreet hours, these restrictions mean that cyclists have to dismount and push their bike if they want to access the footstreets and deliveries have to take place on streets located in the vicinity of the footstreets, using loading bays, parking on double yellow lines for the duration of the loading activity (where permitted and without causing an obstruction), or using on or off-street car parking facilities. Cycling is however permitted on the following streets:
 - a. High Petergate (one-way towards Duncombe Place, experimental order);
 - b. Minster Yard (both ways); and
 - c. Fossgate (one way towards Pavement).
8. Temporary changes to the Traffic Regulation Order were introduced as part of the Covid 19 response in June 2020, including a removal of Blue Badge exemptions on some streets, supported by a loading ban where required, and an extension of the footstreet period to 8pm (taken back to 5pm during lockdown/Tier 3 periods).
9. This was reviewed by City of York Council's Executive on 26th November 2020, with the Executive approving:
 - a. The continuation of the extension of the footstreets (removal of exemptions) on Blake Street – Lendal, and Goodramgate – Church Street – Colliergate until the end of September 2021;
 - b. The continuation of the temporary arrangements for Castlegate and Fossgate until the end of September 2021;
 - c. The removal of temporary access restrictions from Monk Bar through to College Green and Deansgate; and

- d. The continuation of the extension of the footstreet hours to 8pm until September 2021, except when hospitality venues are required to close due to Covid-19 restrictions, when the hours will revert to 10:30 am – 5:00 pm.
 - e. Initiate the process to make Castlegate and the phase one temporary footstreets permanent, with decisions on the final proposals, mitigations, and process delegated to the Executive Member for Transport.
10. Some exemptions to these restrictions are currently in place, allowing limited vehicular access to the area during footstreet hours. These include:
- a. Emergency services;
 - b. Cash & postal deliveries (Parcelforce/Royal Mail – limited number of trips/day to meet universal postal service requirements);
 - c. CYC Waste Collection;
 - d. Dial & Ride vehicles;
 - e. Market fish stall (deliveries are linked to tide times);
 - f. Vehicles bringing and taking hotel guests to and from Judge's Lodging and Galtres Lodge (exemption included in the original Traffic Regulation Order for the footstreets);
 - g. Annual waivers registered to emergency tradesmen (e.g. locksmiths, emergency plumbers);
 - h. CYC waivers/permits, issued for:
 - i. Workmen/utilities if the vehicle is required to carry out the operation on site;
 - ii. Between 5pm and 8pm, waivers may be issued to:
 1. Market traders, in conjunction with Make it York;
 2. Residents with off street parking in the footstreet area (including residential/holiday lets); and
 3. Workmen who require access to collect tools/materials.

Current options for cyclists

11. Cyclists who want to access the footstreet area can currently cycle to the edge of the footstreet area and are then required to park or push their bike across the pedestrianised area during footstreets hours.

12. Cycling is permitted in the pedestrian area outside of footstreet hours which are:
 - a. 10.30 – 17.00 during lockdown and Tier 3 restriction periods (as per the permanent order in place);
 - b. 10.30 – 20.00 during other periods until the end of September 2021 in response to Covid-19 (to facilitate the use of the highway for pavement cafes for hospitality venues and enable social distancing)

13. Cyclists travelling across the city centre area can use alternative routes shown in Figure 1, with approximate distances and cycle journey times shown in Table 1. These include routes such as:
 - a. Skeldergate, North Street, Wellington Row, Riverside Walk to Scarborough Bridge;
 - b. Piccadilly/Fossgate (one way), Pavement/Stonebow, Aldwark, St Andrewgate, Deangate and Duncombe Place.

Figure 1: Extract from the York Cycle Route map showing existing cycle routes in the city centre



Table 1: Indicative distances and cycle journey times

Routes considered	Distance	Cycling time
Lendal/ Museum Street junction, Tanner's Moat, Wellington Row, North Street, Bridge Street, Spurriergate/ Bridge Street junction	Approx. 815 metres	Approx. 2 to 3 minutes
Lendal/ Museum Street junction, Lendal, Coney Street, Spurriergate/ Bridge Street junction	Approx. 430 metres	Approx. 1 to 2 minutes
Lendal/ Museum Street junction, Duncombe Place, Minster Yard, Deangate, Goodramgate, Aldwark, St Saviour's Place, The Stonebow, pavement, Coppergate, Nessgate, Spurriergate/ Bridge Street junction	Approx. 1,480 metres	Approx. 3 to 6 minutes

IWGB proposal for cycle couriers

14. The IWGB York Group has put forward a proposal to support pedal cycle couriers by enabling them to access the footstreets to pick up food delivery. The proposal (see Annex A) can be summarised as follows:
 - a. A permit scheme for cycle couriers, to enable cycle couriers to cycle through the footstreets during pedestrianised hours;
 - b. Administered by City of York Council with free permits issued to couriers;
 - c. Based on a "Share with Care" approach for couriers issued with permits;
 - d. Implemented in three stages, including Blake Street and Lendal using the one way system in stage 1, including Coney Street, Spurriergate, Goodramgate, Low Petergate and Colliergate in stage 2, and also including Stonegate in stage 3.
15. The author of the proposal also spoke at the Executive Member Decision Session on 18 January 2021 (transcript attached as Annex B). This additional information indicates that the request is for initial access to be permitted to cycle couriers on Blake Street, Lendal and Coney Street.
16. City of York Council has engaged with the author of the proposal to better understand the proposed changes. The author of the proposal has expressed his willingness to work with the Council to overcome any

of the concerns that are raised. The promoter of the proposal has indicated that a mechanism to report incidents and remove licences if the permit holder did not use the footstreets area responsibly would be expected.

