



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

To: Councillor D'Agorne (Executive Member)

Date: Tuesday, 1 December 2020

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 Democratic Services by **5:00 pm on Thursday 3 December 2020.**

*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 27 November 2020.**

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 - 6)

To approve and sign the minutes of the meeting held on 3 November 2020.

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 November 2020**.

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. **TSAR Traffic Signal Refurbishment - Clifton** (Pages 7 - 38) **Moorgate / Hurricane Way YK2239**

This report presents the options to replace the life expired traffic signalling equipment and to consider a new pedestrian crossing facility to be installed at the same time as the proposed refurbishment.

5. **Consideration of consultation results from** (Pages 39 - 60) **Farrar Street following a petition being** **received requesting Residents' Priority Parking**

This report presents the results of the consultation carried out for Farrar Street to be included within the existing R46 Residents Priority Parking Scheme and seeks to identify what action is appropriate.

6. 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
Date	3 November 2020
Present	Councillor D'Agorne

30. 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.

The Executive Member noted that he had a non-prejudicial interest regarding Scarborough Bridge to Bootham Park Cycle & Pedestrian Route Improvements as he had held a number of conversation regarding the scheme prior to the meeting.

The Executive Member noted a non-prejudicial in relation to Green Dykes Lane – Proposed Puffin Pedestrian Crossing as it would be part funded by Fishergate Ward, for which he was a Ward Member.

31. Minutes

Resolved: That the minutes of the Decision Session of the Executive Member for Transport held on 20 October 2020 be approved and signed at a later date by the Executive Member as a correct record.

32. Public Participation

It was reported that there had been nine registrations to speak at the meeting under the Council's Public Participation Scheme. However, due to technical issues only eight of the registered speakers were able to participate in the meeting.

Roger Wools spoke in relation to item 4 and noted that they were against the proposed changes to the Bootham area, due to concerns it would damage the heritage of the area and affect the grade 2 listed Bootham Park gates.

Helen Strain spoke against the proposals in item 4 due to concerns that the work would negatively affect the grade 2 listed Penn House. They also raised concerns about traffic and light pollution outside Penn House if the proposed traffic lights were installed.

Anya Julius also spoke in relation to item 4 and raised concerns regarding the safety for cyclists turning out of Mary Gate and the dangers presented by a the busy road. They noted their concerns that the proposed traffic lights would cause problems at the junction.

Simon Boyle raised his concerns about the consultation process in relation to item 4. He highlighted that due to multiple occupancy in the area not all residents might have seen leaflets on the consultation and that there had been no drop in sessions for residents.

Cllr M Pavlovic spoke in favour of the proposals in item 7. He highlighted the importance of installing a crossing to improve safety on Greendykes Lane and noted his desire to see the work undertaken as soon as possible.

Martin Emerson also spoke in favour of the installing of a puffin crossing on Greendykes Lane, he noted the Traffic Survey recommending traffic lights which he would have supported but was happy to see a crossing installed noting support in the area including St Lawrence School.

Cllr A Hollyer spoke in relation to item 8 and noted that the proposals for option one in the report were supported by the Ward Councillors for the area due to the need for a new crossing on York Road. He also provided a submission from the lead petitioner Marie Dowling who had campaigned for a crossing to be installed.

Alison Hume spoke about the future of the extended city centre footstreets which would be considered by the Executive on 26 November. She raised concerns that the extension of the footstreets would make the city centre closed to people with disabilities.

Tracey Moran was registered to speak in objection to the crossing on York Road Haxby, but was unable to participate in the meeting due to technical reasons.

33. Scarborough Bridge to Bootham Park Cycle Route Improvements

The Executive Member considered the report and officers confirmed that the work undertaken, would be done so in consultation with the Council's conservation team and the Civic Trust. It was confirmed that officers had

explored alternative proposals but that the proposal in option 1 would be the safest proposal with the signals being installed on St Marys. It was also confirmed that the proposal would include the one off resurfacing of the privately owned road to remove pot holes and make the route safer for cyclists and pedestrians.

The consultation process was discussed and it was confirmed that this type of scheme would not see notices put up in the area. Officers also confirmed that consultation responses were considered after the 12th October date which they had been requested by.

The Executive Member considered and discussed the proposed cycle route which would pass St Marys car park. It was confirmed that to install a 4.5m cycle path, around 44 parking spaces would be lost, the Executive Member agreed that a narrower path should be installed in order to prevent the loss of so many parking spaces. However, he did request that if possible the work be undertaken in a way that would require minimal alternations if the Council wished to install a wider cycle path in the future.

Resolved:

- i. The Executive Member noted the results of public consultation on these proposals;
- ii. Approval was granted to the proposed schemes as outlined and progress to detailed design in option 1;
- iii. Approval was granted for the construction of the proposed schemes as outlined, if no significant changes are needed as a result of the detailed design;
- iv. That as part of the Stage 3 Safety Audit the Council monitors the use of the path by both cyclists and pedestrians;
- v. That officers consider the placement of street lighting to ensure future proofing wherever possible.

Reason: The recommended schemes will enhance and promote a cycle/pedestrian and accessible route from York Station to Bootham Park and York Hospital, whilst complementing the recent upgrade of Scarborough Bridge and its approaches from the city centre. The improvements to this route will improve access and options for active travel users – cyclists and pedestrians, as well as those with mobility issues.

34. TSAR Traffic Signal Refurbishment - Wigginton Road / Crichton Avenue YK2221

The proposals in the report were considered and the Executive Member outlined his support to install the additional controlled pedestrian crossing at the same time as refurbishing the signal. He also enquired about a tree that could obstruct the signal and officers confirmed that options regarding the tree were being considered in consultation with tree surgeons.

Resolved:

- i. Approve the proposed signal refurbishment with additional controlled pedestrian crossings shown in the drawing at Annex C.

Reason: This will achieve the core aim of replacing the life-expired traffic signal asset such that it can continue be operated and repaired economically.

35. Economy & Place Transport Capital Programme – 2020/21 Monitor 1

Officers introduced the report and the Executive Member considered and approved the 2020/21 Economy & Place Transport Capital Programme and the budget changes outlined in Annex 2 to the report.

Resolved:

- i. The amendments to the 2020/21 Economy & Place Transport Capital Programme were approved.
- ii. The Executive Member noted the progress of schemes in the Transport Capital Programme and the Emergency 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.

36. Green Dykes Lane – Proposed Puffin Pedestrian Crossing

The Executive Member considered the report and officers confirmed the work which had been taken which had led to identifying the proposed placement of the crossing. This included ensuring the crossing would remain desire line and therefore encourage use and therefore safe crossing on a busy road. The Executive Member considered that there had been a submission against the proposal but agreed to the schemes and noted the

positives of the use of a railing leading to the crossing that would encourage use at this location.

Resolved:

- i. The Executive Member approved the scheme as shown in Annex A to provide a crossing point on Green Dykes Lane.

Reason: To provide a safe and formal crossing point on Green Dykes Lane, which is in close proximity to the University of York and a local primary school.

37. York Road, Haxby – Proposed Zebra Crossing

Officers introduced the report and outlined an objection to the proposed scheme which had been received from a resident which was also highlighted in the report. Officers outlined that the beacons at the crossing would have a halo of LED lights which would minimise light pollution and would also be silent. It was also outlined that access would continue to be available to properties which were close to the crossing.

The Executive Member agreed to the proposals as set out, but requested that officers liaise with residents to ensure that the scheme is completed in the most sympathetic way possible.

Resolved:

- i. The Executive Member approved the scheme shown in Annex A and requested that officers liaise with local residents to ensure that the scheme is undertaken in as sympathetic way as possible.

Reason: To provide a safe and formal crossing point on York Road, Haxby, a road which is in close proximity the three local schools, a local residential home for the elderly, and Ethel Ward playing field. Which is the largest leisure facility in Haxby.

Councillor A D'Agorne, Executive Member
[The meeting started at 10.12 am and finished at 12.00 pm].

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Executive Member Decision Session**1 December 2020**

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

TSAR Traffic Signal Refurbishment – Clifton Moor Gate/Hurricane Way**Summary**

1. The traffic signalling equipment at this site is life expired, has become difficult and costly to maintain and needs to be replaced.
2. The TSAR (Traffic Signal Asset Renewal) programme is the means by which life expired traffic signal assets across the city are refurbished.
3. Although the programme is primarily about asset renewal, there is scope to take advantage of 'easy wins' whilst refurbishing the equipment. To that end, an option which looks to include new pedestrian crossing facilities has been proposed as one of the two options put forward.

A decision is required to approve the proposed alterations.

Recommendations

4. The Executive Member is asked to:

Approve Option 1

Reason:

This option achieves the core aim of replacing the life-expired traffic signal asset such that it can continue be operated and repaired economically whilst also providing slight improvements to cycling and walking infrastructure.

Option 1 also takes into account, and supports, the major transport project scheme which is responsible for the dualling of York's Outer Ring

Road (ORR) and associated junction improvements as part of that scheme.

Although the introduction of a signal controlled right turn egress option from Hurricane Way put forward in Option 2 would reduce traffic volumes approaching the ORR, the low number of vehicles wanting to make this manoeuvre does not represent value for money given the estimated expenses associated with its introduction.

