

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

To: Councillor Gillies (Executive Member)

Date: Thursday, 12 May 2016

Time: 2.00 pm

Venue: The Thornton Room - Ground Floor, West Offices (G039)

AGENDA

Notice to Members - 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 **Monday 16 May 2016 at 4:00 pm.**

*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 Corporate, Scrutiny and Policy Management Committee.

Written representations in respect of items on this agenda should be submitted to Democratic Services by **Tuesday 10 May 2016 at 5.00pm.**

1. Declarations of Interest

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

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

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

2. **Minutes** (Pages 1 - 6)
To approve and sign the minutes of the Decision Session held on 14 April 2016.

3. **Public Participation - Decision Session**
At this point in the meeting, members of the public who have registered their wish to speak at the meeting can do so. The deadline for registering is **Wednesday 11 May 2016 at 5:00pm.**

Members of the public may speak on an item on the agenda or an issue within the Executive Member's remit,

Filming, Recording or Webcasting Meetings

Please note this meeting may be filmed and webcast or audio recorded and that includes any registered public speakers, who have given their permission. This broadcast can be viewed at <http://www.york.gov.uk/webcasts>. or, if sound recorded, this will be uploaded onto the Council website following the meeting.

Residents are welcome to photograph, film or record Councillors and Officers at all meetings open to the press and public. This includes the use of social media reporting, i.e. tweeting. Anyone wishing to film, record or take photos at any public meeting should contact the Democracy Officer (whose contact details are at the foot of this agenda) in advance of the meeting.

The Council's protocol on Webcasting, Filming & Recording of Meetings ensures that these practices are carried out in a manner both respectful to the conduct of the meeting and all those present. It can be viewed at http://www.york.gov.uk/downloads/file/6453/protocol_for_webcasting_filming_and_recording_of_council_meetingspdf

4. Consideration of Objections for proposed amendments to the York Parking, Stopping and Waiting Traffic Regulation Order 2014 (Pages 7 - 52)

Proposals to introduce various amendments to the York Parking, Stopping and Waiting Traffic Regulation Order 2014 (TRO) were advertised on 28th January 2016. Objections have been received to fourteen of the proposals in ten different wards. This report requests the Executive Member to consider objections received and make a decision on each item.

5. Petition-Mill Lane Heworth Ward (Pages 53 - 66)

The purpose of this report is to consider a petition by 29 residents of Mill Lane Heworth requesting that the Council take action to dramatically reduce traffic into Mill Lane Heworth.

6. School Crossing Patrol Improvements - Flashing Amber Warning Lights (Wig-Wags) (Pages 67 - 80)

This report details the review of Wig-Wags used at school crossing patrol sites across the city. It also seeks a decision on a programme of removals and replacements of Wig-Wags including moving forward with the procurement of new units under a remote management system.

7. Speed Management Engineering Programme 2015/16- Progress Update (Pages 81 - 112)

This report gives an update on progress with the 2015/16 Speed Management Programme and seeks decisions on schemes which have received objections at the public consultation stage.

8. Urgent Business

Any other business which the Executive Member considers urgent under the Local Government Act 1972.

Democracy Officer:

Name: Judith Betts

Contact Details:

- Telephone – (01904) 551078
- Email – judith.betts@york.gov.uk

For more information about any of the following please contact the Democracy 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 własnym języku. (Polish)

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 and Planning
Date	14 April 2016
Present	Councillor Gillies
In attendance	Councillor D'Agorne

65. Declarations of Interest

At this point in the meeting, the Executive Member was asked to declare any personal interests not included on the Register of Interests or any prejudicial or disclosable pecuniary interests he may have in relation to the business on the agenda. No additional interests were declared.

66. Minutes

Resolved: That the minutes of the last decision session held on 3rd March 2016 be approved and signed by the Executive Member as a correct record.

67. Public Participation - Decision Session

It was reported that there had been no registrations to speak at the meeting under the Council's Public Participation Scheme and that one Member of Council had requested to speak. The Chair also confirmed acceptance of an additional speaker who attended the meeting.

Cllr D'Agorne expressed his support for the amendments made to the Holgate Road Cycle Scheme. He raised concerns however in relation to Annex F and the 1.2m wide cycle lanes rather than the policy of 1.5m minimum and to the positioning of the logos, prior to Hamilton Drive. He also made comments in relation to the logos on the uphill carriageway at Holgate Bridge and the cycle lane width but acknowledged that this was outside the present scheme.

David Nunns also spoke in relation the Holgate Road Cycle Scheme as a member of St Paul's Church. He referred to problems with parking over a number of years in the car park at

the rear of the church. He also questioned the community parking arrangements proposed in front of 98 to 124 Holgate Road which he hoped would alleviate commuter parking and suggested a 90 minute parking restriction.

68. Proposed Heslington Neighbourhood Plan Area

The Executive Member considered a report which summarised the responses received during a recent consultation on the application by Heslington Parish Council for a Neighbourhood Plan area.

Officers reported that, following the responses received to the consultation, Heslington Parish Council had now withdrawn their Plan. This had been done to enable the Parish Council to undertake additional work with Officers in order to better serve the concerns set out in the representations received.

The Executive Member confirmed that, in general, he felt Parish boundaries should form the boundary for Neighbourhood Plan areas.

Resolved: That the Executive Member agrees to defer the decision on the Heslington Neighbourhood Plan in order to allow Officers time to discuss with Heslington Parish Council and the relevant Stakeholders the boundary for the Neighbourhood Plan area.

Reason: To allow for further discussions between City of York Council and other key stakeholders to agree on a logical appropriate boundary for the Neighbourhood Plan.

69. Holgate Road (Iron Bridge to Acomb Road) Cycle Scheme

The Executive Member considered a report which summarised the responses to a recent consultation on a proposed cycle lane scheme on Holgate Road. The report also sought approval of a preferred layout and to advertise the necessary Traffic Regulation Orders (TRO's).

Officers updated the Executive Member on receipt of the following additional comments and representations:

- Cllr D'Agorne comments as raised earlier in the meeting
- Support received from the Ward Members, Cllrs Cannon, Crisp and Derbyshire to support the increased take up of cycling and more sustainable forms of transport in the city and concerns at parking displacement, together with representations regarding businesses on Holgate Road
- Owner of Haze Hair, Holgate Road raising concerns regarding the parking restrictions and affect on the business

The Executive Member acknowledged the additional points raised, since publication of the agenda, and confirmed that he was aware of the safety issues. In particular he highlighted the concerns regarding parking in front of the York Bridge Centre and the hairdressers and confirmed his agreement to the overall scheme subject to further consultation with the businesses concerned.

Officers confirmed that they would engage with the business owners and report back. Officers also clarified that Holgate Bridge was outside the scheme area, however Cllr D'Agorne's points would be noted together with the request for a 90 minute parking restriction in the community parking bays.

Resolved: That the Executive Member approves:

- (a) The progression of the scheme proposed in Annex F, with the exception of the parking bays fronting 150 and 154 Holgate Road to allow Officers to undertake further discussions with the business owners/occupiers regarding the proposals and report back to a future Decision Session.
- (b) The advertisement of the necessary Traffic Regulation Orders and implementation of the scheme if no substantive objections are received.

Reason: To enhance road safety for cyclists by providing more continuity of the cycle lanes

on Holgate Road, whilst maintaining good parking provision for local residents.

70. Consideration of petition received requesting Residents' Priority Parking on Trentholme Drive (Micklelegate Ward)

The Executive Member considered a report which presented petitions from residents of Trentholme Drive requesting resident priority parking.

He gave consideration to the following options:

Option one: Conduct a formal consultation, report the outcome to the Director of City and Environmental Services, who will decide whether sufficient support is evident to advertise an amendment to the Traffic Regulation Order.

Option two: Take no further action

Resolved: That the Executive Member approves a formal consultation with residents of Trentholme Drive for a Residents' Priority Parking area.

Reason: The documentation package provided enables residents to make an informed decision.

71. City and Environmental Services Capital Programme - 2016/17 Budget Report

The Executive Member considered a report which set out the funding sources for the City and Environmental Services Transport Capital Programme and the proposed schemes to be delivered in 2016/17.

The Executive Member noted the Transport £3,793k transport budget funding and, in particular, the funding blocks which summarised the strategic aims of the third Local Transport Plan.

Officers confirmed the need for additional landscaping work on the Haxby to Clifton Moor cycle route which would also be included in the existing programme.

Resolved: That the Executive Member approves the proposed 2016/17 City and Environmental Services Transport Capital Programme as set out in the report and Annexes 1 and 2.

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.

Cllr I Gillies, Chair

[The meeting started at 2.00 pm and finished at 2.20 pm].

This page is intentionally left blank



**Decision Session - Executive Member for
Transport and Planning****12 May 2016**

Report of the Director of City and Environmental Services

**Consideration of Objections received for proposed amendments to the
York Parking, Stopping and Waiting Traffic Regulation Order 2014****Summary**

1. We advertised proposals to introduce various amendments to the York Parking, Stopping and Waiting Traffic Regulation Order 2014 (TRO) on 28th January 2016. We have received objections to 14 of the proposals in 10 different wards.

This report is requesting the Executive Member to consider objections received and make a decision on each item.

Details of the background, proposal advertised, the objections received, officer comments, options and recommendations are given in the Annexes attached to this report.

Recommendations

2. Because each item is different, we consider them individually. Details of the original proposals, background information, options and recommendations are included within the 10 annexes attached to this report.

A list of the areas under consideration, officer recommendation with reasons are given below:

St Olave's Road (Annex A)

Recommendation: Amend the advertised proposal as requested by residents.

Reason: We can improve road safety in the area whilst reacting positively to the concerns of residents the proposal will affect.

Junction of Aintree Court and Mayfield Grove (Annex B)

Recommendation: Implement the proposal as advertised. Area to be reviewed after implementation.

Reason: To remove obstruction issues from around the immediate junction area.

Broadway, junction with access road to local shops (Item C1, Annex C)

Recommendation: Implement the proposal as advertised.

Reason: To protect the junction area and pedestrian crossing areas from obstructive parking and improve sight lines.

Hartoft Street and Access Road to rear of Lastingham Terrace (Item C2, Annex C)

Recommendation: Implement an amended restriction (shorter lengths).

Reason: We are able to improve road safety in the area whilst reacting positively to the concerns of residents the proposal will affect.

Moorland Road (Disabled Parking Provision) (Item C3, Annex C)

Recommendation: No further action at this time, the disabled bay to remain on street in an advisory capacity.

Reason: We consider the advisory bay to be working effectively which allows us to react positively to the concerns of residents.

The Outgang, Heslington (Annex D)

Recommendation: No further action at this time.

Reason: This allows the Parish Council to explore other options.

Granville Terrace (Annex E)

Recommendation: Implement as advertised.

Reason: To remove obstruction issues from around the junction and bend areas and improve manoeuvrability for larger vehicles.

Junction of South Lane and Headland Close, Haxby (Annex F)

Recommendation: Implement as advertised; further consideration of additional restrictions in this area to be investigated in the 2016 review.

Reason: To remove obstruction issues around the junction area.

Junction of Fourth Avenue & Bad Bargain Lane (Item G1, Annex G)

Recommendation: Implement as advertised; Further consideration of additional restrictions in this area to be investigated in the 2016 review.