17. The primary reason identified for introducing a permit scheme is the financial impact of the current restrictions, due to the increased journey time as a result of the need for cyclists to dismount and push their bikes in the footstreets area.

Consultation

18. A wider consultation process is already planned to be undertaken as part of the consideration of potential changes to the footstreets area approved by the Executive (decision on the Future of the Extended City Centre Footstreets taken on 26/11/2020).
19. It is not considered acceptable to consult on the potential introduction of a permit for cycle couriers in isolation to the rest of the potential changes. It is therefore proposed to include a review of the potential for a permit access scheme for cycle couriers as part of that consultation.

Analysis

20. An initial review of the proposal has identified a number of significant concerns, which require further investigation prior to any decision being made on the proposed permit scheme. These relate mainly to:
 - a. The principle of cyclists being allowed in the pedestrian area; and
 - b. The options for effective administration/enforcement of a potential permit system.
21. The footstreets are a vibrant area in the heart of the city, where, during footstreet hours, pedestrians can move freely, generally without being concerned about potential conflicts with vehicles (including cycles). Exemptions for vehicle access are granted for very limited activity; this is very tightly controlled to ensure that the principle of the area as a pedestrian safe space is not undermined.
22. Recent consultation with disabled groups has confirmed how important this space is for pedestrians – particularly those with sight impairment. Specific consultation would need to be undertaken with disabled groups for any proposed changes to access arrangements for the footstreet area.

23. Effective administration and enforcement would be critical elements of a successful permit based system. Under the proposal the permits would be issued by the Council and enforcement would ultimately lie with the police as a moving traffic offence. Both these areas would need careful consideration before any system could be progressed.
24. Other issues to consider during the detailed review of the proposal, as part of the process to review the temporary changes, include:
 - a. The need to review the suitability of certain streets for cycling (if allowed during footstreets hours) due to pedestrian volumes (e.g. Stonegate) and considering the need for segregation between pedestrians and cyclists;
 - b. Options to sign the changed restrictions effectively, particularly if certain streets were excluded and some changes to one-way systems were required;
 - c. Monitoring and evaluation requirements to assess the impact of any changes on a trial basis;
 - d. Potential need for registration numbers on cycles to aid with the reporting of incidents and enforcement;
 - e. Criteria for eligibility for a permit and required checks (reference documents, proof of employment, days where couriers might be off duty);
 - f. Use of footstreets as a through route without a pick up location within the area;
 - g. Equality issues – how would access for couriers be justifiable compared to disabled cyclists/ all cyclists.

Council Plan

25. This section explains how the proposals relate to the Council's outcomes, as set out in the Council Plan 2019-2023 (Making History, Building Communities) and other key change programmes.
26. The Council Plan's key objectives of relevance to this proposal are:
 - a. Good health and wellbeing – considering the role of the pedestrianised area for residents and visitors to support walking, cycling, and active lifestyles, and the role of delivery couriers in providing access to food/key services;
 - b. Well paid jobs and an inclusive economy – considering the impact of footstreet restrictions on delivery couriers' working conditions;

- c. Getting around sustainably - considering the role of the pedestrianised area for residents and visitors to support walking and cycling;
- d. A greener and cleaner city - considering the role of the pedestrianised area for residents and visitors to support walking and cycling as an alternative to motorised modes of transport;
- e. Safe communities and culture for all - considering the role of the restrictions for residents and visitors on their experience of the pedestrianised area (safety, comfort);
- f. An open and effective council – recommending to include the proposed scheme into a wider consultation to be undertaken as part of the consideration of potential changes to the footstreets area approved by the Executive (decision on the Future of the Extended City Centre Footstreets taken on 26/11/2020).

Implications

- 27. This section provides an initial review of the potential implications of the proposed permit scheme (if implemented). This will be considered in more detail as part of the wider consultation and review of the potential changes to the footstreets area approved by the Executive (decision on the Future of the Extended City Centre Footstreets taken on 26/11/2020).
 - a. Financial – Financial implications for the Council of setting up and managing a permit scheme (staff and associated resources), additional costs associated with changes to signage, monitoring and evaluation of a trial;
 - b. Human Resources (HR) – Potential need for additional staff resource to set up and manage the permit scheme;
 - c. Equalities – An Equality/Community Impact Assessment will be undertaken as part of the wider review, including consideration of the impact of the scheme on specific communities of identity;
 - d. Legal – Changes to current order might be required, consideration of permit set up and enforcement options;
 - e. Crime and Disorder – The Police has raised issues relating to potential conflicts between cyclists and pedestrians and difficulties in enforcing the scheme;
 - f. Information Technology (IT) - Limited IT implications (IT set up required for permit scheme and application process);
 - g. Property – No direct implications to Council properties identified.

Risk Management

28. This section provides an initial review of the potential risks to consider if the proposed permit scheme was implemented. Key risks identified at this stage include:
- a. Safety – Concerns with pedestrian safety in the footstreet area, especially for more vulnerable groups;
 - b. Regulatory – Lack of compliance with latest national cycling guidance (Cycle infrastructure design Local Transport Note 1/20), which states in its Summary Principle 2: *“Cycles must be treated as vehicles and not as pedestrians. On urban streets, cyclists must be physically separated from pedestrians and should not share space with pedestrians. (...) Shared use routes in streets with high pedestrian or cyclist flows should not be used. Instead, in these sorts of spaces distinct tracks for cyclists should be made, using sloping, pedestrian-friendly kerbs and/or different surfacing”*;
 - c. Reputation - Reputational risk for the Council and the city if the footstreet area was to be perceived as less pedestrian friendly/safe, the scheme is difficult to administer, and enforcement/sanctions are difficult to implement or have a limited impact;

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Chief Officer Responsible for the report:

James Gilchrist
Assistant Director of Transport, Highways
and Environment

Report Date 21/01/2021
Approved

Wards Affected: Guildhall Ward (where footstreets are located) and all wards as residents from all/most wards access the footstreets and can receive cycle deliveries.