Background

5. The TSAR (Traffic Signal Asset Renewal) programme has been in place since 2015 and is responsible for the replacement of life expired traffic signal assets around York.
6. The focus is on replacing equipment that is liable to imminent failure, rather than seeking to improve congestion or achieve a similar transport improvement goal. However, where 'easy wins' can be achieved at the same time as replacing obsolete equipment, these will be taken advantage of.
7. To date, 35 sets of signals have been refurbished and a further 3 are programmed in for the 20/21 financial year.

Consultation

8. An electronic consultation has been carried out with local ward councillors, internal and external stakeholders to offer an opportunity to comment on the proposed TSAR scheme designs put forward for consideration in this report.
9. A summary of the consultation feedback can be found in Annex A.
10. The design options put forward are also informed by public consultation work undertaken as part of the Major Transport Projects team's work on proposed revisions to the ORR roundabouts in close proximity to the Clifton Moor section of the A1237.
11. The consultation at point 10 was undertaken during February/March 2019 and encompassed a range of methods including manned/unmanned information displays at the local supermarket and West Offices, leaflet and questionnaire drops to local business and

residential properties, social media campaigns and a dedicated email inbox for respondent's views.

12. An additional piece of feedback from this consultation exercise indicated a desire to explore the possibility of introducing a signal controlled right turn from Hurricane Way to Clifton Moor Gate Southbound. This proposal has been explored and is represented in this report by Option 2.

Options

13. The following options are available:
14. Option 1 – Approve the proposed like for like signal refurbishment shown in the drawing at Annex B
15. Option 2 – Approve the proposed signal refurbishment with additional introduction of a signal controlled right hand turn option from Hurricane Way onto Clifton Moor Gate Southbound shown in the drawing at Annex C

Analysis

Option 1

Description of Changes

16. Refurbishment of all on site Traffic Signal Equipment
17. Realignment of the pedestrian / cyclist crossing over Hurricane Way so that it meets current guidance.
18. The estimated cost of the work to the Traffic Signal at the junction of Clifton Moor Gate and Hurricane Way detailed in Annex B is £250,000.00

Reasoning

19. Replacement of the traffic signal technology is the fundamental purpose of this project, as per item 6.

Impact on vehicular traffic

20. This option has little direct impact on vehicular capacity at the junction however the update of the site will establish a link to the communications network to ensure reliable fault monitoring and better junction monitoring as well as improving vehicle detection at the site. This will allow traffic management plans to be operated effectively during congested times at the junction and reduces the likelihood of gridlock of the industrial estate.

Impact on Pedestrians

21. The option will have slight improvements for pedestrians. Improved traffic signal operation will increase overall efficiency and allow for reduced cycle times thus lower pedestrian wait times. The crossing points will be realigned so they will meet current guidance.

Impact on Cyclists

22. The general improvements indicated at point 21 will also apply to cyclists at this Toucan crossing. The existing off road cycle route infrastructure which runs along the southern extent of Hurricane Way will be retained as well as providing future possibilities for connection to the anticipated cycling infrastructure introduced as part of the ORR dualling project.
23. The crossing of Clifton Moor Gate's North and South bound carriageways will become more cohesive as the two separate signal streams can be co-ordinated using the new signal equipment. This will mean that the push button command on either side of the carriageway will trigger the corresponding crossing of the second arm, reducing wait times for cyclists wishing to cross from East to West and vice versa.

Safety Considerations

24. Input on this preliminary design was sought from City of York Council's Road Safety Audit team who indicated that the junction has operated safely for many years in this layout and had no further comment.

Option 2

Description of Changes

25. Refurbishment of all on site Traffic Signal Equipment

26. Provision of a new signal controlled right turn directly from Hurricane Way onto Clifton Moor Gate Southbound. This signal phase will be activated via above ground vehicle detection and so will only activate when required.
27. Traffic Islands altered to allow the new manoeuvre included at point 26 to be made.
28. Extensive carriageway resurfacing of the area due to the alteration of traffic islands and inclusion of new kerb lines.
29. Pedestrian crossing of Clifton Moor Gate Southbound repositioned to bring it into the junction as a whole.
30. The estimated cost of the work to the Traffic Signal junction of Clifton Moor Gate and Hurricane Way detailed in Annex C is £450,000.00.

Reasoning

31. Replacement of the traffic signal technology is the fundamental purpose of this project, as per item 6.
32. The introduction of a right turn from Hurricane Way onto Clifton Moor Gate Southbound removes the need for vehicles wishing to make this manoeuvre from having to travel north bound to the ORR roundabout and performing a U turn around the existing roundabout.
33. This new vehicle movement requires the junction and the pedestrian crossing of Clifton Moor Gate south bound to be grouped as a single stream as opposed to the current layout so that there is no conflict between pedestrian and motor vehicle movements.

Impact on Vehicular Traffic

34. Traffic modelling undertaken as part of both the TSAR design process and the ORR dualling scheme indicate that the introduction of the right turn from Hurricane Way will increase overall delay across the junction but will not bring the junction above statistical capacity.
35. At present 1/3 of vehicles exiting Hurricane Way (90 vehicles per hour) have to make the U turn around the ORR roundabout. It is estimated that the introduction of the right turn will save vehicles making this movement

400m of travelling distance and around 60 seconds of journey time at peak periods (decreasing to 40 seconds during quieter periods of operation.)

36. During both the AM and PM peaks, modelling figures for Option 2, when compared against the existing case, show capacity and queue sizes are larger but within operational limits. It should be noted that there is an increase in the number of vehicles queueing to proceed southbound along Clifton Moor Gate from the ORR which doubles from 3 to 6 vehicles.
37. There is a possibility that this increase in vehicles queueing along this stretch of road could reach back to the ORR roundabout but this is seen as unlikely by both the TSAR and Major Transport Projects teams based on the demand for the right turn from Hurricane Way being relatively low in comparison to movements across the rest of the junction.

Impact on Pedestrians

38. Again, the option will have slight improvements for pedestrians due to the realignment of crossing points and improved above ground detection being utilised to improve traffic signal operation and decrease phase cycle times.
39. The repositioning of the pedestrian crossing of Clifton Moor Gate southbound will create a more direct route across the two carriageways of Clifton Moor Gate however it will also reduce the capacity of the pedestrian island and also create a new offset between the crossing and the connecting path through to the Clifton Moor retail park.

Impact on Cyclists

40. The inclusion of the right turn signal from Hurricane Way will provide an on carriageway option for cyclists wishing to make this manoeuvre.
41. As at point 39, the repositioning of the Clifton Moor Gate southbound crossing will allow for a more direct crossing than the current staggered approach for cyclists using the established cycle route between Hurricane Way and the Clifton Moor retail park/existing cycle network through the site.

Safety Considerations

42. Input on this preliminary design was sought from City of York Council's Road Safety Audit team who indicated the possibility of queuing back to the ORR along Clifton Moor Gate Southbound would create a safety concern. Additionally the island arrangement doesn't stop vehicles in the new right turn lane turning left and the new gap in the central reservation may encourage U turns for vehicles coming off the Stirling Road roundabout.

Other options already discounted

43. During consultation for this scheme it was suggested that a U turn provision could be considered on Clifton Moor Gate North Bound as a cheaper alternative to the introduction of a signalised right turn from Hurricane Way.
44. This possibility had been suggested previously as part of the preliminary design work for the ORR dualling scheme which would see the roundabout being repositioned much further North than its existing location.
45. The suggestion was considered by the TSAR Design team in conjunction with both the Road Safety Assessment and Major Transport Project team's but not considered for further development due to:
 - a. The physical constraints of the southbound carriageway mean that a large U turning vehicle could not physically complete the manoeuvre. Any vehicle larger than 7.5 tonnes would therefore still be required to use the current route around the ORR roundabout.
 - b. Vehicles joining Clifton Moor Gate southbound from the ORR can be travelling at significant speeds (current speed limit 40mph) and therefore vehicles performing a turn across the carriageway would represent a potential hazard. This is seen as more unsafe than vehicles using the existing roundabout by the road safety team due to the constrained site lines and tight U turn movement required.
 - c. The new movement would not represent a significant time saving for users in comparison to having to go around the ORR roundabout due to those using the U turn having to wait for a gap in

the oncoming traffic before they can enter the southbound carriageway. The distance saved for U turning vehicles compared to the layout proposed as Option 1 of this paper is approximately 180m. The estimated time saving will be less than 20 seconds per vehicle on average.

- d. The introduction of the on link U turn would require that the 3rd lane of Clifton Moor Gate northbound be removed to provide access to the U turn. Under the ORR scheme this would lead to a reduction in the network capacity compared to the currently proposed option 1.
46. During consultation for this scheme it was suggested that as well as the introduction of the signal controlled right turn exiting Hurricane Way as part of Option 2, the existing signal controlled right turn in to Hurricane Way from Clifton Moor Gate Southbound could be removed and vehicles would instead be expected to use the roundabout at Stirling Road to perform a U turn and double back to make a left turn in to Hurricane Way. This could be accompanied by a single stage crossing for pedestrians and cyclists across the northern arms of the junction.
47. The suggestion was considered by the TSAR Design team but not considered for further development because:
- a. The banning of this vehicle movement would lead to additional delays for vehicles exiting the ORR intending to access the retail park and would not be well received by users and business' operating from the premises.
 - b. These vehicles would encounter an additional delay of 30 seconds and additional travel distance of 250 metres if having to use the Stirling Road roundabout to loop back to the retail park.
 - c. This delay may also be higher than this at peak periods as vehicles may be caught in traffic queueing around the Stirling Road roundabout caused by blocking back from the ORR as it heads northbound on Clifton Moor Gate. This will lead to additional delay and inefficiencies in the highway network.
 - d. As the right turn is a dedicated route to access the business park, it is used by a large number of HGV's delivering to the various business units on site. The requirement for these vehicles to make the U turn around the Stirling Road roundabout could create further

delay issues at the location and across the local network due to their size.