Reason: To ensure junction and pedestrian crossings remain free of obstruction.

Wood Street (Item G2, Annex G)

Recommendation: Implement as advertised.

Reason: To improve safety of junction with Cinder Lane and give legitimate vehicle access to rear of 66 Heworth Green.

West Bank (Annex H)

Recommendation: Implement as advertised.

Reason: Improves the safety of highway users by allowing the priority system to work efficiently.

Junction of Nunthorpe Crescent & Nunthorpe View (Item I1, Annex I)

Recommendation: Amend the proposal to introduce shortened lengths of restrictions on the Nunthorpe Crescent elevation.

Reason: We have been able to take the views of residents into account without compromising road safety.

Butcher Terrace Area (Item I2, Annex I)

Recommendation: Implement as advertised.

Reason: The proposed restriction already takes into account the pressure for parking amenity in the area whilst removing obstruction issues from junction area and pedestrian crossing points.

Angram Close (Annex J)

Recommendation: Implement as advertised.

Reason: To prevent vehicles from obstructing turning head area and cycle path network.

Background

3. Consideration of the objections received will complete the 2015 Annual Review process of proposed amendments to the TRO.

The annual review is a process whereby we consider requests for waiting restrictions or other actions requiring amendments to the TRO on a yearly basis in order to achieve the best possible use of our limited resources.

The 2015 review contained 89 items. These were included within a report for consideration by the Director for City and Environmental Services on the 5th November 2015. The report and the decision made for each item is available on the website. We took forward 46 of these requests for action. We initiated the legal procedure and advertised proposals for these on 28th January 2016.

We completed the legal process for the 32 items which did not receive any objections on the 21st March 2016; with the appropriate regulatory lining and signing works implemented on street shortly after this time.

We received objections to 14 of the advertised proposals. Background details, objections received, analysis, options and recommendations are given in the Annexes attached to this report.

Options and Outline Analysis

4. Analysis to the objections received, options available with recommendations and reasons are given for each individual item on the relevant Annex.

Consultation

5. Proposals were advertised in “The Press”, notices placed on street and properties adjacent to the proposals received hand delivered details. Ward Councillors and Parish Councils received details of the proposals. In addition, details are sent to North Yorkshire Police, Fire and Rescue Service, Ambulance Service, Freight Association and Haulier Association.

Council Plan

6. The process confirms the focus on cost efficiency to make the right decision in a challenging financial environment.

In addition, it confirms we are a council that listens to residents - to ensure it delivers the services they want and works in partnership with local communities.

Implications

7. None

Financial

8. Implementation of proposals are financed from the Traffic Management budget for new signs and lines.

There has already been expenditure associated with advertising these proposals (approximately £2,000). It is estimated the cost of implementing proposals as recommended is £2530, of which £1800 is advertising costs.

For items where we have recommended no further action the cost saving will be approximately £650.

Human Resources

9. None identified

Equalities

10. We have not identified any detrimental impact to any specific group within the community.

Legal

11. Implementation of all items listed on this report requires an amendment 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

12. None identified

Information Technology

13. None identified

Land

14. None Identified

Other

15. None identified

Risk Management

16. There is an acceptable level of risk associated with the recommended option.

Contact Details

Authors:

Name Sue Gill
Job title Traffic Technician
Dept. Transport
Tel: (01904) 551497

Chief Officer Responsible for the report:

Neil Ferris
Director for City and Environmental
Services

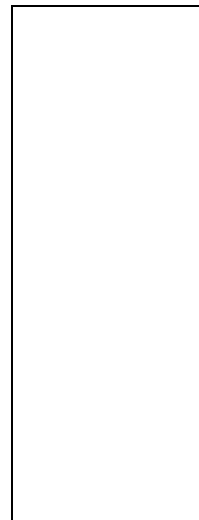
Date: 20 April 2016

Specialist Implications Officer(s)

There are no specialist implications.

Wards Affected:

Clifton
Dringhouses and Woodthorpe
Fishergate
Fulford and Heslington
Guildhall
Haxby and Wigginton
Heworth
Holgate
Micklegate
Rawcliffe and Clifton Without



For further information please contact the author of the report.

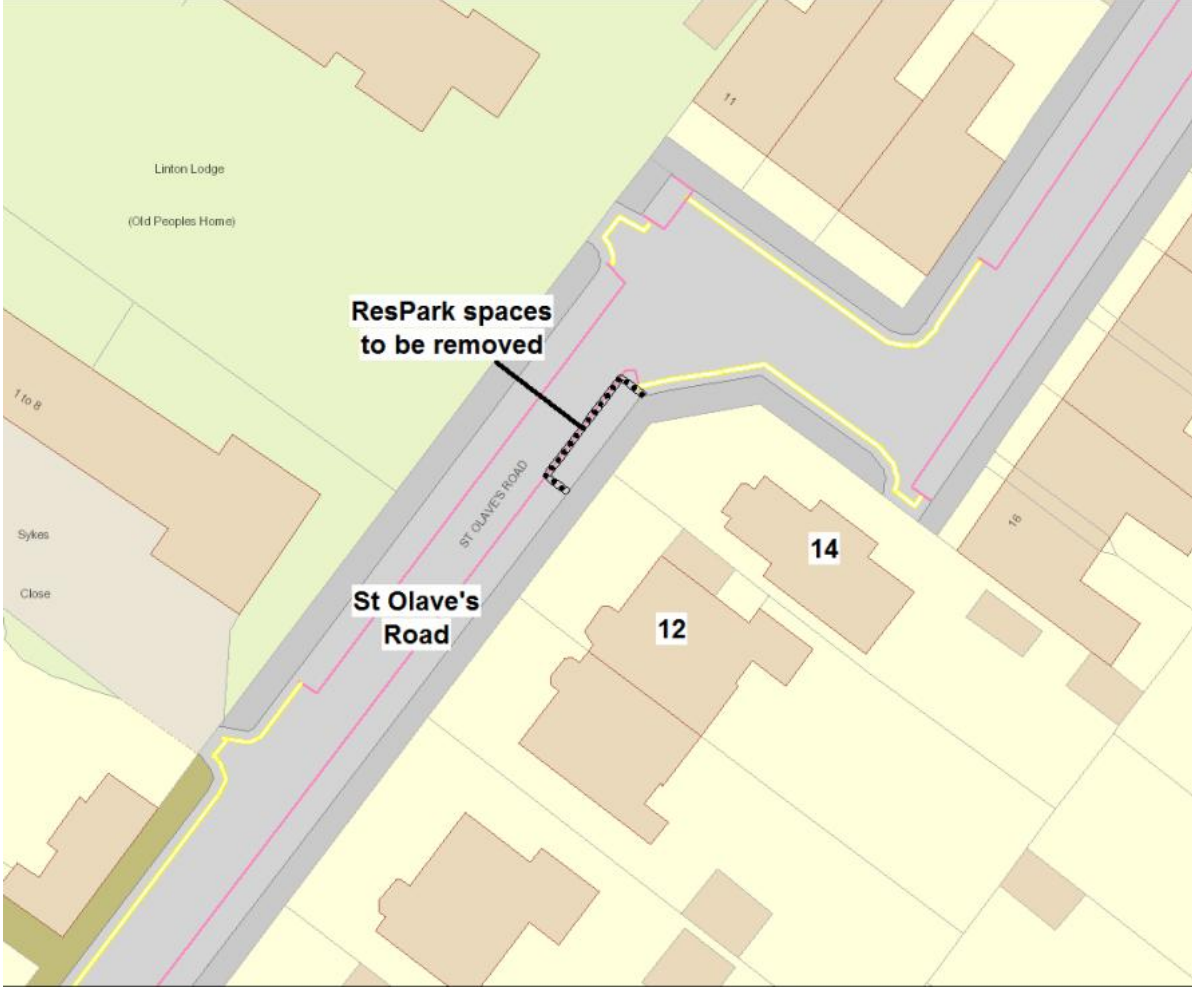
Annexes

Annex A: Clifton Ward
Annex B: Dringhouses and Woodthorpe Ward
Annex C: Fishergate Ward
Annex D: Fulford and Heslington Ward
Annex E: Guildhall Ward
Annex F: Haxby and Wigginton Ward
Annex G: Heworth Ward,
Annex H: Holgate Ward
Annex I: Micklegate Ward
Annex J: Rawcliffe and Clifton Without Ward

Abbreviations used

TRO: The York Parking, Stopping and Waiting Traffic Regulation Order 2014

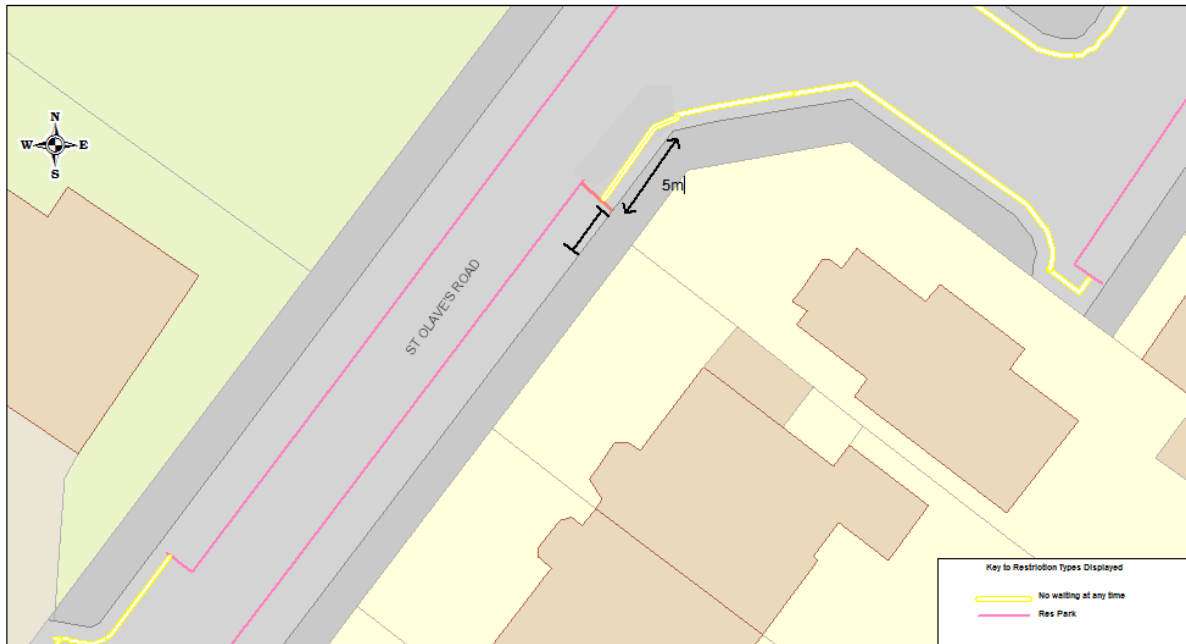
Annex A Clifton Ward

A1	Location: St Olave's Road
1	Background information (reason for proposal)
	<p>A local resident expressed concern that the ResPark bay which extends across the frontage of numbers 12 and 14 was too close to the “kink” in St Olave's Road. Removing approximately 9m of ResPark bay and replacing with “no waiting at any time” (double yellow line) restrictions would prevent parking too close to the “kink” and remove the ResPark bay from the driveway access to number 12.</p>
2	Proposed amendment to the Traffic Regulation Order
	<p>Removal of 9m of ResPark bay and replace with “no waiting at any time” (double yellow line) restrictions.</p> 
3	Objections received
	Two residents have requested an amendment to the proposal.