All

For further information please contact the author of the report

Background Papers:

None

Annexes

Annex A – IWGB Couriers York City Centre Access Proposal, Courier Pedal Cycle Permit

Annex B - Transcript of Annex A's author contribution to the Executive Member Decision Session on 18 January 2021.

City Centre Access Proposal



Courier Pedal Cycle Permit

[Website](#) | [Facebook](#) | [Twitter](#) | [Instagram](#)

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Lead Author: Cristian Lee Santabarbara

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Executive Summary

Couriers are classed as key workers, these precarious individuals have consistently provided essential services to the vulnerable and shielding throughout the pandemic, whilst acting a “*backbone in keeping companies alive and allowing extra trade in trying times*”. Yet, those we clapped are being fined hundreds of pounds a year to provide their essential service. The [York IWGB](#) couriers group proposes a pedal cycle courier permit founded upon existing access exemptions. This permit’s improving courier access to York City Centre could save couriers up to £9’744.00 of wasted earning opportunity per standard working year and multitudes of needless traffic violations, enabling better provision of services to both local business and residents, alleviating the pedestrianised zones severe impact on couriers hourly earnings in already worsening economic conditions in gig economy precarity.

Context

This proposal is intendant upon gaining loading and unloading access for pedal cycle couriers within the city center. We’ve formulated a formidable case for such access and are happy and willing to negotiate the terms and grounds set out in this proposal. Please contact us at clbyork@iwgb.co.uk, this is our branch domain address and we eagerly await your response. For context, the body that addresses you is the [IWGB](#). We are a grassroots democratic unionized community, addressing problems we collectively face. We aim for stability at work and having collective power in a community, fighting for improvements for everybody. [IWGB York](#) is a group of couriers in York providing services for Deliveroo, Just Eat, Uber Eats, Beelivery and Delivery Panda. This work is the primary concern of this proposal. The couriers of York have endured the imposition of the pedestrianised zone restrictions for multiples of years, whilst comparative couriers alike the DPD, UPS and Royal Mail, are able to negotiate and be granted tailored access for loading and unloading. As previously articulated, we intend this proposal to secure reflective access for our couriers. Firstly, context for this proposal is outlined, encompassing the need for access with indication of the pedestrian zone’s time and financial imposition on couriers; Further highlighting our integral role as [Key Workers](#), providing a supportive lifeline for local residents; Whilst acting an integral key element to local business’; Providing a final testimony from couriers as to the need for this access. Thereafter, existing structure for city center access is critically acknowledge providing foundation for proposal of **Courier Pedal Cycle Permit**. Penultimately, our proposal for a licensed, City of York Council regulated, **Courier Pedal Cycle Permit** will be articulated, with outline of licensed cycle courier access to [Share with Care](#) cycle lanes on specified roads within the city center, with anticipated safety contentions addressed. Finally, a conclusive statement is articulated. Further context for this proposal is now presented.

The Need

The couriers of York are classified as self-employed, operating our own micro businesses, we have no rights, we experience none of the benefits that workers or employees enjoy. Our clients? apps we cannot negotiate with, that care not for courier's wellbeing, security or safety. We are disposable assets. The law continually fails to protect us, often ruling in favor of our exploiters. We rarely earn the minimum wage per hour worked, when Self-Employment NI and tax is deducted, and the costs of doing business are accounted. To exacerbate these structural impositions, a needless barrier to work is further imposed. The pedestrianised zone. The restrictions currently imposed are of significant detriment to couriers, on average when combined with exploitive working conditions, the reality time cost for couriers is as follows¹ :

Hours walking per average working year: 304.6

Restaurant waiting time per year in hours: 571

Total time cost of the pedestrianised zone to pedal cycle couriers in hours: **304 hours and 36 minutes.**

Cost to walk per year: £9'744.00

Cost to wait per year: £34'256,25

Total cost of the pedestrianised zone to pedal cycle couriers in lost earning opportunity: **£9'744.00**

This time and earnings loss does not need to be so substantial; we have deduced a means to mitigate the time loss that benefits not only the couriers, but the people and businesses of York.

The People of York

Safety & Security is of paramount concern in these challenging times, our role has been escalated in importance by the COVID-19 pandemic, we are, and have always been [Key Workers](#). Despite our precarity and worsening economic conditions, we braved the streets of York during the nationwide lockdowns. The platforms we operate on, now include major supermarket chains alike [Morison's](#), [Co-op](#), [Asda](#), [BP](#), [M&S](#) and [Mccolls](#), as well as [pharmaceutical deliveries](#), these have, do and will act as essential life lines for residents of York.