- e. The inclusion of a gap in the central reservation (to allow the new right turn out of Hurricane Way) would also represent a safety issue for vehicles who may be unaware of the banning of the right turn in to Hurricane Way and are following their previously established pattern of movement.
- f. Providing a pedestrian/cyclist crossing facility north of the junction will require an all red phase to traffic which will delay vehicles further and lead to increased queuing and emissions. It will also increase the likelihood of queuing back onto the ORR, although this is not anticipated to be a daily occurrence.
- g. The crossing of both carriageways of Clifton Moor Gate spans over 25m from east to west and, for safety reasons, requires pedestrian / cyclist movements be completed in multiple stages. Currently pedestrian / cyclist demand for a crossing of this arm is low and footways are not present in the eastern footway or to the north of the junction.
- h. The ORR project team has been consulted regarding their intentions for Cyclist/Pedestrian movements along the ORR in this area and at present this intention is for these groups to be served using either a newly established footway to the North of the new ORR carriageway or for users to come south from the ORR to use the crossing facilities provided here at Clifton Moor Gate/Hurricane Way.

Council Plan

- 48. Replacing life-expired traffic signalling assets allows the Authority to continue to manage the traffic on its highway network, minimising congestion and ensuring user safety. Therefore carrying out these works fulfils the 'Getting around sustainably' key outcome of the Council Plan.

Implications

49. Financial

The TSAR programme is funded by the council's capital programme, which was approved at Budget Council on 27 February 2020 and

sufficient funds are available in the 2020/21 transport capital programme for the construction of this scheme.

50. Human Resources (HR)

There are no HR implications

51. One Planet Council / Equalities

All junctions are designed with equalities in mind. The recommended designs follow the most up to date guidance with respect to disability access. The technology included in all designs includes aids to persons with visual and mobility impairment.

52. Legal

There are no legal implications

53. Crime and Disorder

There are no Crime and Disorder implications

54. Information Technology (IT)

The Information Technology implications of constructing the proposed designs has been considered and are included in the Project Plan. No issues are envisaged.

55. Property

There are no property implications

56. Other

Disruption during construction – Constructing the TSAR schemes inevitably means a certain level of work on the Highway, with an associated level of delay and disruption to pedestrians and vehicular traffic. Such works will be scheduled and planned to minimise this disruption, and sufficient information and notice will be given to affected parties.

Risk Management

57. There are no known significant risks associated with any option presented in this report.

Project Risks are recorded in the Project Risk Register and are handled by the Project Team and monitored by the Transport Board.

Contact Details

Author:

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01904 551508

Chief Officer Responsible for the report:

Neil Ferris
Corporate Director of Economy and Place

Report **Date** 20/11/2020
Approved **tick**

Wards Affected: Rawcliffe and Clifton Without

All

For further information please contact the author of the report

Background Papers:

All relevant background papers must be listed here. A 'background paper' is any document which, in the Chief Officer's opinion, discloses any facts on which the report is based and which has been relied on to a material extent in preparing the report (see page 5:3:2 of the Constitution).

Annexes

All annexes to the report must be listed here.

Annex A1 – Consultation Details and CYC Engineer Response

Annex A2 – Consultation Drawing Swept Paths

Annex A3 – Consultation Drawing ORR Proposed Pedestrian and Cyclist Facilities

Annex B – Preliminary Design Option 1

Annex C – Preliminary Design Option 2

List of Abbreviations Used in this Report

TSAR - Traffic Signal Asset Renewal

ORR – Outer Ring Road

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**Executive Member Decision Session
TSAR Traffic Signal Refurbishment – Clifton Moorgate/Hurricane
Way**

Annex A

This list shows the extents of the external consultation undertaken for the Clifton Moorgate/Hurricane Way TSAR scheme. An internal consultation across multiple CYC services was also conducted with local ward councillors for Rawcliffe and Clifton Without and Rural West York wards included.

Age UK
York Archaeological Trust
Connexions Buses
Transdev
York Blind and Partially Sighted Society
Arriva Buses
Harrogate Coach
Stephensons of Easingwold
Ghost Bus Tours
Glenn Coaches
Visit York
Be independent
North Yorkshire Police
Pullman Buses
Sustrans
First Group
NHS
North Yorkshire Fire Service
East Yorkshire Motor Services
Resource Centre for Deafened People York
Reliance Buses
Walk Cycle Life
York Environmental Forum Transport Group
York Assembly
York Bike Belles
York Cycling Campaign
York Civic Trust
York Environment Forum
York People First

A copy of the consultation text is included below. The drawings referred to in this consultation can be found at Annex B and C of this report.

TSAR – Clifton Moor Gate / Hurricane Way junction

As part of the Traffic Signal Asset Renewal (TSAR) Programme we have been investigating the refurbishment of the Clifton Moor Gate / Hurricane Way junction. This stakeholder consultation exercise is being undertaken to inform the Decision Session Report for Executive Member for Transport.

The TSAR project looks to refurbish life-term expired traffic signals bringing them in line with current standards. Generally this will include full renewal of the traffic signal equipment / ducting networks and changing the pedestrian crossing equipment to facilitate Puffin style near side red / green man displays. We also take the opportunity to make small changes to the junctions and resurface footways and carriageways as needed.

The attached drawings show two different options that we'll be looking to take to Executive Decision Session later in the year. The options are as follows:

Option A – Drawing YK2239-P-01

A straight refurbishment of the junction and all its traffic signal equipment with the following minor change:

- Realignment of the pedestrian / cyclist crossing over Hurricane Way so it meets current guidance.

This option will provide little change to the existing operation or layout of the junction. The cost of this option is estimated to be in the region of £250,000.00

Option B – Drawing YK2239-P-02

Option B allows for the right turn out of Hurricane Way onto Clifton Moor Gate. All signal equipment would be refurbished and, due to the significant changes, the junction would have its carriageway resurfaced. Changes to the junction include:

- Right turn out of Hurricane Way to Clifton Moorgate provided

- Operation of junction changed to accommodate new movement.
- Traffic islands changed and reshaped to allow for the right turn out of Hurricane Way
- Realignment of the pedestrian / cyclist crossing over Hurricane Way to accommodate changes at junction
- Pedestrian / cyclist crossing on Clifton Moor Gate south moved further north so it can be included within the junction.
- Traffic signal controller to be relocated

This option would provide for the right turn out of Hurricane Way onto Clifton Moor Gate and would reduce journey time for this movement. However, it would increase the overall delays to motor vehicles at the junction and lead to a greater risk of traffic queuing back from the junction to the A1237 York Outer Ring Road. The cost of this option is estimated to be in the region of £450,000.00.

I would appreciate if you could review the drawings attached and provide me (copying in the TSAR mailbox tsar@york.gov.uk) with a written response (even if that is “no comment”) by **Friday 9th October 2020**. If you have any questions on the proposals please feel free to contact me prior to responding formally.

The options presented in this consultation do not represent all layout possibilities which have been suggested during our preliminary design work. Alternatives that have been found to be non-viable have been excluded, for example, the addition of a u-turn facility between the junction and the outer ring road and details of these will be recorded in the final Executive Decision session report which is produced.

Summary of Consultation Replies

1. CYC Major Transport Projects

The MTP team would not support the introduction of option B

The number of vehicles making this manoeuvre does not appear to warrant the significant expense, but more importantly with the improvements proposed for the A1237 roundabout, I would not advocate for any solution which risks a potential backing-up of traffic to the new roundabout (even if this was only on isolated occurrences), preventing it's efficient operation.

The smooth operation of the Outer Ring Road needs to be the number one priority here, followed by traffic on Clifton Moor Gate. Traffic from Hurricane Way is of a minor concern. To retain as much capacity as possible in this area (which is often congested at peak times), traffic from Hurricane Way should continue to be directed left out of the junction to the A1237 roundabout.

CYC Engineer Response

None Required

2. North Yorkshire Fire Service

I have spoken to the crews at York Station and they are in agreement that the Plan B proposal to allow turning right would be the preferred option

CYC Engineer Response

None required

3. Cllr Andrew D'Agorne

Could a U turn provision for movement between Clifton Moor Gate Northbound to Southbound be considered as an alternative to the introduction of a signalled right turn from Hurricane Way as it would offer a significant cost saving?

How does the proposed infrastructure put in place by the TSAR scheme tie in with plans for Cycling and Pedestrian provision along the ORR as part of the major transport project to dual the ORR? If cyclists/pedestrians are expected to use the signalised crossing, could it be made single phase?