Objection Received	Officer Comments
<p>Extending the no waiting area by 9m would cause more problems for us accessing our drive / property. Received by one resident and supported by their neighbour.</p>	<p>Double yellow lines would remove any chance of having parked vehicles across the driveway access.</p>

4 Options Available

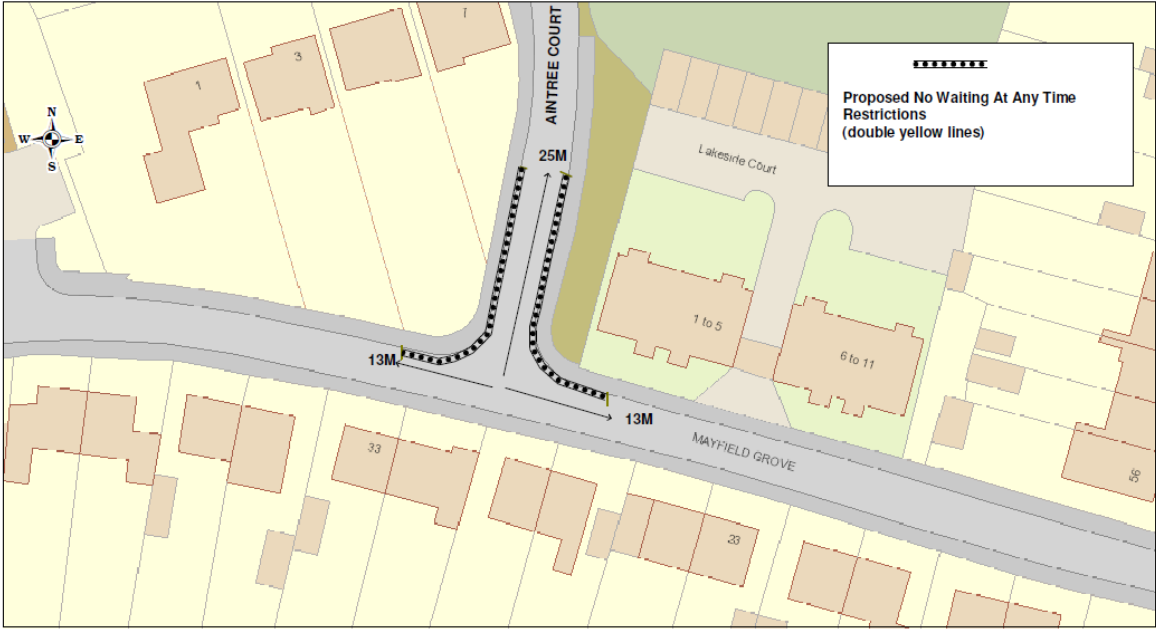
- a) Implement the proposal as advertised.
This is not the recommended option because although we do not recognise the benefits of the requested amendment, a shortened length of waiting restrictions would be sufficient to improve conflict around the bend.
- b) Amend the proposal as requested.
This is the recommended option because we can improve road safety in this area and react positively to the concerns of residents the proposal will affect.
Shorten resident parking bay by 5m (not 9m). Residents' Priority Parking bay to end 1m north of driveway entrance of 12 St Olave's Road. White keep clear bar marking to remain in situ.




5 Recommendation

Option(b):
Implement a shorter length of no waiting restrictions than advertised.

Annex B Dringhouses and Woodthorpe Ward

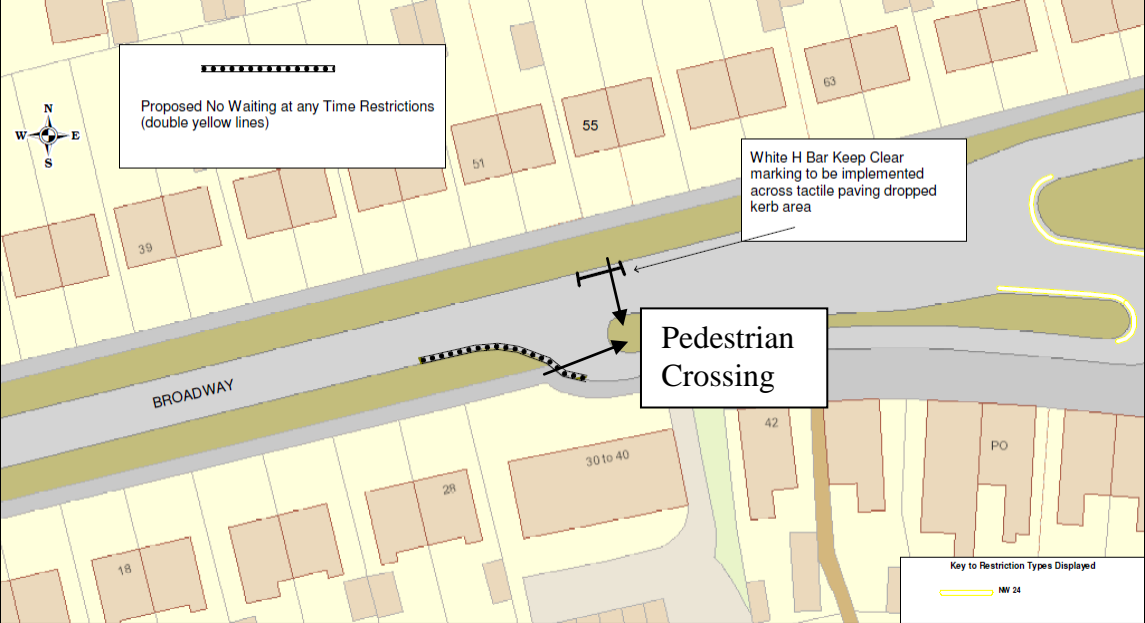
B1	Location: Aintree Court/Mayfield Grove	
1	Background information (reason for proposal)	
	<p>Vehicles parking close to junction area causing obstruction to sight lines on egress.</p> <p>There is a footpath to a popular fishing lake close to the Mayfield Grove junction. Vehicles parked at this location can make difficulties for residents entering and leaving Aintree Court, particularly from the shared access to numbers 1 to 7. It should be noted that any restrictions put in place will most likely displace the parking slightly further into Aintree Court.</p> <p>The school run during term times also adds to the parking close to the junction.</p>	
2	Proposed amendment to the Traffic Regulation Order	
	<p>No waiting at any time restrictions on Mayfield Grove for 10m either side of the Aintree Court junction, plus 25m into Aintree Court.</p> 	
3	Objections received	
	Two residents have raised concerns about displacement parking.	
	Two Residents have objected and one has supported with reservations.	Officer Comments
	Resident of Aintree Court (objection) Proposal will be pushed further into	

<p>Aintree Court which will create access and nuisance problems for residents beyond the restrictions and cause vehicles to park outside my house. Double white lines at the junction would be safer and give cars on Mayfield Grove right of way. Can I ask how the restrictions will be policed?</p> <p>Resident of Mayfield Grove (objection) The proposed restriction will hinder access in and out of my property which has happened on various occasions:</p>  <p>The length of restriction will end just before my driveway and encourage more vehicles to park opposite. Requests we extend restriction from 13m to 25m to prevent this happening.</p> <p>Resident of Mayfield Grove (support) I support the proposal but it must be policed effectively – which on other evidence locally is something the council fails to do.</p>	<p>The proposals are likely to displace parking. This will be located further away from the junction area which is less of a hazard, although possibly more inconvenient for residents. We have already introduced Give Way markings, giving priority to Mayfield Grove. It is not good practice to propose waiting restrictions for the protection of a private access. A widened access and dropped kerb could improve manoeuvrability for resident; this is an expensive option and would have to be funded by the resident. The resident can apply for white keep clear bar markings. It is not normal procedure to place these opposite a driveway, but this would be considered should the resident place an application. We are unable to place a longer length of restriction from this advertisement. Any additional lengths would have to be advertised as a separate proposal.</p>
<p>4 Options Available</p>	
<p>a) Implement the proposal as advertised. This is the recommended option because although we recognise the problems displaced parking may have on some residents, it will improve obstruction issues from the junction area.</p>	

	<p>b) Do not implement the advertised proposal and take no further action. This is not the recommended option as the obstruction issues around the junction would remain.</p>
5	<p>Recommendation</p> <p>Option (a): Implement the proposal as advertised.</p> <p>Area to be reviewed after implementation. If problems remain, a further extension of waiting restrictions to be considered.</p> <p>Residents to be advised they can apply for keep clear bar markings.</p>

This page is intentionally left blank

Annex C Fishergate Ward

<p>C1</p>	<p>Location: Broadway (junction with private access road from shops and flats)</p>	
<p>1 Background information (reason for proposal)</p>	<p>Inconsiderately parked vehicles causing problems for vehicles exiting the access road to the shops. The access road to the shops is operated as a one way road, the exit has no restrictions whereas the entrance has “no waiting at any time” (double yellow line) restrictions on each side and opposite. Similar protection for the exit would help vehicles to get onto Broadway safely. There is a bus stop clearway on the traffic island which forms one side of the access road and this is not used for parking.</p>	
<p>2 Proposed amendment to the Traffic Regulation Order</p>	<p>Implement short length of “no waiting at any time” (double yellow line) restrictions and protect the tactile dropped kerb (provided for pedestrian crossing) with white keep clear bar marking.</p>	
 <p>The map shows Broadway with a proposed section of double yellow lines for 'No Waiting at any Time' restrictions. A white H-bar marking is shown across a tactile paving dropped kerb area adjacent to a pedestrian crossing. A key indicates the restriction type as NW 24. A north-south compass rose is also present.</p>	<p>3 Objections received We have received one objection to this proposal.</p>	
<p>Objections/Concerns raised</p>	<p>Officer Comments</p>	
<p>I am writing to express my concern that the introduction of these waiting restrictions may cause further issues along Broadway. Cars will then park further down the street, which already blocks the road on occasion. Cars parked down Broadway can often make it difficult to pass through at present. In addition pulling off drives can be</p>	<p>It is likely vehicles will displace and park further down Broadway. The length of restriction is short, displacement will be limited to a maximum of 2 vehicles. Sight lines will improve on egress from the access road</p>	