Business' of York

The same is true for local businesses, as Deliveroo superficially [claims](#), "*our riders are at the heart of all that we do. Their hard work powers our growth, and without them we would be unable to bring our customers the best food on demand while helping great local restaurants to grow.*". Superficial but true, we are an integral part of the takeaway industry in York, without us, the entirety of the [gig economy](#) in York would cease to function, this can be up to a 3rd of a restaurants total revenue. These restaurants support IWGB as their couriers representative:

"I support IWGB and the couriers need access!" – Ramesh, Taas

¹ [Appendix 1](#)

And they are compassionately articulate about our impact on their livelihoods:

“During the difficult circumstances we need Deliveroo, Just Eat and Uber eat mostly business coming from delivery order. I hope stay will on the business. Thanks” – Ayata, Jorvik Donner House

“Couriers are a backbone in keeping companies alive and allowing extra trade in trying times. Help us to deliver the food while people stay safe at home.” - Alan, Turtle Bay

“We have been open since the start of lockdown and the delivery crew (especially the riders) have seamlessly delivered a key worker service to York centre and outlying suburbs. Without this and the continuation of their service, businesses, the livelihoods of the drivers and the ability for customers who cannot leave home etc will all be put at risk. They must be allowed a status that lets them work freely on bicycles with the city centre.” – Max, Mr. Chippy

The Couriers

As self-employed, we pay our taxes, we give our contributions, as local couriers we pay our council tax just like everyone else. We spend money locally whilst working, we support local business' that contribute to the council, and other local residents. We are just doing our jobs. Yet we are continually fined, mistreated and disregarded. Even when in lockdown we were [structurally imposed upon falsely](#). The following are testimonials from York's couriers, they deserve to be heard:

Most restaurants are in town centre so I can't drive to them and I can't even park close to them because I get 30 pounds fine and I earn 50 all night. Its ridiculous cause people even don't try to keep distance so this it's waste of money and making our life harder. - Gheorghita

“I need to park sometimes 3-4 minutes to the most centrally located restaurants and that can impact my delivery rating and effectiveness” - Adan

“It dictates what time I can go out and start work as the busiest restaurants are in the city centre where all restrictions are based.”- Adam

“Little efficiency in moving around the city centre due to having to walk and also due to one-way street system which shouldn't apply to bicycle, especially if cars were banned.” - Malcolm

“They impact earnings by making access to restaurants slow.” - Helen

“Reduces wage due to having to divert around pedestrian streets. Means deliveries during the busiest times are slower.” – Matt

“Unable to cycle through town. Often doubling delivery times.” - Cesar

The remainder of this proposal is set to secure courier access, we are not being unreasonable, we are simply trying to do our already precarious and exploitative jobs. Our understanding of current access measures is now expressed, setting foundation for the proposal of a **Courier Pedal Cycle Permit**.

Existing Access Provisions

In this section we acknowledge the existing structure for access to the city center, articulating our contentions and priming later articulated intended amendments. Firstly, to our understanding, Royal Mail is permitted to access the pedestrianised zone during the **Pedestrian Period** due to being Royal Messengers of the Queen, this is despite the fact they are no longer a public company or service and are in fact a private organization as are the rest of the couriers in York. Further to our understanding, access can be gained to particular roads within the pedestrianised zone for unloading and loading during the **Pedestrian Period** by universal postal couriers (as below). We are further aware that the Market Vendors have been granted **Authority to Contravene a Moving Traffic Order’(ACMTO)**. We intend to draw on these elements as foundation for our courier access or **Courier Pedal Cycle Permit**.

The York Traffic Management Order

The below are excerpts from **The York Traffic Management Order**, specifically these are existing exemptions that can be applied to particular pedestrianised foot streets during the **Pedestrian Period**. Notably, self-employed, gig economy couriers have not heretofore been written into the order, yet similar access is granted to *“universal service provider for the collection of postal packets”* and *“A Vehicle being used other than during the Pedestrian Period in connection with the delivery or collection of goods”*, we would contend that our access needs reflect these exemptions with commendable exactitude. As part of our proposal, we shall later articulate exemption specificities for York’s pedal cycle couriers.

Table 1 - York Traffic Management Order Excerpt

Column 1 – (Designation)	Column 2 – (Exemption)
C or 7	A Vehicle being used: (a) In connection with the delivery or collection of goods to or from premises; Or (b) Where necessary, for the purposes of horticulture or silviculture on or adjacent to that road provided that such Vehicle is not constructed or adapted to carry more than 16 seated passengers excluding the driver and, notwithstanding its seating capacity, it is not a Local Bus.
C or D or 8	A marked Vehicle being used by a universal service provider for the collection of postal packets in the course of the provision of a universal postal service.
20	A marked Vehicle being used by a universal service provider for the collection of postal packets in the course of the provision of a universal postal service along routes through: a) Blake Street, St Helen’s Square and Lendal; b) Goodramgate, King’s Square and Colliergate.
26.	A Vehicle being used other than during the Pedestrian Period in connection with the delivery or collection of goods to or from premises on or adjacent to that road but excluding Shamble Market providing such Vehicle is not constructed or adapted to carry more than 16 seated passengers excluding the driver.