CYC Engineer Response

The inclusion of a U turn at this location has been discussed by the TSAR and ORR project teams as well as the Road Safety Audit team. It is understood that some form of U turn at this location had previously been suggested as part of consultation on the ORR programme but at that stage this was based on the location of the

ORR roundabout being moved North, providing a greater distance between it and the signal controlled junction of Clifton Moor Gate/Hurricane Lane.

The current situation of the roundabout means that the introduction of a U turn would be a challenge on multiple road safety and logistical counts:

- The physical constraints of the southbound carriageway mean that a large U turning vehicle could not physically completed the manoeuvre. Any vehicle larger than 7.5 tonnes would therefore still be required to use the current route around the ORR roundabout. (Drawing to support this provided as Annex A2.)
- The enforcement of this turning limitation restriction would require additional signage/markings to alert motorists
- Vehicles joining Clifton Moor Gate southbound from the ORR can be travelling at significant speeds (current speed limit 40mph) and therefore vehicles performing a turn across the carriageway would represent a potential hazard. This is seen as more unsafe than vehicles using the existing roundabout by the road safety team due to the constrained site lines and tight U turn movement required. This new movement would not represent a significant time saving for users in comparison to having to go around the ORR roundabout due to those using the U turn having to wait for a gap in the oncoming traffic before they can enter the southbound carriageway. The distance saved for U turning vehicles under the current layout is approximately 180m. We estimate the time saving will be less than 20 seconds per vehicle on average
- The introduction of the on link U turn would require that the 3rd lane of CMG northbound be removed to provide access to the U turn. Under the ORR scheme this would lead to a reduction in the network capacity compared to the currently proposed scheme.

For these reasons the TSAR project team do not intend to put this forward as a preliminary design option but it will be recorded in the

Executive Decision Paper as an alternative option which was considered during the preliminary design stage.

The ORR project team have provided the attached drawing at Annex A3 which demonstrates the current intended provision for pedestrians and cyclists moving along the ORR.

Dualling of the ORR is proposed to be on land to the North of the existing road for the majority of the route. There is little space for a full width footway/cycleway at the south of the ORR connecting Clifton Moor Gate and Shipton Road due to landscape screening and noise bunds which are already in place to protect the existing housing developments in this area. The intention of the ORR project team is to propose a connection from Clifton Moor Gate to Conway Close which will link in with existing Public Rights of Way which exist in the area.

Because of this, a crossing of Clifton Moor Gate in close proximity to the ORR roundabout is not currently provided and instead cyclists and pedestrians should use the dedicated path provided on the Northern side of the ORR via the underpasses provided at either end of this section of the route.

Alternatively cyclists/pedestrians who wish to stay to the south of the ORR would be asked to leave the ORR path and come down to the signalised junction of Clifton Moor Gate and Hurricane Way before proceeding along the established Cycle/Footway network connecting Hurricane Way/Manor Lane/Shipton Road.

With regards the possibility of making this pedestrian/cyclist crossing a single stage, current guidance is that any crossing over 15 metres should be a staggered crossing. With the full Clifton Moor Gate span being around 27 metres, a single crossing across the multiple lanes of traffic would go against guidance and, at this location, is not something which the TSAR design team would propose as a viable option.

4. Cllr D Smalley on behalf of Ward Cllrs for Rawcliffe and Clifton Without

What does the modelling show on the delays that will be caused on Hurricane Way with option B (it already backs up considerably at peak times?)

What proportion of road users in the current layout are heading for the ring road and do not loop back onto Clifton Moor Gate?

Could there be/is there a public consultation planned on these options? There is considerable local interest in this junction layout

CYC Engineer Response

In the peak periods (pre covid) some of the delay coming out of Hurricane Way was due to blocking back from the ORR. This was mainly a PM peak / weekend issue for Hurricane Way as in the AM peak, flow out of Hurricane Way is small. Traffic on the ORR blocks back from the A1237 / A19 roundabout through the Clifton Moor Gate roundabout leading to traffic queuing Northbound on Clifton Moor Gate and blocking traffic out of Hurricane Way. Traffic turning left out of Hurricane Way (using left hand lane) to travel Westbound on the ORR sees the most delay as this is where the majority of blocking back occurs. Traffic using the outside lane of Hurricane Way (turning Eastbound on ORR or U-turning) has less delay as it is impacted less by the blocking back – although it still can get stuck due to not being able to access the outside lane on Hurricane Way (because of the left turning traffic blocking access to the lane) or by being blocked through the junction by vehicles on Clifton Moor Gate.

When the ORR upgrade comes in, congestion on the ORR will fall and the blocking back in the peak periods will decrease. The improvements to the ORR is also likely to see a reduction in U-Turn movement as more trips will use the less congested ring road

in the future moving traffic away from the city centre. This has been shown by the strategic modelling undertaken as part of the ORR project (modelling undertaken by Pell Freishmann using York 2016 SATURN model).

Given the above we have assumed in our modelling that there is no blocking back from the ORR to Hurricane Way. Traffic heading to the ORR from Hurricane Way will see a greater amount of delay exiting the junction compared to the current situation. This is due to two issues:

- All ORR traffic will be in the left hand lane only rather than spread over 2 lanes as currently.
- Green time for traffic heading out of Hurricane Way towards the ORR will be reduced due to the additional stage added into the sequence for the right turn.

Traffic out of Hurricane Way turning right (previous U-turn at the roundabout) will see a reduction in journey time as they will have a shorter distance to travel. We estimate that this saving for U-turning vehicles would be up to 60 seconds per vehicle on average. For periods when traffic is less congested the savings for u-turning vehicles are likely to be less – say up to 40 seconds per vehicle on average.

Currently around 2/3 of vehicles leaving Hurricane Way join the ORR and do not loop back to Clifton Moor Gate. Our figures show that a maximum of 90 vehicles per hour perform a U turn using the roundabout and again this is mostly during the PM peak.

It is not our intention to complete a public consultation on the refurbishment of this junction at this time. We consult at this preliminary design stage with yourselves and a range of internal/external stakeholders representing trade organisations, focus groups and transport bodies to gather feedback which we then feed into the Executive Decision process. The current intended timeline for this scheme is for an Executive Decision to be made at the December 1st session with an intended construction start date of 1st March 2021.

5. York Civic Trust

Hurricane Way is an important low traffic cycle route connecting Rawcliffe Bar (and its new Park and Pedal facility) with Clifton Moor. It also acts as part of the longer distance orbital cycle route shadowing the Outer Ring Road. At present this junction is a major barrier to orbital cycle (and pedestrian) movements, requiring users to wait at four separate crossings eastbound, and three westbound. Given the staging of the signals, it can take almost two cycles of the signals to clear the junction, and this delay will encourage cyclists to take risks. Option A does nothing to remedy this, and is therefore, given the Council's own hierarchy of users (as specified in LTP3), and the growing emphasis on active travel, unacceptable.

Option B appears to have been designed specifically to assist motorised traffic wishing to turn right, though it will also assist cyclists making this movement. Otherwise its only improvement for cyclists and pedestrians is by moving the crossing of the southbound carriageway into the junction. The eastbound movement still requires four separate crossings, and the westbound three; these can be completed within one cycle eastbound, but will require part of a second cycle westbound.

There is a third option (Option C), which I suggest should be carefully considered. This would ban the right turn into Hurricane Way and require that movement to make the short diversion via the Stirling Way roundabout. It would provide the new right turn out of Hurricane Way, as in Option B, but couple it with a protected crossing of the northern arms of the junction, allowing cyclists and pedestrians to cross both carriageways in a single movement.

We note your comment that Option B (and thus Option C) might cause blocking back into the Outer Ring Road roundabout. This seems to us unlikely, since the stage for the right turn out of Hurricane Way will be short, and the flow on the two southbound lanes is low enough not to generate a queue which would back up to the roundabout in that time. Moreover, there will be a benefit

resulting from removing the requirement for traffic wishing to turn right out of Hurricane Way to make a complete circuit of the Outer Ring Road roundabout. This should not be seen as a justification for rejecting either Option B or Option C.

We also note your comment that Option B (and thus presumably Option C) would cost some £200,000 more. We very much doubt that this expenditure could be justified simply on the basis of reduced travel times for vehicles now unable to turn right from Hurricane Way. However, Option C would transform the junction by removing a major barrier on the Council's active travel network, and this in turn would, we suggest, justify the additional expenditure.

On this basis we strongly recommend the development of our alternative Option C. If this cannot be done, we do not consider that there is a justification for pursuing Option B in preference to Option A.

CYC Engineer Response

For clarification the crossing over the left turn out / right turn into Hurricane Way is a single pedestrian movement. This means that North - South movements are undertaken in 2 separate movements and East -West movements in 3 separate movements. The crossing of Clifton Moorgate South is separate from the main junction and so can be operated independently. As such, under Option A, we would look to reduce wait time for pedestrians at this crossing through changes to signal times thus minimising pedestrian / cyclist delay and frustration.

The main junction (for the majority of the day) operates on low cycle times with only 2 stages meaning that pedestrian / cyclist delay is actually relatively low. We hope that this will be further reduced once the signal equipment / detection is upgraded making the junction work more efficiently and benefiting all users.