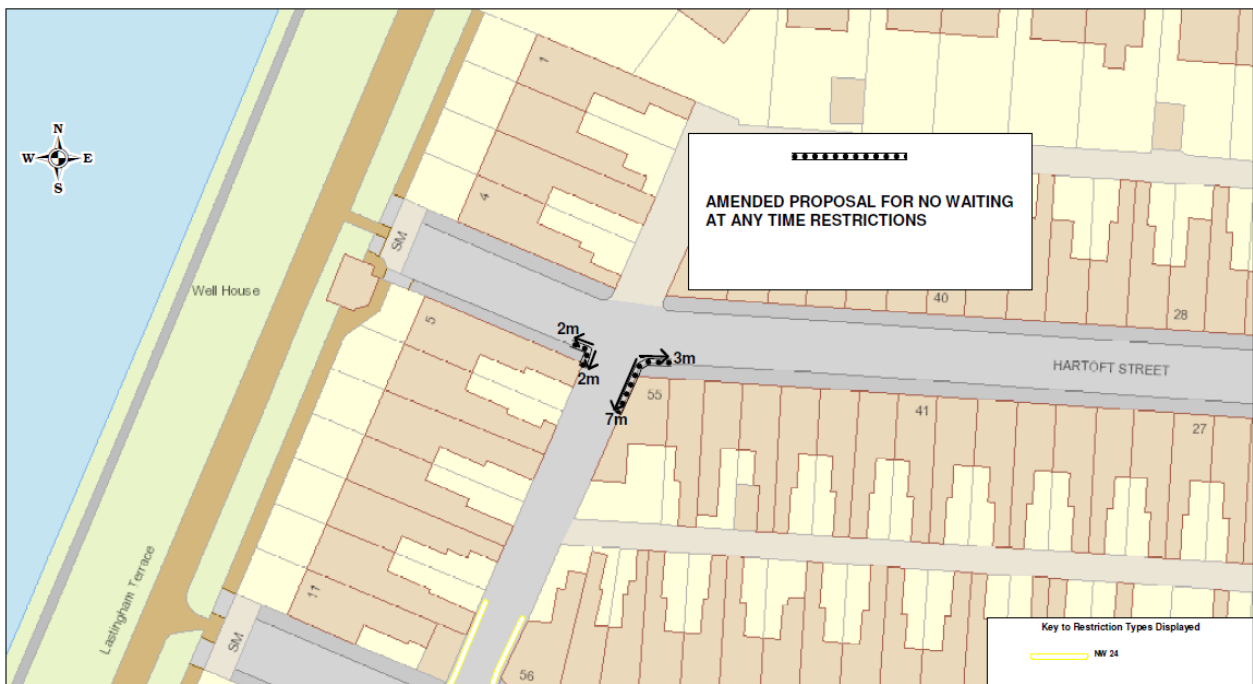
	dangerous, as you often don't have a clear view down the road.	and prevent obstruction of pedestrian crossing areas.
4	Options Available	
	<p>a) Implement the proposal as advertised.</p> <p>This is the recommended option because it prevents parking at the junction area and protects the tactile pedestrian crossing point.</p> <p>b) Uphold the objections and take no further action at this time</p> <p>This is not the recommended option because although the objector alleges parking is not taking place in this area at this time the restrictions will prevent parking occurring in the junction area.</p>	
5	Recommendation	
	<p>Option(a):</p> <p>Implement the restriction as advertised.</p>	

<h1>C2</h1>	Location: Lavingham Terrace/Hartoft Street	
1 Background information (reason for proposal)		
<p>The house front doorway on the side of no 55 Hartoft Street has sometimes been blocked by inconsiderate parking in the alleyway behind Lavingham Terrace. The alleyway is relatively wide (6m) so vehicles parking in this position are not causing an obstruction to traffic but are blocking access to the house. The other end of the alleyway (onto Farndale Street) has “no waiting at any time (double yellow line) restrictions extending down the alleyway for 10m.</p>		
2 Proposed amendment to the Traffic Regulation Order		
<p>Implement “no waiting at any time” (double yellow line) restrictions at the junction of the alleyway and Hartoft Street to match those at the other end of the alleyway.</p>		
<p>The map illustrates the proposed traffic regulation order at the junction of Lavingham Terrace and Hartoft Street. A 6m wide alleyway runs from Lavingham Terrace to Hartoft Street. The proposed 'no waiting at any time' restrictions (double yellow lines) are shown as a dashed line along the alleyway, extending 2m from the junction with Hartoft Street and 10m from the junction with Lavingham Terrace. A key to restriction types shows 'NW 24' as a yellow line. A legend indicates that the dashed line represents 'Proposed No Waiting at Any Time Restrictions (double yellow lines)'. The map also shows property numbers on Hartoft Street (52, 40, 28, 55, 41, 27, 56, 42) and a 'Well House' near Lavingham Terrace.</p>		
3 Objections received		
<p>We have received two objections to the proposed restriction from residents of Lavingham Terrace.</p>		
Objections/Concerns raised	Officer Comments	
<p>I cannot continue to park at the back of my house which I have been able to do for the past 30 years. Will leave only one car parking space along the whole of Lavingham Terrace back lane. The back lane is used extensively as a “loop”. The removal of parked vehicles will increase vehicle speed. This will increase the danger for residents whose properties open up into the Lane (there are no footways) and pedestrians. The front door of 55 Hartoft Street can be</p>	<p>The main issue reported was obstruction at the front door access to 55 Hartoft Street. It should be possible to shorten the lengths of the proposed restrictions and still achieve better access. We are not able to place a restriction to prevent larger vehicles to park overnight.</p>	

obstructed by a parked vehicle so it does make sense to have the restriction around the corner to just beyond their front door. This will give sufficient clearance at the junction. (2 residents).
 Few vehicles turn into the Lane from the NW side – restrictions here would have a detrimental effect on parking capacity where there is an issue for residents. Shorter length restrictions would still aid larger vehicles turning into the Lane and still protect the parking amenity for residents.
 Some commercial size vehicles park overnight on these streets (partially on the footway) on a regular basis. Please consider whether there should be a width/length restriction on vehicles allowed to park overnight. This would be a greater benefit than the unnecessary imposition of the 20mph restriction.

4 Options Available

- a) Implement the proposal as advertised.
 This is not the recommended option because we are able to amend the proposal without significant detriment to the overall objectives of the scheme.
- b) Uphold the objections and implement an amended restriction as outlined in the plan below.

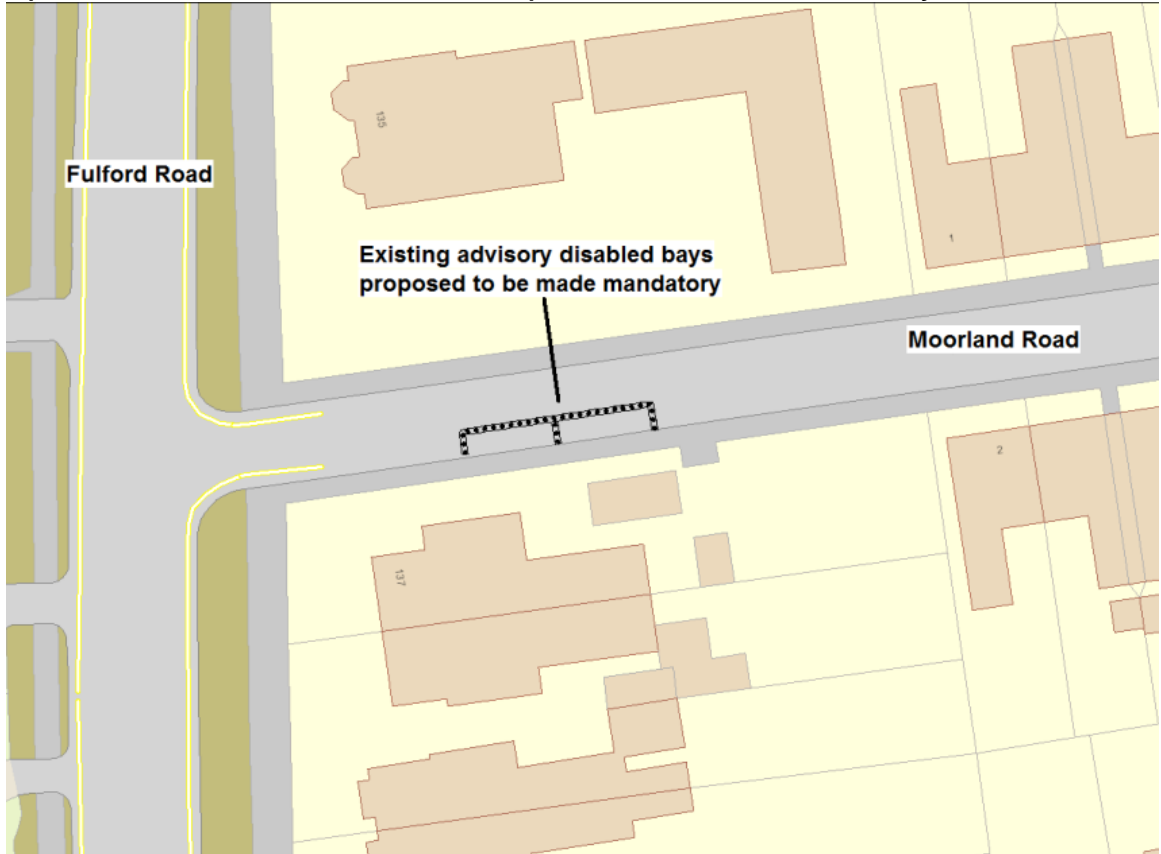


This is the recommended option because we are able to take the views of residents into account whilst maintaining some improvement to manoeuvrability at the junction area and protect the property entrance of 55 Hartoft Street.

5 Recommendation

Option (b):

Implement an amended restriction of shorter lengths as outlined above.

<p>C3</p>	<p>Location: Moorland Road (Disabled Parking Amenity)</p>
<p>1 Background information (reason for proposal)</p>	
<p>Background information Two advisory disabled parking bays were recently installed on Moorland Road at the request of Hamlynn Health, a health clinic which fronts onto Fulford Road. Parked vehicles close to and opposite the entrance to their private car parking area create an obstruction and not all vehicles are able to access the car park. Alternatives considered were to place waiting restrictions opposite and near to the entrance or provide an advisory disabled parking bay to ensure disadvantaged clients could park close to the medical outlet. Moorland Road is a residential road where residents report a shortage of parking, it is not covered by a ResPark scheme. The decision to place advisory bays was in order to protect as much residential parking amenity as possible. Since the advisory bays were placed we have received anecdotal evidence that there are disagreements over parking within them. Local residents were asking for the advisory disabled bays to be removed whereas the local health clinic wants them made mandatory. We were aware the conversion of the bays to mandatory disabled bays (which can only be used by blue badge holders) would be unpopular with local residents, but it would clarify their status.</p>	
<p>2 Proposed amendment to the Traffic Regulation Order</p>	
<p>Convert the bays to mandatory disabled bays but with limited hours of operation – Mon to Fri 9am to 5pm with a maximum stay of 3 hours.</p>  <p>The map shows a street layout with Fulford Road on the left and Moorland Road running horizontally across the middle. Several buildings are shown in tan. A dashed line indicates the location of 'Existing advisory disabled bays proposed to be made mandatory' along Moorland Road. A black and white striped barrier is shown at the intersection of Fulford Road and Moorland Road. House numbers 133, 137, and 2 are visible on the buildings.</p>	