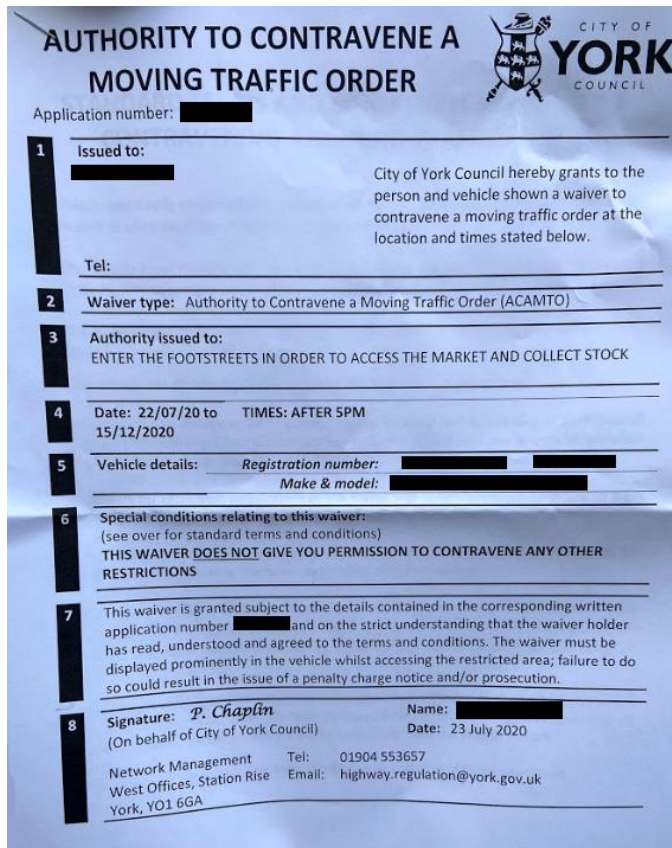
ACAMTO

The Market Vendors negotiated and were granted specific access, this access sets the precedent. Couriers are comparatively similar to Market Vendors legally, we are all registered, independent, self-employed, small businesses, and we at the IWGB are confident something similar for couriers would work in the best interest for all of York.

Table 2 - York Traffic Management Order: Article 10

<p>SHAMBLE MARKET AREA PERMIT (M)</p>	<p>a) A property owner or tenant having a pedestrian or vehicle access to that owner or tenants premises the said premises being adjacent to a road within the Shamble Market Area and accessible therefrom.</p> <p>b) A market trader being a person occupying a market stall in the Shamble Market Area on the day the said market trader uses that Permit.</p> <p>c) A motor vehicle user for the purposes of loading/unloading.</p>	<p>The vehicle in respect of which the Permit has been granted and on which the said Permit is displayed is proceeding along a road within the Shamble Market Area on a route and at a time and for a purpose permitted by the Permit Holder or a person authorised by the Permit Holder.</p>
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Figure 1 - Market Stall ACAMTO



AUTHORITY TO CONTRAVENE A MOVING TRAFFIC ORDER

CITY OF YORK COUNCIL

Application number: [REDACTED]

1 Issued to: [REDACTED]

City of York Council hereby grants to the person and vehicle shown a waiver to contravene a moving traffic order at the location and times stated below.

Tel: _____

2 Waiver type: Authority to Contravene a Moving Traffic Order (ACAMTO)

3 Authority issued to: ENTER THE FOOTSTREETS IN ORDER TO ACCESS THE MARKET AND COLLECT STOCK

4 Date: 22/07/20 to 15/12/2020 TIMES: AFTER 5PM

5 Vehicle details: Registration number: [REDACTED] Make & model: [REDACTED]

6 Special conditions relating to this waiver: (see over for standard terms and conditions) **THIS WAIVER DOES NOT GIVE YOU PERMISSION TO CONTRAVENE ANY OTHER RESTRICTIONS**

7 This waiver is granted subject to the details contained in the corresponding written application number [REDACTED] and on the strict understanding that the waiver holder has read, understood and agreed to the terms and conditions. The waiver must be displayed prominently in the vehicle whilst accessing the restricted area; failure to do so could result in the issue of a penalty charge notice and/or prosecution.

8 Signature: *P. Chaplin* Name: [REDACTED]
(On behalf of City of York Council) Date: 23 July 2020

Network Management Tel: 01904 553657
West Offices, Station Rise Email: highway.regulation@york.gov.uk
York, YO1 6GA

Courier Pedal Cycle Permit Proposal

Given the previous acknowledged access provisions, we now propose the following conditions for pedal cycle courier access, thus constituting a **Pedal Cycle Courier Permit**, which should be accompanied by a CYC internal Index, granting a tailored **ACAMTO**. First the pass itself is depicted in a manner reflective of **The York Traffic Management Order**. Thereafter, articulation of pedal cycle courier amendment details. Thereupon recommendations for stages of implementation are depicted. Finally, a note on anticipated safety contentions are contended.

Courier Pedal Cycle Permit

The permit conceptualized will be distributed and managed by CYC for **free** to all entitled pedal cycle couriers, alongside internal CYC database such that all holders are held accountable with a **Specific Application Number (SAN)**. The permits are intended to adhere to clauses **10(2), 10(3)** of **Part III** of **The York Traffic Management Order**. This permit should be written into **Article (10)** of **The York Traffic Management Order** as follows:

Table 3 - Courier Parking Permit: Article 10 Amendment

Column 1 – (Type)	Column 2 – (Persons Entitled)	Column 3 – (Circumstances where Permit Valid)
Courier Permit – Pedal Cycle	Couriers requiring access to the city centre for loading and unloading: <ol style="list-style-type: none"> A. Can provide documentation adhering to Part III, 10(2) of ‘The York Traffic Management Order’ B. Can provide evidence of <ol style="list-style-type: none"> a. Council tax payment or student exemption b. Evidencable Supplier Agreement or Employment Contract by name with any varied delivery company to provide courier services 	The Permit must be kept in the courier’s possession and presented upon request by local traffic authority or police constable: <ol style="list-style-type: none"> A. During the Pedestrian Period proceeding along roads within the Foot street Areas on a route permitted by the Permit, for unloading and loading and is presentable upon request of local traffic authority or police constable by the named Permit Holder.