The junction of Clifton Moorgate / Hurricane is a large traffic signal controlled junction on a dual carriageway approximately 100m south of the York Outer Ring Road. The dual carriageway forms a natural barrier to pedestrian and cyclist movements due to the size of the junction and high volume of vehicular traffic which uses

it. The junction is over 25m from east to west and, for safety reasons, will require pedestrian / cyclist movements be completed in multiple stages. All crossings are within 2 or 3 movements and the refurbishment of the junction will allow for improved pedestrian progression through improved traffic signal operation and lower cycle times. Over the last 3 years there have been 2 recorded accidents at this junction, both classed as slight with 1 involving a pedestrian who walked out in front of car turning left into Hurricane Way during a green light phase. Option A and B have very similar modelled pedestrian delay times overall.

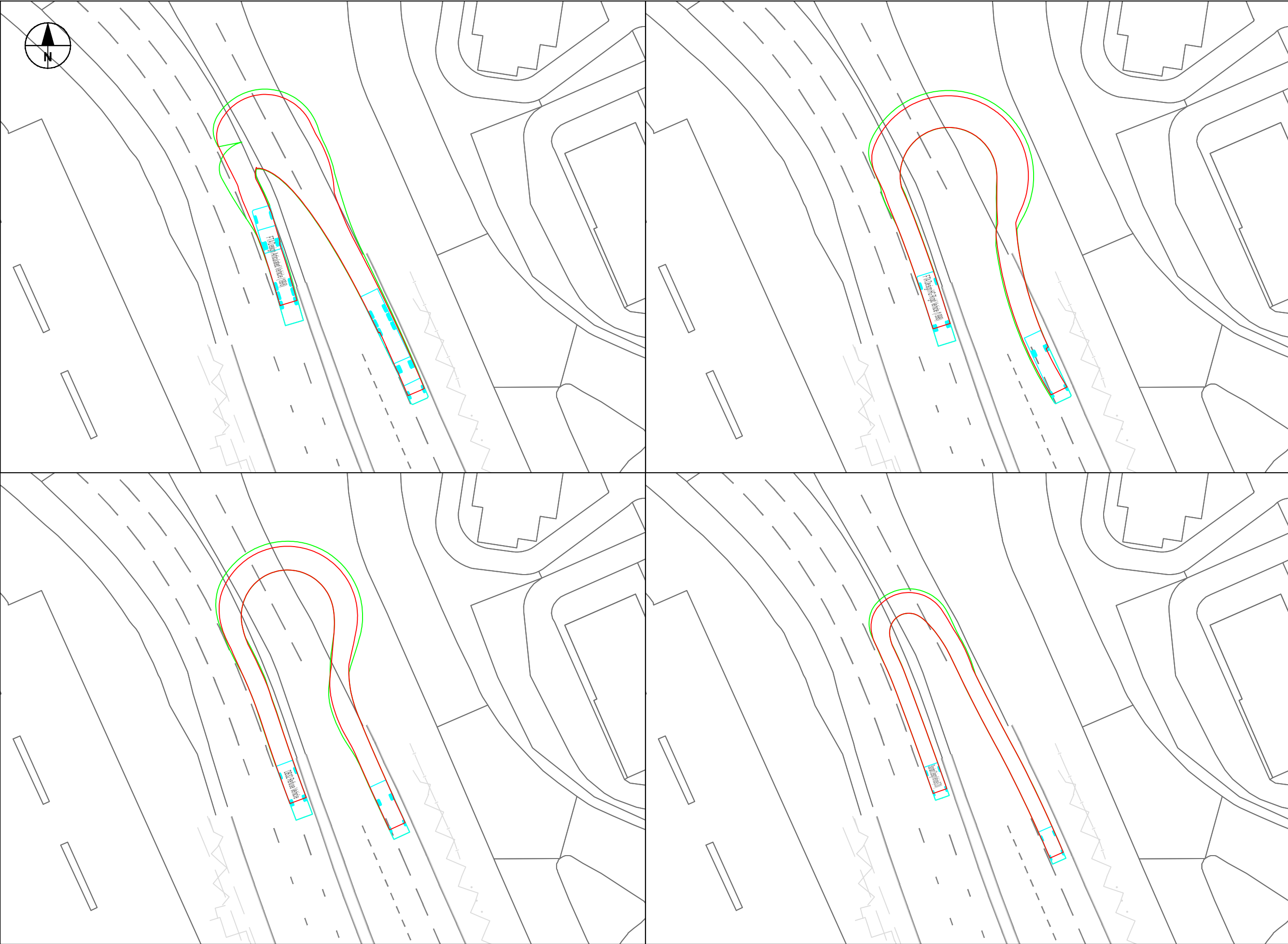
The proposed option C – prohibiting the right turn into Hurricane Way - would lead to additional delays for vehicles exiting the ORR intending to access the retail park. These vehicles would encounter a delay of 30 seconds (250m of additional travel distance) if having to use the Stirling Road roundabout to loop back to the retail park. The delay may also be higher than this at peak periods as vehicles may be caught in traffic queueing around the Stirling Road roundabout caused by blocking back from the ORR as it heads northbound on CMG. This will lead to additional delay and inefficiencies in the highway network. Prohibiting the right turn here is likely to be highly unpopular with businesses and users of the retail park. The inclusion of a gap in the central reservation (to allow the right turn out of Hurricane Way) would also represent a safety issue for vehicles who may be unaware of the banning of the right turn in to Hurricane Way and are following a previously established pattern of movement.

Providing a pedestrian/cyclist crossing facility north of the junction will require an all red phase to traffic which will delay vehicles further and lead to increased queuing and emissions. It will also increase the likelihood of queuing back onto the ORR, although this is not anticipated to be a daily occurrence.

As previously discussed pedestrian / cyclist crossings will be split in two due to the width of the road for safety reasons. Currently pedestrian / cyclist demand for a crossing of this arm is low – footways are not present in the eastern footway or to the north of the junction. However, it is accepted that this will change with the provision of routes joining into the ORR pedestrian / cyclist routes. Cycling provision along Hurricane Way is in the Southern shared use footway and as such the preferred crossing is over the

southern arm (this would take 3 crossings rather than 4 to go north).

The design team does not believe that there is justification to provide the additional cost expenditure to provide the northern pedestrian crossing.



Transport Systems Team
 West Office, Station Rise, York, YO1 6GA
 Tel: 01904 552827
 www.york.gov.uk