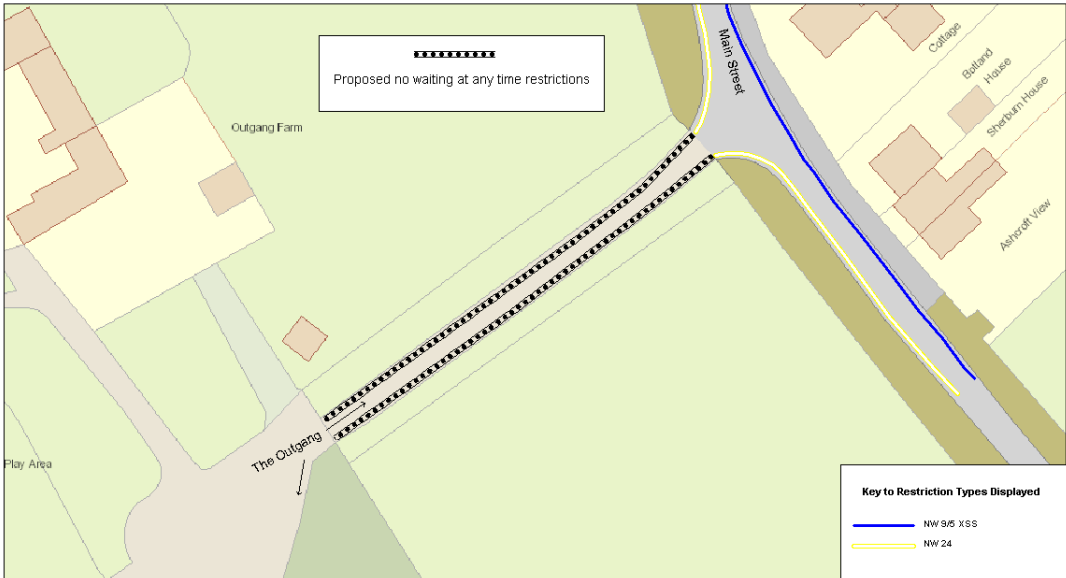

3	Objections received We have received 9 objections to this proposal – most of the comments being common to all objectors.	
	Objections/Concerns raised Comments on Hamlyn Health car park Available space in the private car park should be given to disabled clients and let able bodied customers park elsewhere and walk (like the residents of the street). Any users of the disabled car park amenity on the public highway have further to walk to the facility than if they had used the car park. The surface of the Hamlynn Health car park is gravel, which can be problematic for some disabled people. Car Park could be resurfaced to provide a more suitable off-road area for disabled people to use. It would appear Hamlyn Health prefer a publicly funded solution on the street. Hamlyn Health have told residents their car park is not suitable for larger vehicles with tail lifts so the on-road parking is necessary and the gravel surface is not suitable for wheelchairs; yet residents have witnessed builders vans and scaffolding lorries accessing their car park without any problems. Since the advisory disabled parking was introduced one of the practitioners has left, the Hamlyn Health Car Park is now mainly empty. Pressure for on-street parking space Parking for residents is already problematic on Moorland Road. This proposal will have a negative impact on the street. There are several commercial businesses, in particular hotels and Bed and Breakfast establishments which creates problems for residents and parking – are we going to allow private parking on the highway for all businesses in the area.	Officer Comments This proposal has proved unpopular with local residents who feel very strongly that disabled parking on the public highway should not be made available for a private profit making company who already has a private off-street parking amenity (car park). It is not uncommon for medical outlets to be provided with a disabled parking amenity on the public highway. Residents, would prefer the area to remain advisory which will allow them some additional parking space if required during office hours. Site visits have shown the disabled parking area is not parked upon extensively, even overnight. This appears to indicate residents have shown some respect for the space and use it as a last resort for parking.

<p>Parking for residents depends on goodwill and flexibility and this will be diminished by the proposal. This is commercialisation of a residential area and an allocation to one non-resident of a resource that used to be available to all. Taking over of the public road for the exclusive benefit (profit) of a private company.</p> <p>Use of existing advisory disabled parking The spaces have not both been in use at the same time during business hours and usually stand empty. Occasionally one or two have been used by residents overnight when no other space has been available. For a large proportion of the working day these spaces are unused. The hours of operation for the bays does not help shift workers who cannot find space during the day after night duties.</p> <p>Other comments Hamlynn Health has changed part of the premises to provide two self contained flats with allocated parking - is it a coincidence that they then request two disabled spaces on the public highway?</p> <p>Solutions/suggestions given to us It would be safer to place waiting restrictions opposite the proposed parking area. Remove one bay, the other to remain Advisory. Disabled spaces to remain advisory. Remove disabled spaces entirely from the public highway.</p>	<p>Because of this, space is usually available for disabled parking by clients of Hamlynn Health when required and the advisory space is working effectively.</p> <p>Agreed, but additional restrictions would remove further parking amenity and likely to be resisted by most residents.</p>
<p>4 Options Available</p>	
	<p>a) Implement the proposal as advertised. This is not the recommended option because it is considered the current advisory bay works effectively and this confirms the focus on cost efficiency to make the right decision in a challenging financial environment.</p>

	<p>b) Uphold the objections and leave the bays advisory. This is the recommended option because we have observed the bays are not heavily used. It confirms that we are a council that listens to residents - to ensure it delivers the services they want and works in partnership with local communities.</p>
5	Recommendation Option (b) No further action at this time, the disabled parking space to be left on street as an advisory bay.

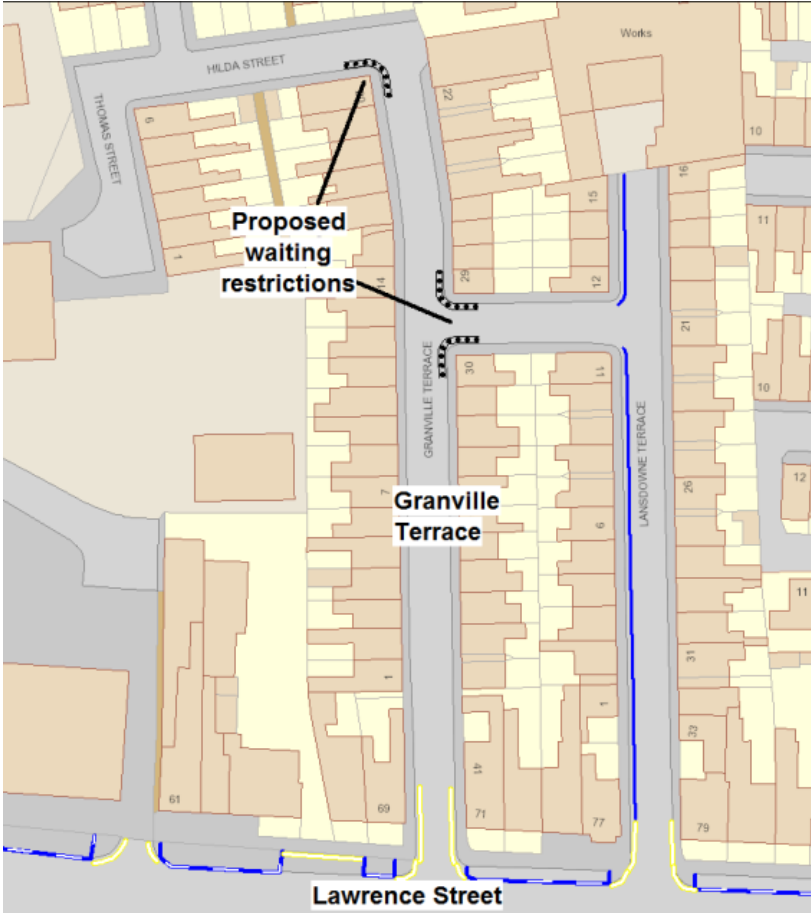
This page is intentionally left blank

Annex D Fulford and Heslington Ward

D1	Location: The Outgang, Heslington									
1 Background information (reason for proposal)										
<p>Problems associated with vehicles parking on grass verges and obstructing access. This is a narrow access road serving the sports field/pavilion, two residential properties and agricultural access to fields. The parking problems are likely to be intermittent for events at the sports field/pavilion. Enforcement would be “hot-line” only. When parking partially on the verge occurs it would reduce the carriageway width to one vehicle and potentially obstruct access for wider agricultural vehicles.</p>										
2 Proposed amendment to the Traffic Regulation Order										
Waiting restrictions for the full length of adopted highway as requested										
										
	<p>The Outgang, Heslington</p>	<table border="1"> <tr> <td>SCALE</td> <td>1 : 500</td> </tr> <tr> <td>DATE</td> <td>19/08/2015</td> </tr> <tr> <td>DRAWING No.</td> <td></td> </tr> <tr> <td>DRAWN BY</td> <td></td> </tr> </table>	SCALE	1 : 500	DATE	19/08/2015	DRAWING No.		DRAWN BY	
SCALE	1 : 500									
DATE	19/08/2015									
DRAWING No.										
DRAWN BY										
3 Objections (concerns) received										
Two residents would prefer a different solution to the parking problems. The Parish Council have lodged an objection to the proposal.										
Objections/Concerns raised (two residents)	Officer Comments									

<p>We support the objective of preventing parking on The Outgang on the following proviso: Our preferred solution to the visually intrusive double yellow lines is: Reinstate the verges to their original height of 330mm and position a number of timber posts along the verges to prevent parking. There is insufficient car parking available at the sports ground. Alternative sites should be provided with clear signage directing clients to this area. Removing car parking on the access road will displace the vehicles onto Low Lane which has the potential to cause worse problems, obstruction and safety issues.</p> <p>Parish Council: <i>“The Parish Council are disappointed that further yellow lines are proposed within the Conservation Area and would ask you to look again at this matter.”</i> and <i>“The proliferation of yellow lines are the Parish Council’s concern; The Parish Council could identify some alternatives, such as high kerbs...”</i></p>	<p>It is the responsibility of the sports club to source and sign any additional parking amenity.</p> <p>There are existing double yellow lines on one side of the carriageway on Low Lane which should alleviate some obstruction issues in this area should cars displace.</p> <p>The problem is intermittent and only occurs when events are held in the Sports pavilion.</p> <p>Highway maintenance have told us that there is no funding available for raising/edging the verges and installation of bollards. However, this could be investigated further if Ward funding or Parish Council funding was offered.</p>
<p>4 Options Available</p>	
<p>a) Implement the proposal as advertised. This is not the recommended option because local opinion (Parish Council) are concerned about the additional waiting restrictions in a conservation area.</p> <p>b) Take no further action at this time. This is the recommended option because it would give the Ward Council and Parish Council time to explore other options with Highway Infrastructure.</p>	
<p>5 Recommendation Option (b): Take no further action at this time.</p>	

Annex E Guildhall Ward


E1	Location: Granville Terrace (off Lawrence Street)	
1	Background information (reason for proposal)	
	<p>Waste services have reported access problems due to inconsiderate parking.</p> <p>Granville Terrace is in an area of terraced housing with very limited space for parking, it is not covered by a ResPark scheme. Granville Terrace has a carriageway width of 6m – 6.5m making it difficult for a large vehicle to manoeuvre if cars are parked on both sides.</p>	
2	Proposed amendment to the Traffic Regulation Order	
	<p>Limited lengths of “no waiting at any time” (double yellow line) restrictions at the sensitive corners on Granville Terrace only. The restrictions were limited to 5m to leave as much parking amenity for residents as possible.</p> 	
3	Objections received	
	One resident has registered an objection.	
	Grounds of objection	Officer Comments
	The scheme as proposed does not	