We propose amendment to articles **3, 5, 6 and 7** of **Part I** of the **First Schedule** within **The York Traffic Management Order**, the first being the addition of courier pedal cycle as exemption to driving restrictions as below:

Table 4 - York Traffic Management Order: Articles 3,5,6 and 7 Amendment

Column 1 – (Designation)	Column 2 – (Exemption)
6a	A pedal cycle validated for the loading and unloading of goods

Such exemption should be added to **Article 3** specifically in the following manners:

Table 5 - York Traffic Management Order: Article 3 Amendment

Column 1- (City, Town or Parish and Roads)	Column 2 – (Days Applicable inclusive of days named)	Column 3 – (Time Periods Applicable)	Column 4 – (Exemptions Applicable)
BLAKE STREET Extending through Lendal		Pedestrian Period	B, F, 1, 20, 22, 31, 48, 49, 6a
		Servicing Period	C, 39
		Remaining Period	51
CONEY STREET Extending through Suppiergate		Pedestrian Period	B, F, I, 122, 6a
		Servicing Period	C, H
		Remaining Period	14, 36
SPURRIERGATE		Pedestrian Period	B, F, I, 49, 6a
		Servicing Period	C, H
		Remaining Period	14, 36
GOODRAMGATE between its junctions with Deangate and King's Square/Low Petergate		Pedestrian Period	B, F, I, 20, 30, 32, 48, 49, 121, 122, 6a
		Servicing Period	3, 39
		Remaining Period	51
LOW PETERGATE Extending through Colliergate		Pedestrian Period	B, F, I, 32, 49, 6a
		Servicing Period	C, H
		Remaining Period	51
STONEGATE	Every Day	Mn- 5am and 10:30am – Mn	B, G, 27, 42
		Pedestrian Period	6a
	Every Day	5am – 10:30am	B, G, 14, 27, 42

Implementation

To improve courier cyclist access to the city center, we propose three stages of changes, these will be implemented through trial periods, and monitored thoroughly by local authorities throughout.

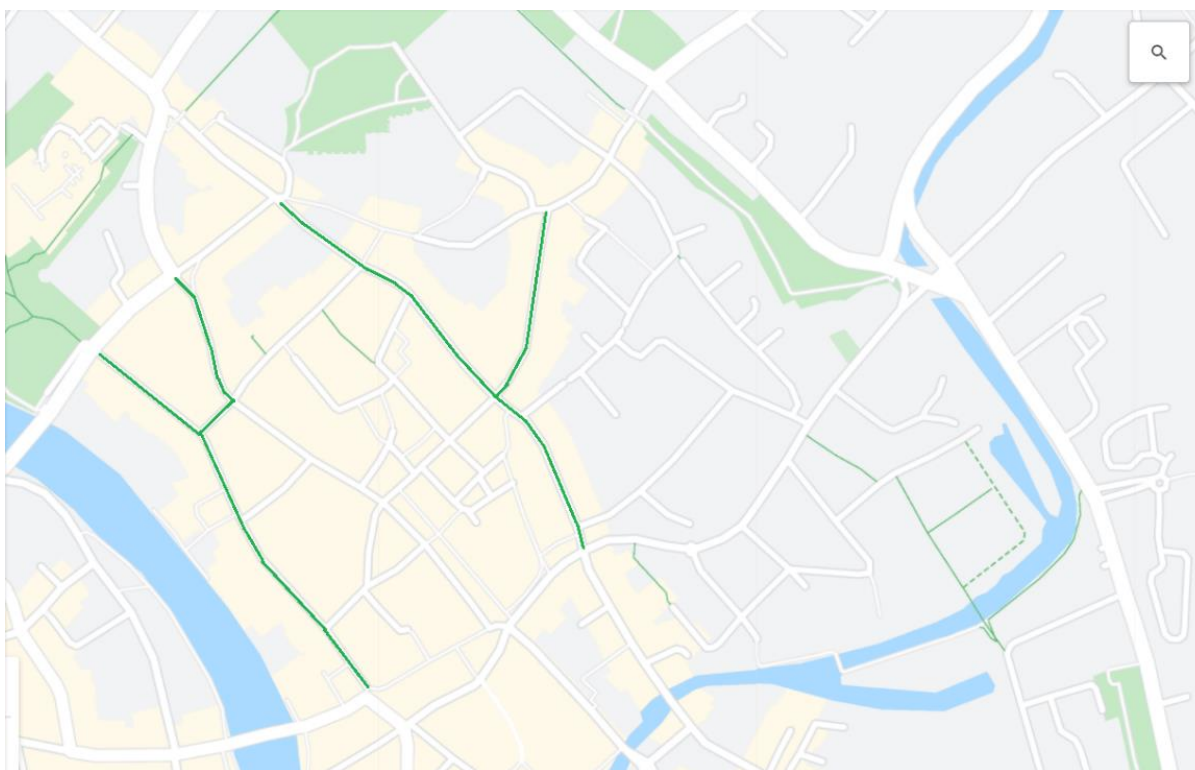
Stage 1

To trial the access, the IWGB proposes implementing a [Share with Care](#) Pedal Cycle Courier pathway for licensed pedal cycle couriers on Blake Street and Lendal, these pathways will follow the one way system already in place. We believe such reasonable, yet key area, will be sufficient enough to gauge the feasibility of long-term access for accountable pedal cycle couriers. Should all go well, stage 2 commences.



Stage 2

Following success of [Stage 1](#), a similar [Share with Care](#) Pedal Cycle Courier pathway is proposed along Coney Street and through Spurriergate. Moreover, accommodations through Goodramgate and Low Petergate through Colliergate will be implemented.



Stage 3

Following success of [Stage 2](#), the final accommodation of stone gate will be substantiated.



We believe these critical pathways will be sufficient enough access to improve courier's livelihood, whilst solidifying the feasibility of long-term access for accountable pedal cycle couriers.