NOTES

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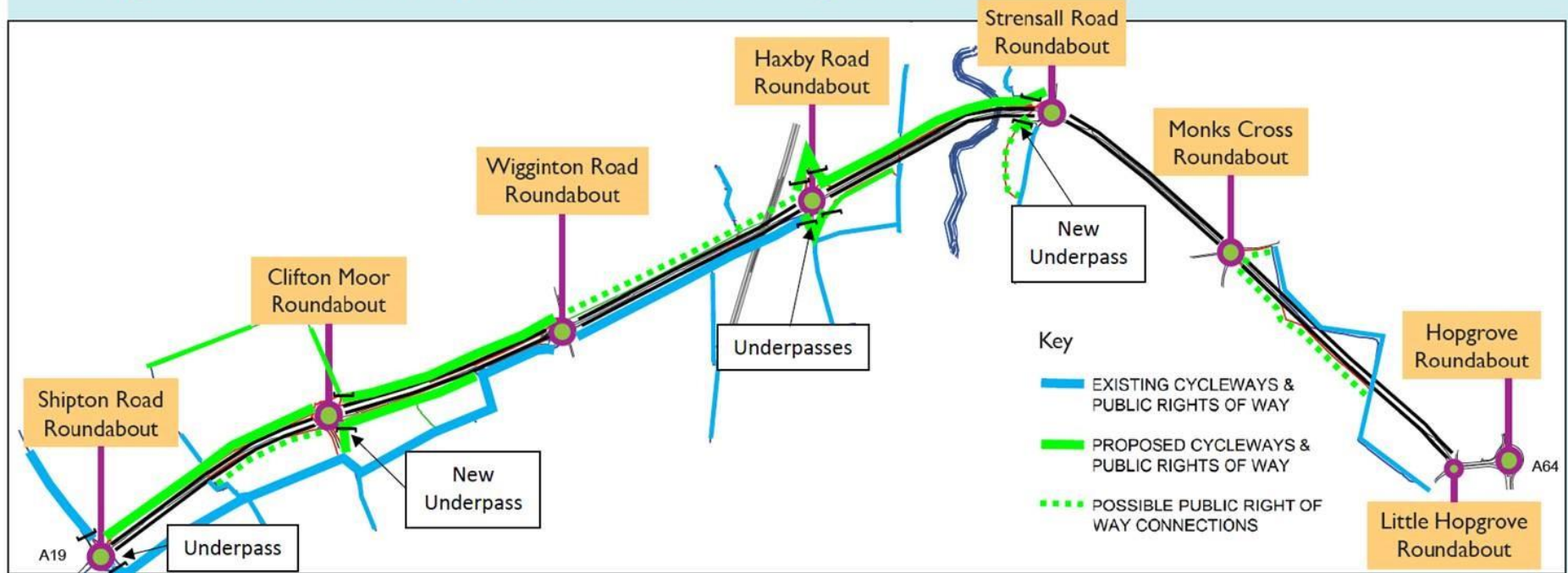
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 CLIFTON MOORGATE / HURRICANE WAY
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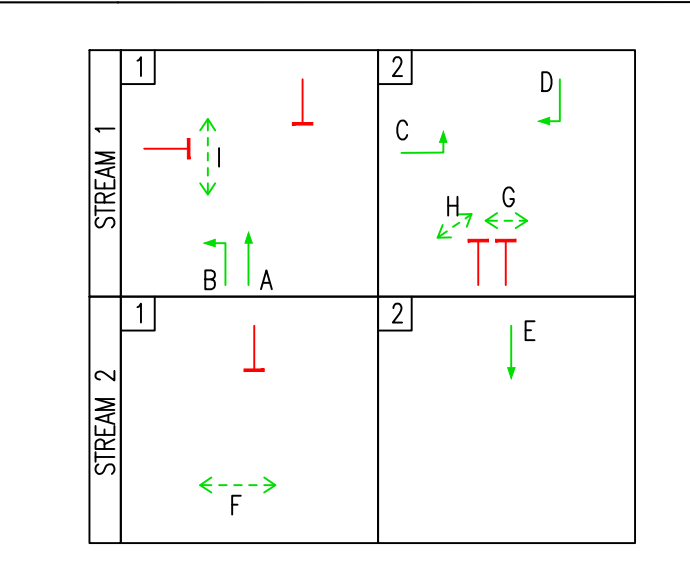
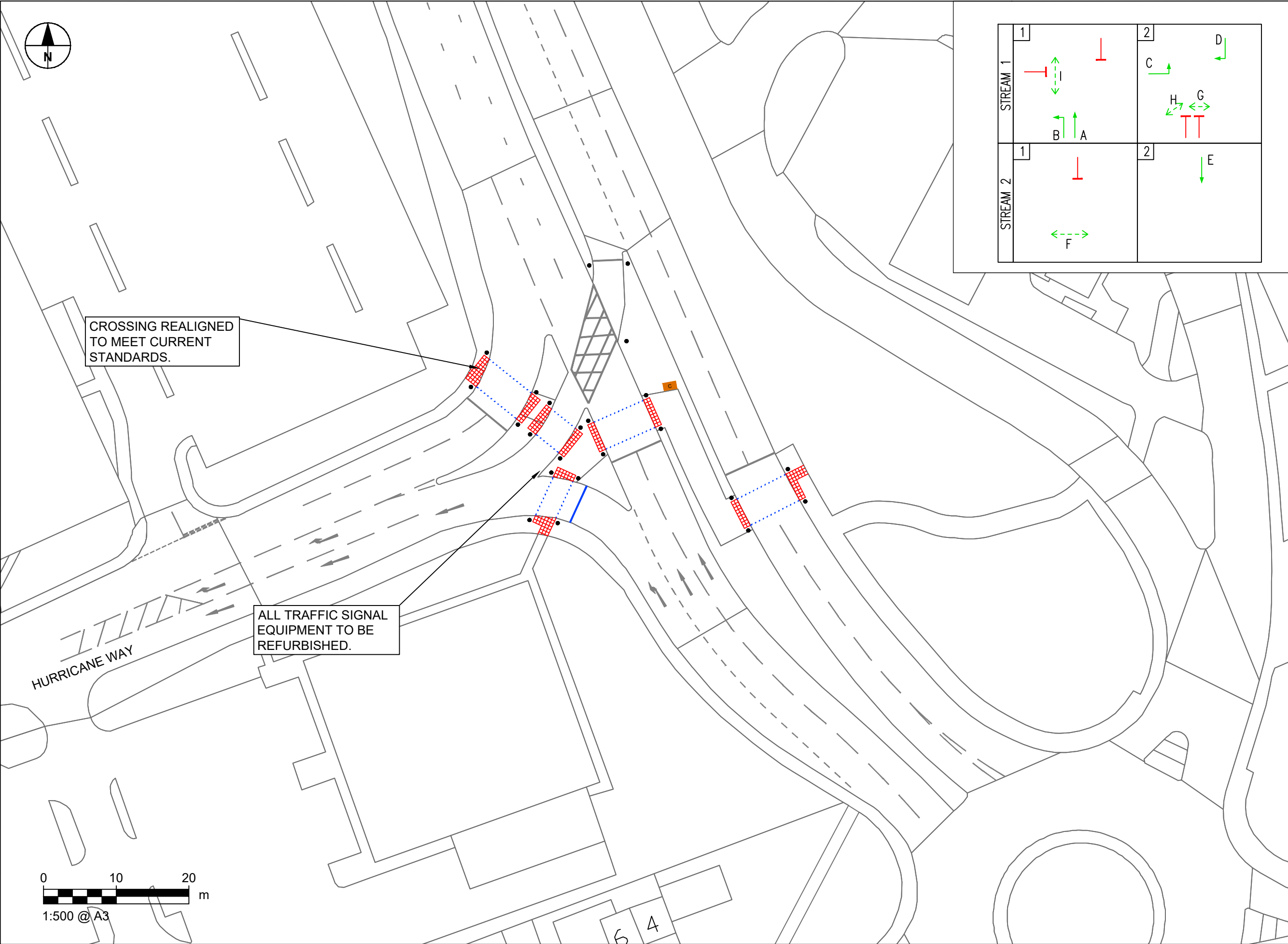
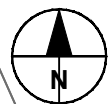
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Improvements for pedestrians and cyclists



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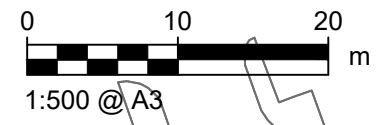
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 - PROPOSED CONTROLLER
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SHEET TITLE
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 CLIFTON MOORGATE / HURRICANE WAY
 OPTION A

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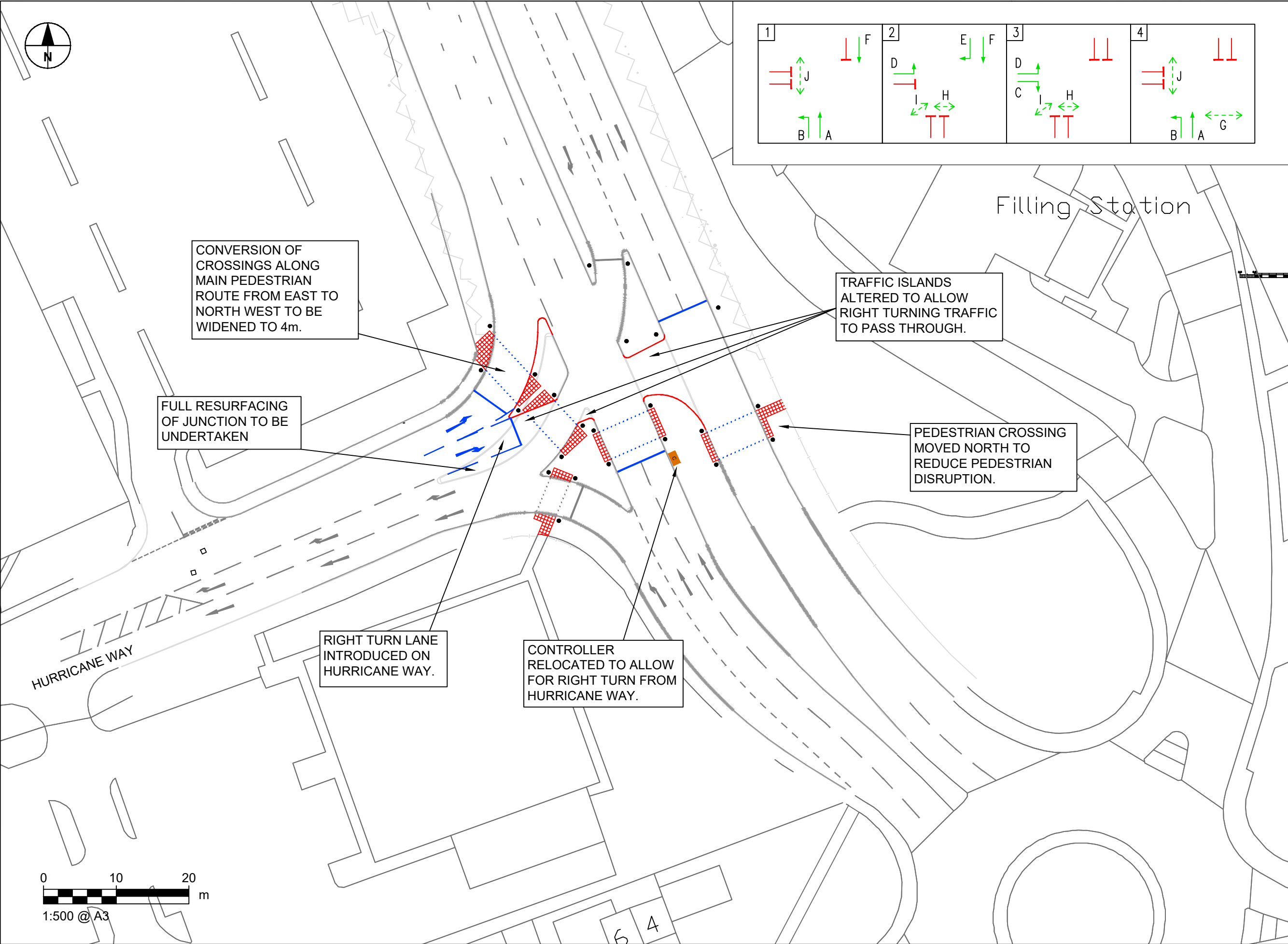
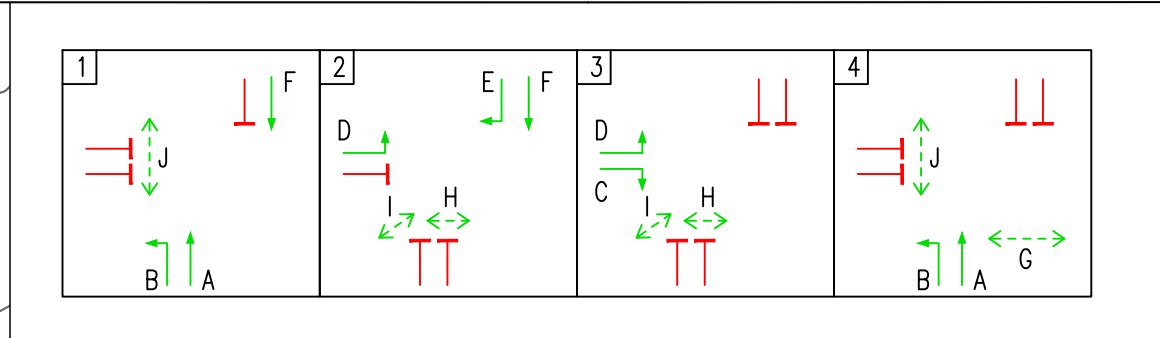