<p>offer the “best option” for improvements to either safety or amenity and discriminates disproportionately against residents.</p> <p>The proposals offer no evidence to support the cited need to improve safety in the light of adverse effects of obstructive” parking.</p> <p>No consideration is given to possible alternatives to the scheme. (E.g. the introduction of a residents only parking scheme or limiting proposed restrictions to selected hours to reflect the amenity needs of residents).</p> <p>The area offers no off street parking within reasonable walking distance creating hardship for residents in the event that casual demand outstrips availability of spaces. Any loss of parking will result in added difficulty in vehicular access.</p> <p>The proposal would impose a reduction in value and re-sale potential of the properties by removing parking from their frontages.</p>	<p>The waste services refuse supervisor has reported major access issues on Granville Terrace for the waste collection vehicles.</p> <p>We would need evidence of support before we consult on a Residents’ Priority Parking in this area. Although we have had two enquiries in the last 22 months, neither enquiry has resulted in the enquirers raising and presenting a petition evidencing support.</p> <p>We recognise the pressure for parking space on the traditional terraced streets is immense. Many residents own more vehicles than can be accommodated on the carriageway outside their property. Streets close to the centre of town and other community facilities are subject to considerable commuter parking during working hours. Any restrictions we propose tend to be of a short length at strategic points to aid manoeuvrability of larger vehicles and leaving as much unrestricted carriageway as possible as a residential parking amenity.</p>
<p>4 Options Available</p>	
	<p>a) Implement the proposal as advertised. This is the recommended option because although we recognise the problems displaced parking may have on some residents, it will provide better manoeuvrability around the junction and bend area.</p> <p>b) Uphold the objection and take no further action. This is not the recommended option because the problems of access would remain.</p> <p>c) Do not implement the advertised proposal and consult on resident</p>

	<p>parking in the area. This is not recommended, as there is no evidence to suggest a majority of residents would support a scheme.</p>
5	Recommendation Option (a): Implement the proposal as advertised

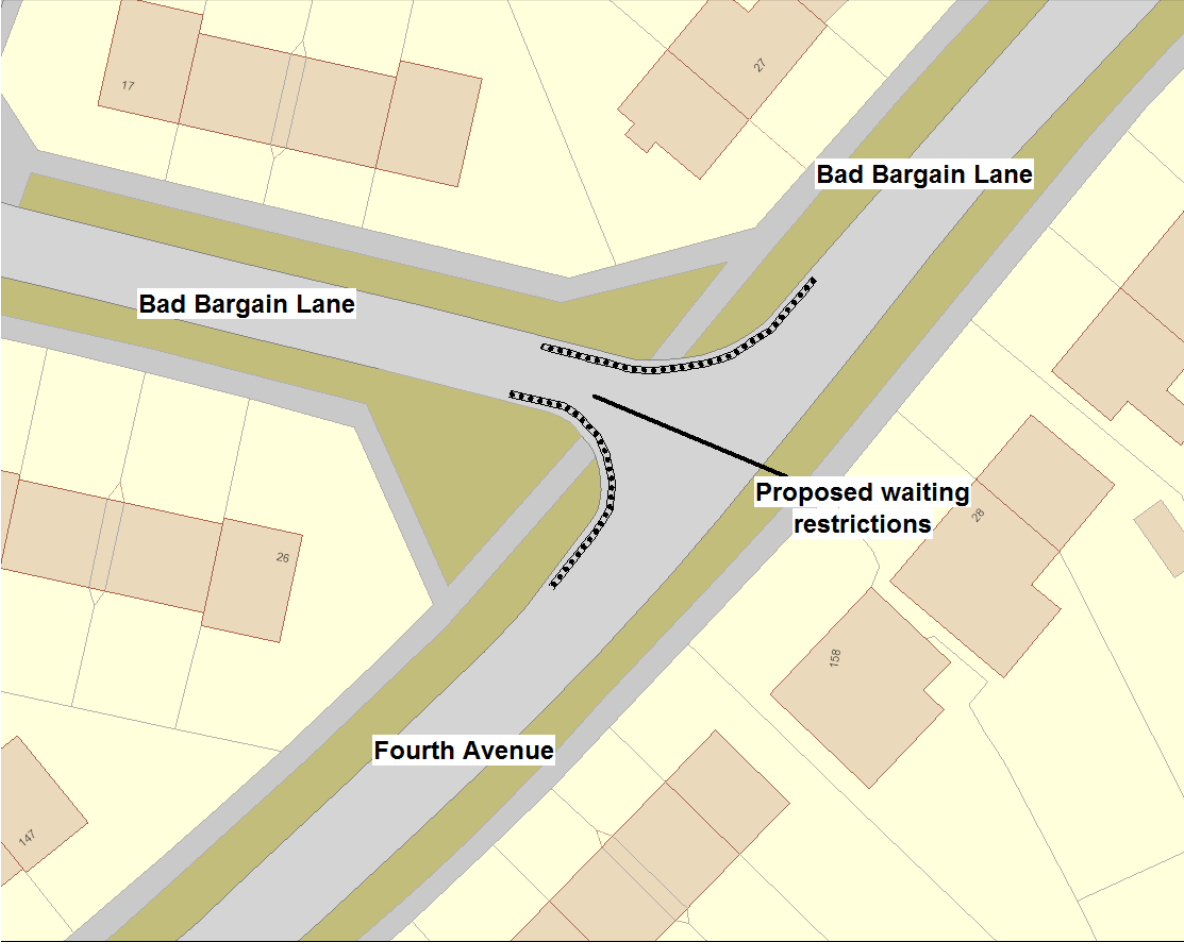
This page is intentionally left blank

Annex F Haxby and Wigginton Ward

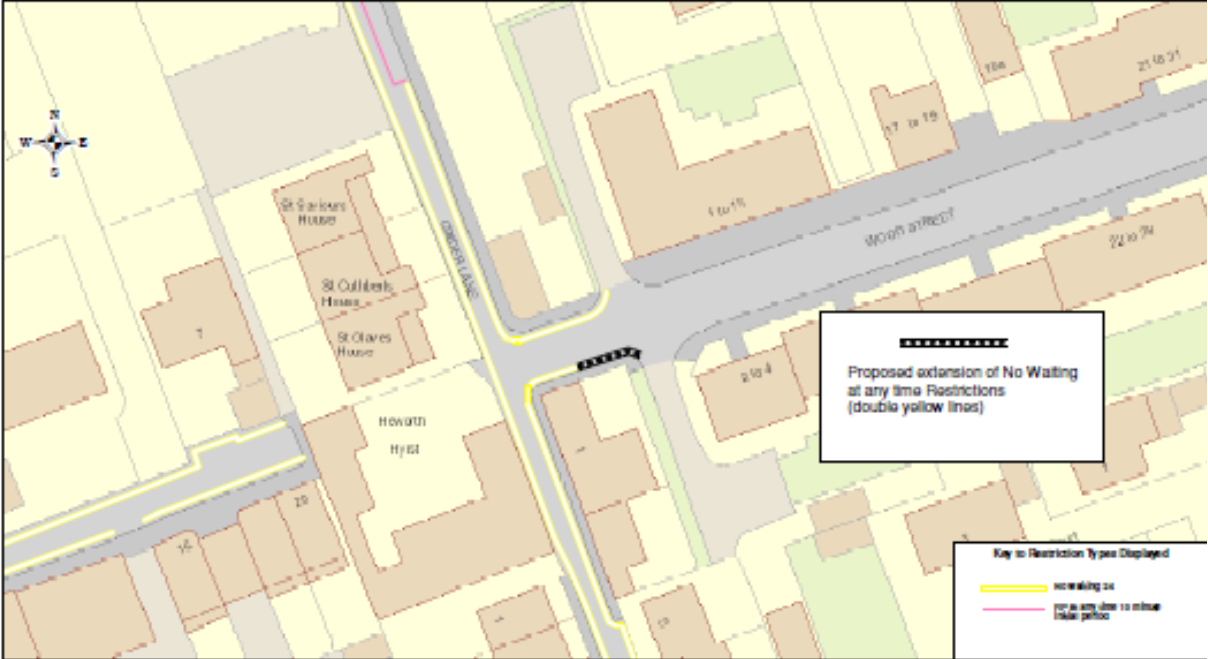
F1	Location: South Lane/Headland Close	
1	Background information (reason for proposal)	
	<p>Problems associated with inconsiderate parking in Headland Close and near to the junction with South Lane Headland Close is a quiet residential cul de sac. The junction with South Lane is complicated in that South Lane seems to split and Headland Close leads off it. Parking was observed close to the Headland Close/South Lane junction and there is only a very short length of “no waiting at any time” (double yellow line) restrictions here. The restrictions are not as long as at other junctions nearby.</p>	
2	Proposed amendment to the Traffic Regulation Order	
	<p>Lengths of “no waiting at any time” (double yellow line) restrictions to prevent vehicles parking too close to the junction of South Lane/Headland Close.</p> 	
3	Objections received	
	One resident has registered an objection.	
	Officer Comments	

	Grounds of objection	
	The proposal will exacerbate the existing parking issues we already have in Kennedy Drive by displacing further vehicles into this area.	Kennedy Drive does experience non-residential parking, particularly at the north of the street. This issue has been referred to the 2016 review for consideration of extending the restriction southwards into Kennedy Drive.
4	Options Available	
	<p>a) Implement the proposal as advertised. This is the recommended option because although we recognise the problems displaced parking may have on some residents, consideration is to be given to providing additional restrictions on Kennedy Drive in the near future.</p> <p>b) Uphold the objection and take no further action, re-advertising proposals with additional restrictions on Kennedy Drive as requested. This is not the recommended option because the problems on the junction with Headlands Close would be delayed by approximately 12 months.</p>	
5	<p>Recommendation</p> <p>Option (a): Implement the proposal as advertised. Consideration on further restrictions in the area to be investigated in the 2016 review.</p>	

Annex G Heworth Ward

G1	Location: Junction of Fourth Avenue and Bad Bargain Lane	
1	Background information (reason for proposal)	
	<p>Problems caused by inconsiderate parking too close to the junction of Fourth Avenue and Bad Bargain Lane.</p> <p>Bad Bargain Lane and Fourth Avenue form a T junction. While Bad Bargain Lane continues through the junction, the movement between the Fourth Avenue and the east part of Bad Bargain Lane has priority over the west part of Bad Bargain Lane. A frequent bus service runs between Fourth Avenue and the west part of Bad Bargain Lane. There are extensive “no waiting at any time” (double yellow line) restrictions at the junction of Fourth Avenue and Tang Hall Lane, though this is a busier junction.</p>	
2	Proposed amendment to the Traffic Regulation Order	
	<p>Implement lengths of “no waiting at any time” (double yellow line) restrictions at the junction of Fourth Avenue and Bad Bargain Lane.</p> 	
3	Objections received	
	We have received one objection to this proposal.	
	Objections/Concerns raised	Officer Comments
	As one of the complainants regarding parking on Bad Bargain Lane/Fourth Avenue, I can absolutely confirm that this is not the area in question and there are no issues	The proposal is for standard junction protection and will protect tactile crossing points.