Safety Contentions

IWGB York anticipates the safety concerns of York council and key stakeholders, these have been considered throughout this proposal and are of paramount concern to key working Courier Pedal Cyclists. Upon cursory reading and searching, multitudes of academic research have been done of shared pedal cycle pedestrianised zones in Oxford, Peterborough and Chichester. To summarise the outcomes of such accommodations a statement from the [DfT](#) itself is appropriate:

“Observation revealed no real factors to justify excluding cyclists from pedestrianised areas, suggesting that cycling could be more widely permitted without detriment to pedestrians.”

Source: <https://aseasyasridingabike.wordpress.com/2014/03/03/cycling-in-pedestrianised-areas/>

Moreover, should the above statement from governmental body and plentiful research not be sufficiently substantial to ameliorate any CYC or stakeholder concerns. Then at minimum, decision making body is urged to consider that gig economy platforms and resultant precarious conditions effectively penalise couriers for slow delivery time. Local restrictions are not considered by any platform algorithms, including York's pedestrian zone. Therefore, couriers face the choice of account termination and access to work removed, or the risks of traffic violations. The choice between destitution and FPN are ones commonly made. Hereupon the current state of affairs is realised. Generally, pedal cycle couriers are, and have been disobeying **The York Traffic Management Order**, despite this, no fatal or serious injury has come to the people of York, in fact we have made substantive case for our benefit to them. If the council persists without progressive intervention, it would only continue. On these grounds, it is reasonable to interpret this proposal as an opportunity for CYC to mitigate the situation and regain order. If the accommodations proposed heretofore are implemented, licensed pedal cycle couriers would concede and adhere to them, the loss of permit and reasonably incurred FPN for traffic violations intensifies the repercussions of acting outside these proposed domains. We deem this compromise an effective way forward. Conclusion is now presented.

Conclusion

This document serves as the first iteration of the IWGB's proposal for pedal cycle courier access to York's City Centre. This proposal throughout and in conceptualisation has been reasonable, open to negotiation and well considered. We urge the City of York Council to engage with the [IWGB York](#) on this matter to formulate a further informed, mutually beneficial solution, that enables York's key working pedal cycle couriers to continue serving its restaurants partners and local residents in a more efficient, fair and effective manner for the benefit of everyone involved.

Appendices

Appendix 1

Cllr Andy D’Agorne in a [Minster FM interview](#) claimed “you can walk from one end to the other pushing a bicycle in about 2 minutes”, our collective courier experience contests this estimation, but our subjective anecdotal experience is insufficient grounds for factual argument. Nonetheless, to say it costs our pedal cycle couriers 2 minutes of our precarious time to walk to any single restaurant to load a delivery from any non- pedestrianised road, disregards the following: [It’s a google maps 5 minute walk from](#) one end of the pedestrianised zone to the other, on the shortest span of road; pedal cycle couriers are pushing additional bicycle and equipment weight; Outside of the pandemic pedestrian footfall is dense, crowded and significantly hard to navigate with any haste during these hours, now further exacerbated by adhering to social distancing measures.

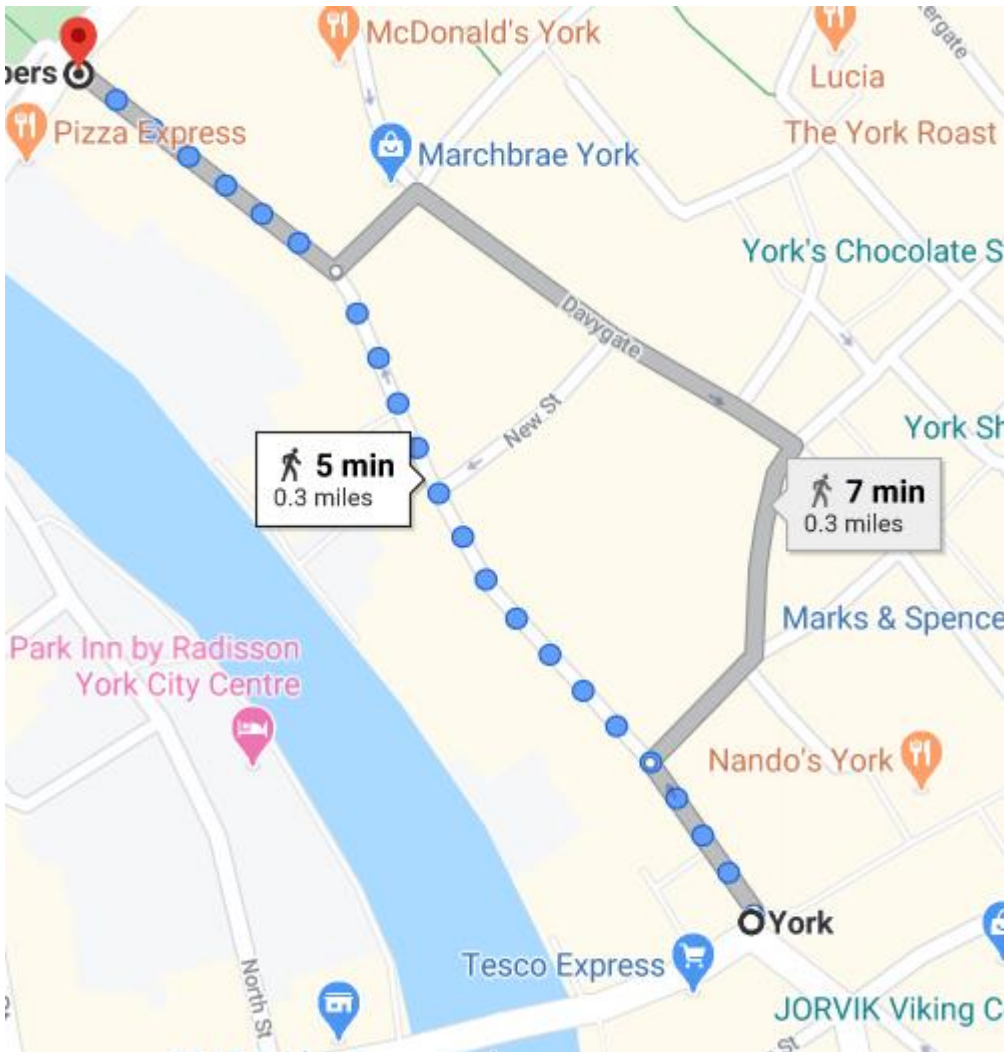
Nevertheless, this average is our only viable City of York Council validated statistic and it will be used arithmetically to depict our desperate situation. Thus, for our pedal cycle couriers to complete 2.5 deliveries an hour, earning roughly £8 (before expenses, NI and tax deductions) they lose 2.5 x (2 minutes, x 2(walks back and forth)), equating to 10 minutes per hour. The pedestrianised zone now operates between 10 am and 8pm, 10 hours. This does not factor in restaurant waiting times varying from 5-15 minutes. Let’s take 7.5 minutes as the average restaurant waiting time:

Orders P/H	2.5	
Average Earnings P/H:	£ 8.00	
Cllr Andy D’Agorne Average.		
	Unit	Cost per Unit
Time to Walk (Minutes)	2	£ 0.53
Restaurant Wating Time (Minutes)	7.5	£ 1.00
Pedestrain Zone (Operating Hours)	7	
Working Days per year	261	
Time to Walk per year (hours)	304.5	
Restaurant Wating Time per year (hours)	570.9375	
Total Time Cost to Courier	875.4375	
Cost to Walk per year	£	9,744.00
Cost to Wait per year	£	34,256.25
Total Cost to Courier	£	44,000.25
Cllr Andy D’Agorne Average (Extended hours)		
	Unit	Cost per Unit
Time to Walk (Minutes)	2	£ 0.53
Restaurant Wating Time (Minutes)	7.5	£ 1.00
Pedestrain Zone (Operating Hours)	10	
Working Days per year	261	
Time to Walk per year (hours)	435	
Restaurant Wating Time per year (hours)	815.625	
Total Time Cost to Courier	1250.625	
Cost to Walk per year	£	13,920.00
Cost to Wait per year	£	48,937.50
Total Cost to Courier	£	62,857.50

This time adds up. Significantly so. We are paid by the drop, and only for the drop. Our wait time is not reimbursed and unpaid. The pedestrianised zone restrictions prove grave impediment on our time, the above mathematics inevitably vary contextually but is sufficient in demonstrating the severe impact of the restrictions on our already precarious ability to generate income and feed our families.

Appendix 1a

It takes 5 minutes to walk down the shortest road from one end to the other. When factoring in a push bike, and socially distancing within the average footfall of York. It takes a great deal longer.



Council Address Script

Hello and thank you for having me here today.

On Tuesday the 12th of January York IWGB delivered its proposal regarding City Centre Access for Gig Economy Couriers to the council. As such, some pre-emptive clarification is necessary. This address is specifically requesting that identifiable gig economy courier cyclists be given urgent access to Blake Street, Lendal and Coney street for loading and unloading. A temporary, identifiable and specific permit, alongside a feedback system for public concerns is deemed an accountable anchor for this, however difficult that may be.

There is four lines of reasoning for this measure.

Firstly, York's footfall is significantly reduced. Yes safety is still a paramount concern, but we cite shared pedal cycle pedestrianised zones in Oxford, Peterborough and Chichester, where the government's own department for transport drew the following conclusion - quote:

"Observation revealed no real factors to justify excluding cyclists from pedestrianised areas, suggesting that cycling could be more widely permitted without detriment to pedestrians." -

Unquote. - <https://aseasyasridingabike.wordpress.com/2014/03/03/cycling-in-pedestrianised-areas/>

Second, the algorithms that manage us and terminate us for quote "untimely delivery" unquote do not care about local law and restrictions, including York's pedestrian zone. They take no excuses. They do not care. It is a real everyday choice between a fixed penalty notice, and destitution for all pedal cycle couriers. If we are late continuously that's it.

Third, in regular times, our work contributed to about one third of a restaurants revenue. Now, when it's not safe for customers to travel in lockdown, we contribute significantly more. York's restaurants are relying on us, the revenue generated literally off of our backs and bicycles contributes significantly to their ability to pay wages, rent and keep going. We are vital to York, and we are here to stay. The gig economy is not going to go anywhere, and this will keep happening. We will keep doing what we have had to do so far because we do not have the choice.

Fourth and finally, we are just trying to survive the pandemic like everybody else, but there is altruistic value in our work. We are key workers. We deliver medicines, essential groceries and hot food to the vulnerable and shielding, as well as the families who are already struggling.

We understand that this measure is scary, difficult and contentious. I personally understand why nobody has ever tried to do this for cycle couriers. But together we can do it. We plead with the council to take this opportunity, and we are willing to sit down for as long as is necessary to devise a tenable solution. But key workers cannot continue to be unnecessarily penalised, we need the councils help. We need you to help us. Couriers are losing their livelihoods over this.

So, York council, please grant this urgent measure, and then develop the measures we proposed on Tuesday the 12th to fully resolve the situation that is hurting so many key workers, vulnerable people and local businesses.

Please, help us help York.

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