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NOTES

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CONVERSION OF CROSSINGS ALONG MAIN PEDESTRIAN ROUTE FROM EAST TO NORTH WEST TO BE WIDENED TO 4m.

FULL RESURFACING OF JUNCTION TO BE UNDERTAKEN

RIGHT TURN LANE INTRODUCED ON HURRICANE WAY.

CONTROLLER RELOCATED TO ALLOW FOR RIGHT TURN FROM HURRICANE WAY.

TRAFFIC ISLANDS ALTERED TO ALLOW RIGHT TURNING TRAFFIC TO PASS THROUGH.

PEDESTRIAN CROSSING MOVED NORTH TO REDUCE PEDESTRIAN DISRUPTION.

KEY

- PROPOSED WHITE MARKINGS
- EXISTING WHITE MARKINGS
- PROPOSED RED TACTILES
- PROPOSED CONTROLLER
- PROPOSED TRAFFIC SIGNAL POLE
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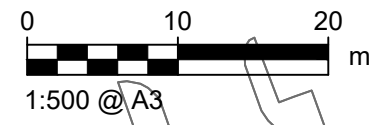
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SHEET TITLE

YK2239
 CLIFTON MOORGATE / HURRICANE WAY
 OPTION B

DRAWING NUMBER

TST-YK2239-P-002



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Executive Member for Transport and Planning 1 December 2020

Report of the Director of Economy and Place

Consideration of consultation results from Farrar Street following a petition being received requesting Residents' Priority Parking

Residents Parking Consultations:

Summary

1. To report the consultation results carried out for Farrar Street to be included within the existing R46 Residents Priority Parking Scheme and to determine what action is appropriate. A plan of the consulted area is included as 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 standard required percentage return rate for progressing to the legal advertisement stage has not been met.

Background

3. A petition was received from residents of Farrar Street in November 2018, this was reported to the Executive Member for Transport at a public decision session on 7th February 2019. The Executive Member requested we undertake a formal consultation in the area to ascertain the level of support for including Farrar Street within the existing R46 Residents parking scheme. The report and decision notices are available to view on the website.
4. The consultation documentation pack is included as Annex B with the second covering letter included as Annex C.

5. Farrar Street comprises of 68 terraced houses, within the petition 39 properties expressed a positive interest on the introduction of a Residents Parking Scheme.
6. We undertook the initial consultation on 16th March 2020, however this coincided with the Government lockdown restrictions implemented for the whole of the country. During this consultation we received a 25% response rate. As this is considerably less than the required fifty percent response to progress the proposal to advertisement it was agreed that the timing could have had a significant impact on the results, possibly due to residents being permitted to leave properties for postal votes to be returned.
7. As such a second consultation was undertaken on 25th September 2020 giving residents a three week period to return their preferences on the proposed scheme and any additional comments. The same documentation pack was delivered with an updated covering letter placing an emphasis on returning choices via email where possible. During this second consultation we received a 31% response rate with 16 of the 68 properties being in favour of introducing an extended scheme to include Farrar Street.
8. During the most recent consultation we received three comments relating to the demographics of the street due to the amount of student accommodation or short term lets which may be offered in the area. We also received one comment against the scheme stating there is no problem with on street parking.

9. Consultation results

Full details of both consultations are included as Annex D

10. We consulted with 68 properties within the proposed extended area of Farrar Street. In the most recent consultation the results where -

21 Properties responded (31%)

Of these:

16 (76%) supported the introduction of a Resident Parking Scheme

5 (24%) did not support the introduction of a Resident Parking Scheme

And of the returns:

16 (76%) preferred a full time scheme

4 (21%) would prefer a Mon- sat 9am to 5pm scheme

11. Option 1

Take no further action at this time.

This is the recommended option because we have not received the standard criteria of a 50% return rate from the proposed extended area (Farrar Street), with only having 16 of the 68 properties being in favour of introducing a scheme.

12. Option 2

Advertise an amendment to the Traffic Regulation Order to extend the existing R46 (Lawrence Street) residents priority parking scheme to include Farrar Street.

This is not the recommended action as this does not take in to consideration the ballot results and percentage returns.

Consultation

13. The details of the consultation documentation delivered for the area is included within this report as, Annex B and C.

If approval to proceed is granted then the formal legal Traffic Regulation Order consultation is carried out.

Council Plan

14. The above proposal contributes to the City Council's, Council Plan of:
- An open and effective council

15. **Implications**

This report has the following implications:

16. **Financial** – There will be no cost implications should the recommendation be approved.
17. **Human Resources** – None
18. **Equalities** – None.
19. **Legal** – If progressed the proposals will 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 associated with the recommended option.

Contact Details

Authors:

Name Annemarie Howarth
Job title Traffic Projects
Officer
Dept. Transport
Tel: (01904) 551337

Chief Officer Responsible for the report:

Neil Ferris
Corporate Director: Economy & Place

Date: 20/11/2021

Wards Affected: Fishergate

All

For further information please contact the author of the report.

Background Papers: Farrar Street, Windmill Gates, Alma Terr/Grove and Slingsby Grove Residents Parking Petitions report.

Reported on 07/02/2019 - Decision Session - Executive Member for Transport

Annexes:

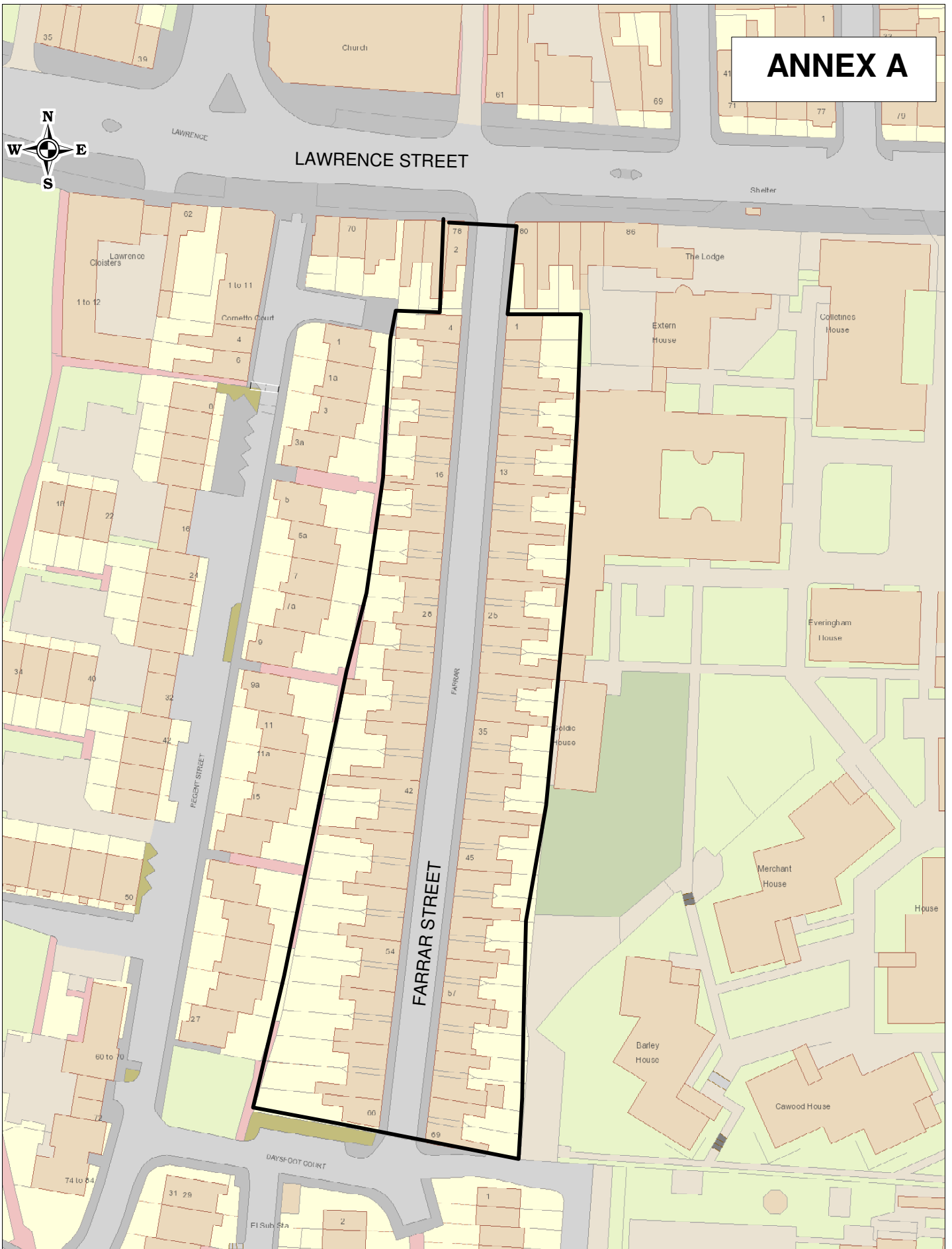
Annex A: Plan of consulted area.