	<p>with parking here. The problems lie where Fourth Ave merges into Bad Bargain Lane and NOT where Bad Bargain Lane bends to the left, where curiously there are stop/junction lines, however Bad Bargain/Fourth Ave merge does not have stop/junction lines making it seem that Bad Bargain and Fourth Avenue are one and the same road.</p> <p>I am happy to attend any meeting to point out that painting double yellow lines in the proposed area on Bad Bargain lane is not only a waste of money, but is taking the spotlight away from discussing and resolving the real issue, which is Fourth Ave/Bad Bargain Lane.</p>	<p>The additional area of concern has already been referred to the 2016 review</p>
4	Options Available	
	<p>a) Implement the proposal as advertised. Further consideration of additional restrictions in this area to be investigated in the 2016 review. This is the recommended option because it prevents parking at the junction area and protects the tactile pedestrian crossing point.</p> <p>b) Uphold the objections and take no further action at this time. This is not the recommended option because the proposal will ensure inconsiderate parking does not obstruct the junction area.</p>	
5	<p>Recommendation Option (a): Implement the restriction as advertised</p>	

G2	Location: Wood Street	
1 Background information (reason for proposal)	<p>Problems accessing private vehicular access, request for yellow lines. A length of “no waiting at any time” (double yellow line) restriction was proposed on the south side of the west end of Wood Street as part of the Annual Review in 2014. The length of this restriction was reduced following opposition from a local resident. The length which remains unrestricted is opposite the vehicular entrance. We continue to receive complaints about parked vehicles at this location preventing access to property opposite. Access is required for a “truck” which requires a larger turning area than a normal family car. Complaints have also been received because a car parked at this location cause vehicles to approach Cinder Lane in the middle of the carriageway to turn right and they are conflicting with vehicles turning from Cinder Lane into Wood Street.</p>	
2 Proposed amendment to the Traffic Regulation Order	<p>Extend waiting restrictions by 5m to give a 10m length of junction protection and provide an adequate turning circle to give vehicle access to property.</p> 	
3 Representations received	<p>We have received two objections to the proposed restriction and three representations of support</p>	
Objections/Concerns raised	Officer Comments	<p>We would be very grateful if you could re-consider the proposed application of double yellow lines to the end of wood street, immediately adjacent to the rear access of our property.</p> <p>This is a difficult issue to resolve. One resident is requesting an improvement to the legitimate</p>

The space outside our rear gate is invaluable for our family. When I am On-Call (resident is a doctor), in the event of an emergency, I can be sure of easy access to the car. We have a very modest courtyard that cannot accommodate our car and is used as a play area.

Since the successful application of yellow lines elsewhere on Cinder Lane and Wood Street, there is no longer a safety issue with negotiating the junction of the two streets.

You state in your letter that the reason for this proposal is to improve the safety at locations adversely affected by indiscriminate or obstructive parking. This, however, is not the case in Wood Street as there is just enough space for one car, which is most of the time taken by my own right in front of my own house.

I would appreciate if you would refrain from your proposed plan as far as Wood Street is concerned and if I could continue parking my car right where I live.

vehicle access to his property and improved junction safety. To achieve this removes the parking amenity for another resident.

The alternative is to take no further action that retains the on-street parking amenity for one vehicle, but prevents the access for the “truck” opposite.

The proposed restrictions fall across a dropped kerb with double gate access. Only the resident is able to park across the area (it effectively provides this property with a personal parking space on the public highway).



Support for proposal

“I understand the necessity for this measure.” (local business)

Two residents have raised the following in support:

Parked car at this location forces vehicles to approach junction on wrong side and they are blind to traffic turning right from Cinder Lane into Wood St. This is dangerous and where children cross the road to the nursery.

When vehicles meet at the junction, one party has to reverse, which is difficult when space is tight. Vehicles used to turn in a private driveway, flattening the plants in the garden.

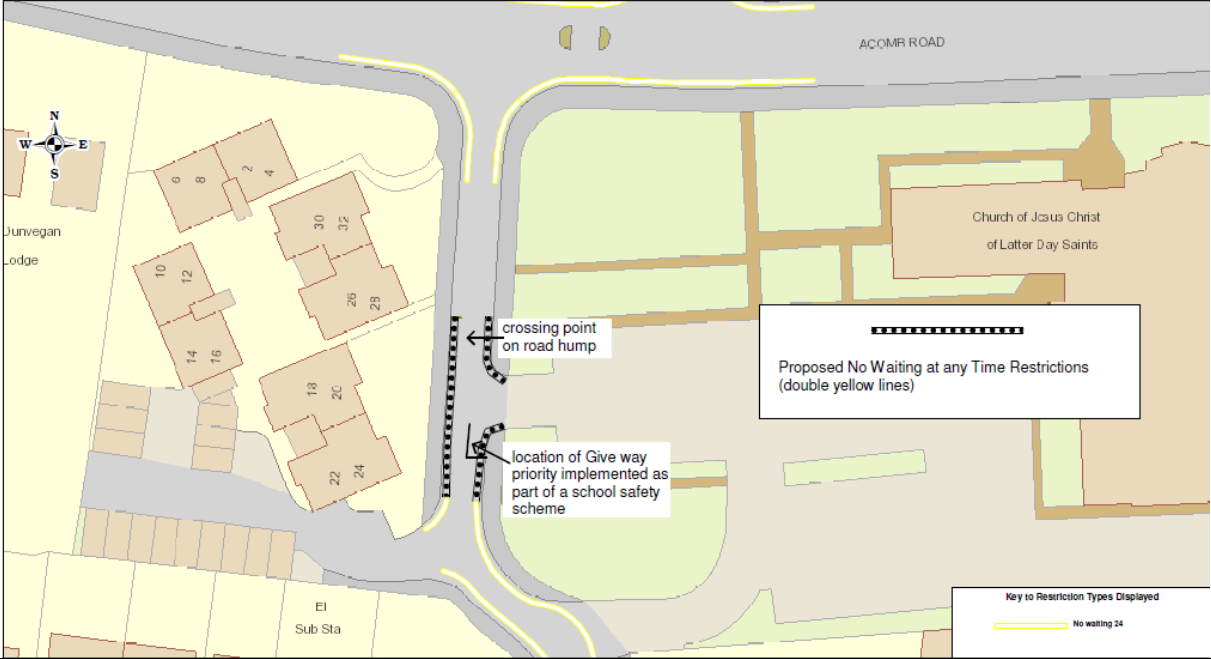
Since a fence was erected to prevent the damage, larger vehicles find it is extremely difficult to turn the corner –the refuse vehicle has to shunt backwards and forwards many times to make the turn. (two residents)


For the sake of one parking space, which is also in front of a drive the car could park in, it makes sense to continue the double yellow lines, both legally and for health and safety reasons.

4	Options Available
	<p>a) Implement the proposal as advertised. This is the recommended option because it will improve safety in the junction area and improve the legitimate rear vehicle access for 66 Heworth Green.</p> <p>b) Uphold the objections and take no further action. This is not the recommended option because the problems of junction safety and vehicle access would still remain.</p>
5	Recommendation Option (a): Implement the restriction as advertised.

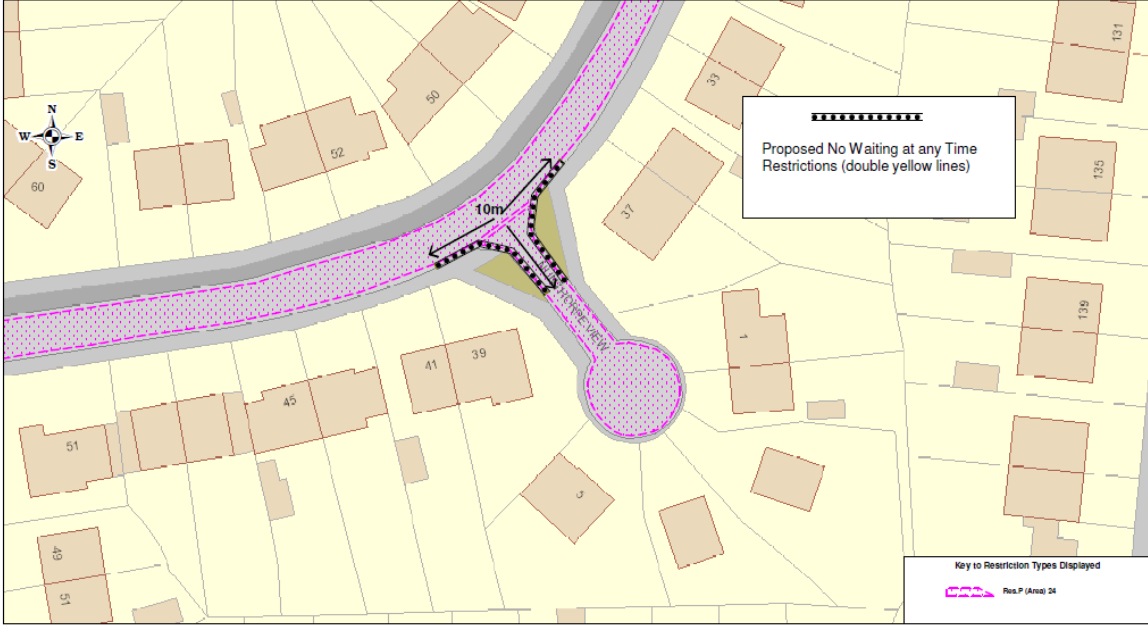
This page is intentionally left blank

Annex H Holgate Ward

H1	Location: West Bank	
1 Background information (reason for proposal)	<p>Vehicles parking too close to the narrow section of road regularly obstruct the flow of traffic.</p> <p>The double bend on West Bank operates under a system that gives priority to traffic heading out of the street (this was put in as part of a school safety scheme). Cars parking on the road or footway opposite the give way at the church entrance can result in vehicles not being able to get past to the junction with Acomb Road.</p>	
2 Proposed amendment to the Traffic Regulation Order	<p>Extend the no waiting at any time restrictions by 20m both sides of the road to cover the give way position and the pedestrian crossing point on the road hump.</p> 	
3 Objections received	<p>Four objections have been received – all associated with the loss of parking amenity for the adjacent flats.</p>	
<p>Objections/Concerns raised</p> <p>We are not aware of any complaints from parents who walk their children to school.</p> <p>Some residents have two cars and each flat only has one parking space</p>	<p>Officer Comments</p> <p>Restrictions have been proposed to ensure the priority system can work. Currently, parked cars prevent this happening – at all times, not just at school peak</p>	