Annex B: Consultation Documentation pack

Annex C: Second consultation covering letter

Annex D: Results for both consultations

ANNEX A



Plan of the consulted area for proposed residents parking extending R46

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Directorate of Place & Economy

West Offices, Station Rise
York
YO1 6GA

Tel: 01904 551337
Email: highway.regulation@york.gov.uk

Date w/c 16th March 2020

To the Residents:

1-69 Farrar Street

Dear Resident

Request for Residents' Priority Parking

We are writing to you because we received a petition from residents of Farrar Street asking us to consider introducing a Residents' Priority Parking scheme.

The attached plan indicates the extent of the proposed new boundary which would incorporate Farrar Street into the existing R46 Lawrence Street Scheme. We are proposing to introduce a scheme for Farrar Street 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 Farrar Street so long as no obstruction to the highway is being caused. Entry/exit signs would be erected at the entrance to Farrar Street then small ad hoc repeater signs can be placed on existing poles/lamp columns. A similar scheme can be seen on Maple Grove and streets located off Bishopthorpe Road i.e. Aldreth Grove, Cameron Grove etc.

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 Friday 10th April 2020.

Consultation documents

The following information and documents are enclosed:

1. Plan of the proposed extended R46 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 10th April 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.

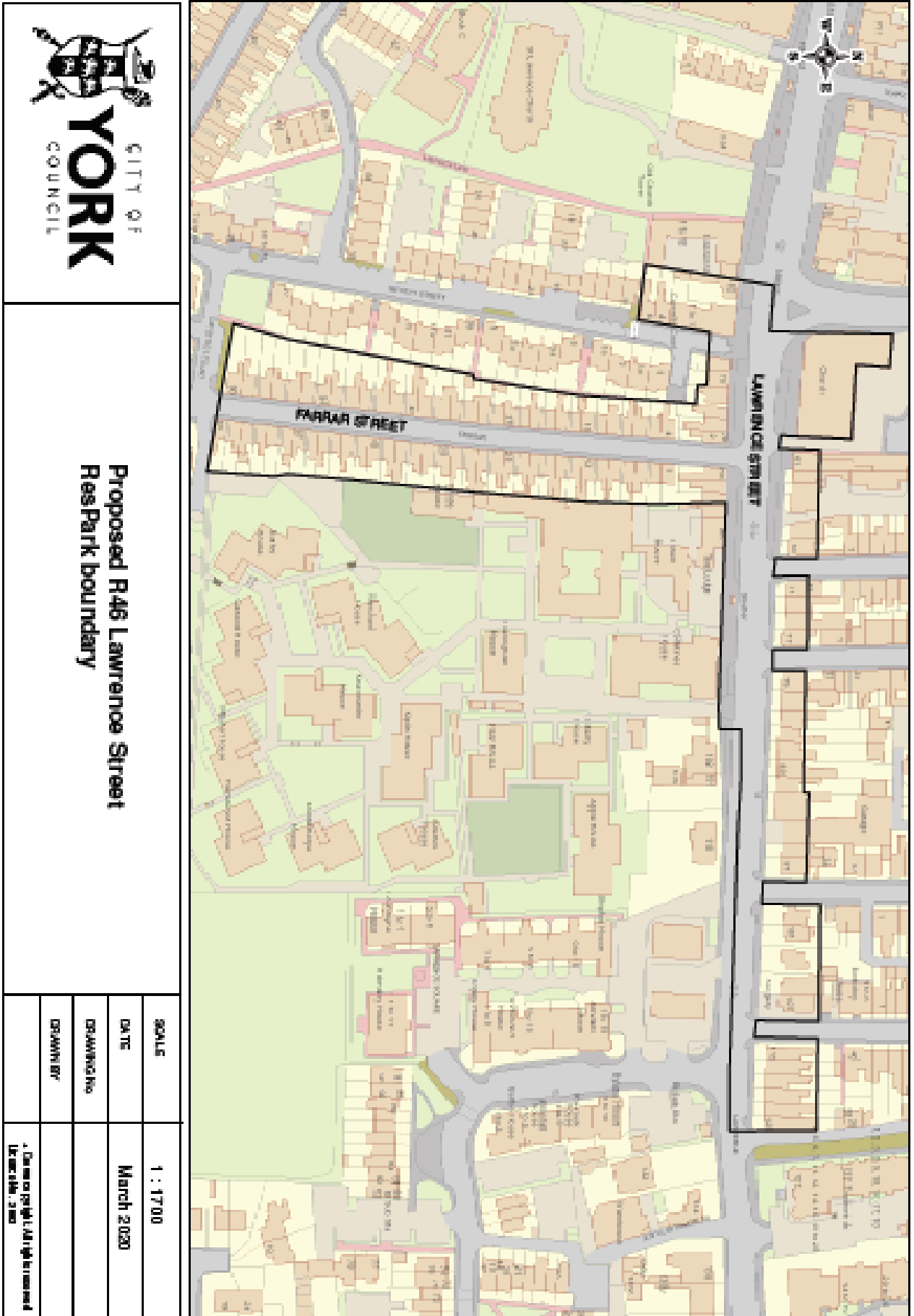
The results of the consultation will be reported to the Executive Member for Transport at a Public Decision Session. We will write to you again a few weeks before the meeting with further details.

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

Yours faithfully

A Howarth

Annemarie Howarth
Traffic Project Officer



**Proposed R46 Lawrence Street
Res.Park boundary**

SCALE	1 : 17'00
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A Residents' Priority Parking Scheme: R20 Extension

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.

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

Questionnaire Sheet

Farrar Street – Extension of R46

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	
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 **10th April 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)

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To the Residents:
1-69 Farrar Street

Dear Resident

Request for Residents' Priority Parking: re-consultation

Further to my previous correspondence earlier this year unfortunately we did not receive many return questionnaires, this may have been due to the timing of the delivery coinciding with national lockdown for the current pandemic.

As such I am writing to you again to ask the same details to obtain residents views on the introduction of a Residents Priority Parking Scheme. It is important that you complete the information and return regardless of the last ballot.

Please where possible return your answers and comments by email to highway.regulation@york.gov.uk remembering to include your address.

The attached plan indicates the extent of the proposed new boundary which would incorporate Farrar Street into the existing R46 Lawrence Street Scheme. We are proposing to introduce a scheme for Farrar Street 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 Farrar Street so long as no obstruction to the highway is being caused. Entry/exit signs would be erected at the entrance to Farrar Street then small ad hoc repeater signs can be placed on existing poles/lamp columns. A similar scheme can be seen on Maple Grove and streets located off Bishopthorpe Road i.e. Aldreth Grove, Cameron Grove etc.

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).

Directorate of Place & Economy

West Offices, Station Rise
York
YO1 6GA

Tel: 01904 551337
Email: highway.regulation@york.gov.uk

Date w/c 21st September 2020

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 Friday 16th October 2020.

Consultation documents

The following information and documents are enclosed:

1. Plan of the proposed extended R46 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 form from each household. Please complete and return to us in the Freepost envelope provided by **16th October 2020**.

Where possible please 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

A Howarth

Annemarie Howarth
Traffic Project Officer

Questionnaire Sheet

Farrar Street – Extension of R46

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	
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 **16th October 2020**. Your preferences are kept confidential. If you have access please where possible email this information and any comments you may have 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)

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Annex D

March 2020 table of results

Totals

	Total	returned	Yes	No	Full Time	9 to 5	Other	% return
Farrar Street	68	17	15	2	11	5	1	25%
Total	68	17	15	2	11	5	1	25%
			88%	11%	65%	29%	5%	

September 2020 table of results

Totals

	Total	returned	Yes	No	Full Time	9 to 5	Other	% return
Farrar Street	68	21	16	5	16	4		31%
Total	68	21	16	5	16	4	0	31%
			76%	24%	79%	21%	0%	

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