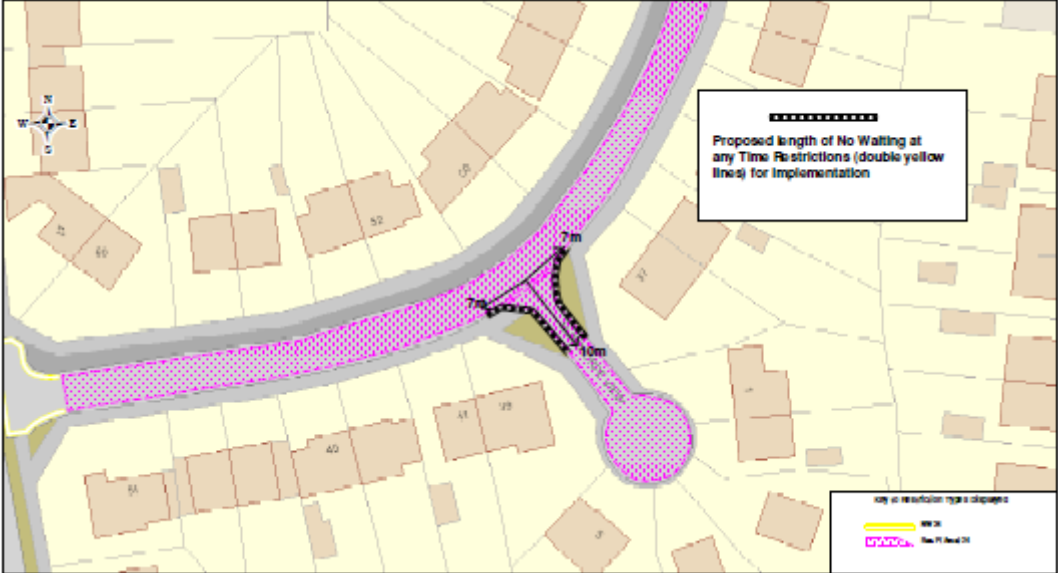
<p>(garage). It is not always appropriate to use the garage. We do not understand what the issue is. The school only require a short period of time during dropping off and picking up times – please impose parking restrictions for those times only. Taking the parking away will reduce the value of the flats. Where will the delivery men park, window cleaners and removal wagons park. The parking space within the flats is very restricted. The lines are unsightly and will devalue the adjacent properties. I will be unable to find tenants for my properties leaving me financially worse off with properties left vacant. Vehicles will be displaced onto Acomb Road. There is no accident record at this location. The benefits do not justify the inconvenience for residents of the flats. Please reconsider with the needs of the flats in mind.</p>	<p>hours.</p>  <p>Parked cars prevent the safe passage through the narrow section when a car is parked opposite the give way marking. A parked car prevents vehicles giving way as instructed because vehicles approaching from the south can not pass the waiting vehicle. Delivery vehicles can still wait on the double yellows for unloading purposes. Such occurrences are few and of short duration.</p> <p>Some areas of carriageway remain unrestricted for the overflow parking from the flats.</p>
<p>4 Options Available</p>	
<p>a) Implement the proposal as advertised. This is the recommended option as it improves the safety of highway users and allows the priority system to work more efficiently.</p> <p>b) Uphold the objection and take no further action. This is not the recommended option because parked vehicles cause obstruction to the priority system traffic flow at this location.</p>	
<p>5 Recommendation Option (a): Implement the waiting restriction as advertised.</p>	

Annex I Micklegate Ward

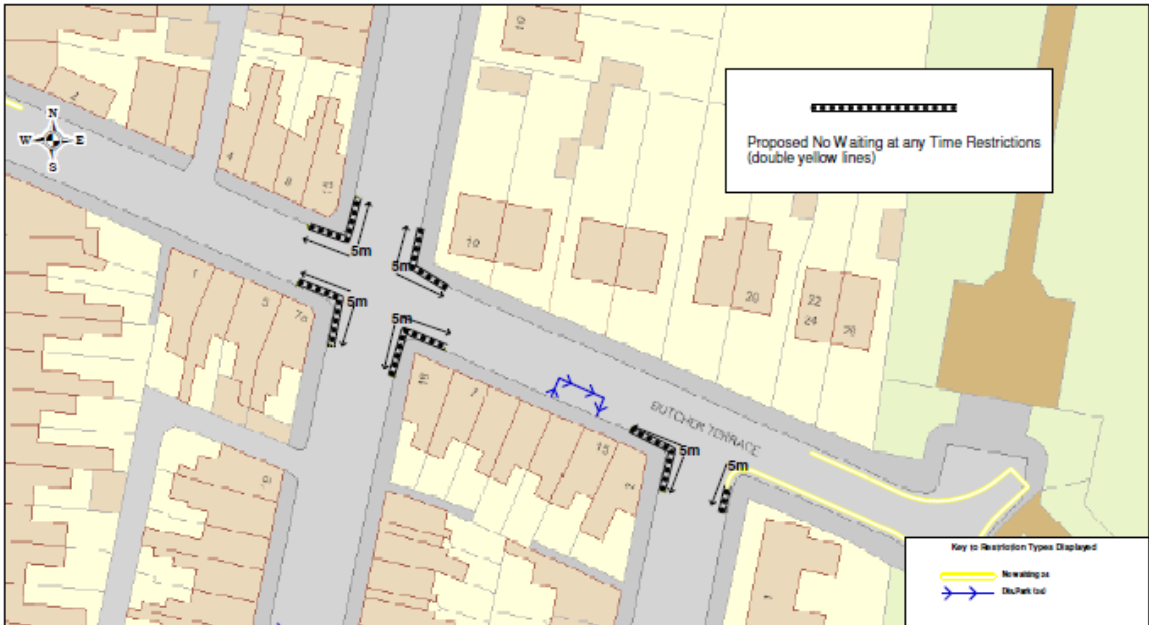
<p>11</p>	<p>Location: Junction of Nunthorpe Crescent and Nunthorpe View</p>	
<p>1 Background information (reason for proposal)</p>		
<p>Vehicles parked on the grass verges close to the junction restrict the visibility for drivers and cyclists at the junction. This is a residents parking zone, hence these vehicles will belong to residents or their visitors. The junction is approximately 75m from the end of the cul-de-sac so vehicle numbers and speeds will be very low. The bend in the road at this point helps to minimise any visibility issues. The issues here are possibly more to do with damage to the small grass verges.</p>		
<p>2 Proposed amendment to the Traffic Regulation Order</p>		
<p>Implement 10m of No waiting at any time restrictions both sides of the junction.</p>  <p>The map illustrates the proposed 10m No Waiting at any Time Restrictions (double yellow lines) at the junction of Nunthorpe Crescent and Nunthorpe View. The map shows the layout of the roads, including Nunthorpe Crescent and Nunthorpe View, and the location of the proposed restrictions. A key to restriction types is provided, indicating that the double yellow lines represent 'Proposed No Waiting at any Time Restrictions (double yellow lines)'. The map also includes a compass rose and a scale of 10m.</p>		
<p>3 Objections received</p>		
<p>We have received two requests for a shortened length of restriction on Nunthorpe Crescent from residents on Nunthorpe Crescent.</p>		
<p>Objections/Concerns raised</p> <p>We do not want the double yellow lines across our driveway. Is it possible the lines could stop at the southern end of the dropped kerb at 37 Nunthorpe Crescent.</p>	<p>Officer Comments</p> <p>The main complaint was one of regular parking on the grass verge areas causing obstructive sight lines for cyclists and causing verge damage.</p>	

<p>We believe reducing the extent of double yellow lines along Nunthorpe Crescent would not be detrimental to the safety improvements sought. Both streets are no-through road with limited traffic and a 20mph speed limit. The resident parking area prevents indiscriminate and obstructive parking. We do not have an off-street parking area and park our car on Nunthorpe Crescent adjacent to our property. We believe we park our car in a safe and considerate manner. (Requesting a distance of 6.5m from centre line.)</p>	<p>Because this area has limited traffic and low speeds, we believe we can reduce the length of restrictions as requested.</p> <p>A 7m restriction would cover the verge extent in both directions.</p>
---	---

4 Options Available

<p>a)</p>	<p>Implement the proposal as advertised This is not the recommended option because we are able to amend the proposal without significant detriment to the overall objectives of the scheme.</p> <p>b)</p> <p>Uphold the objections and implement an amended restriction as outlined in the plan below.</p>  <p>This is the recommended option because we are able to take the views of residents into account without compromising road safety.</p>
-----------	---

<p>5</p>	<p>Recommendation Option(b): Implement an amended restriction with shorter lengths being applied on the Nunthorpe Crescent elevations.</p>
-----------------	--

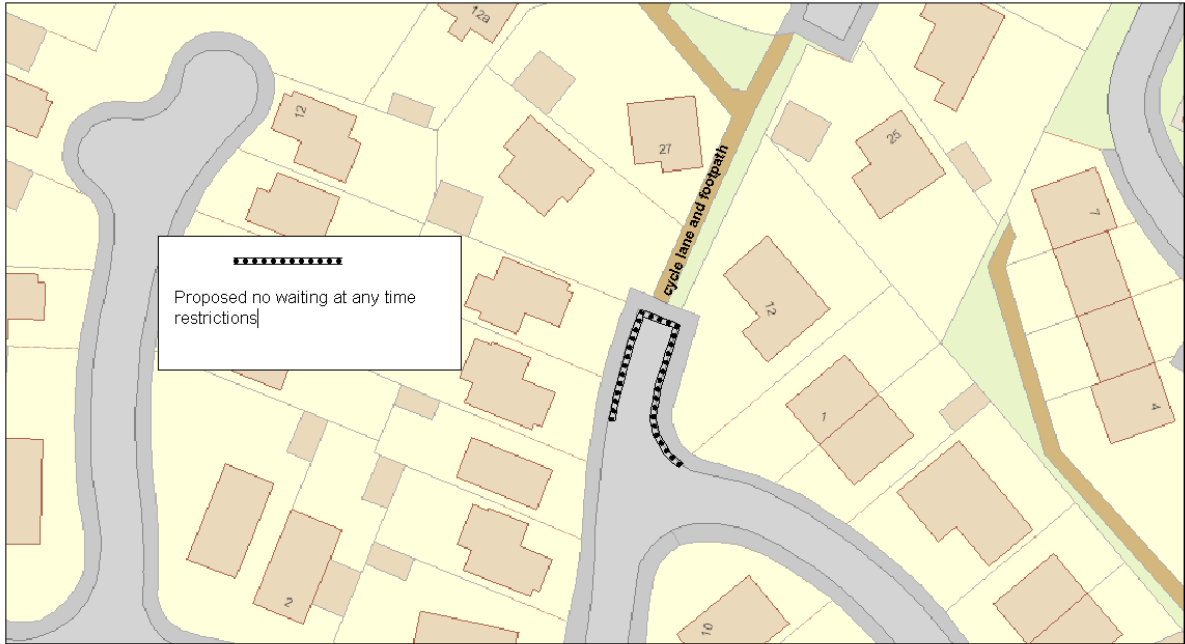



I2	Location: Butcher Terrace area
1 Background information (reason for proposal)	
<p>A local resident has raised a number of concerns regarding various junctions and the possible danger the unrestricted parking poses to cyclists.</p> <p>Butcher Terrace leads to the Millennium Bridge and forms part of a designated cycle route. In addition, there is pedestrian access to Rowntree Park and is a pleasant walking distance to the city centre, hence there will be some parking in the area associated with the park and commuters.</p> <p>The area is not a through route, except for cyclists, so vehicle numbers are minimal and vehicle speeds are considered to be low.</p> <p>The Finsbury Street and Terry Street junctions with Butcher Terrace either have none or quite minimal restrictions in place and whilst parking may not always take place right up to the junction visibility can be reduced due to careless parking.</p> <p>Bearing in mind the low vehicle numbers and speeds, plus the need to maximise parking potential for local residents the restrictions taken forward were kept to a minimum rather than the more usual 10m at a junction. This amount of restrictions would not contribute to increased vehicle speeds in the area.</p>	
2 Proposed amendment to the Traffic Regulation Order	
<ol style="list-style-type: none"> 1. Butcher Terrace / Finsbury Street – 5m of No waiting at any time on all four corners of the junction 2. Butcher Terrace / Terry Street – 5m of No waiting at any time on the unrestricted corner of the junction 	
 <p>The map illustrates the proposed traffic regulation order for Butcher Terrace. It shows the street layout with Butcher Terrace running diagonally from the bottom left towards the top right. It intersects with Finsbury Street (top left) and Terry Street (middle right). A legend in the top right corner defines the symbols used: a double yellow line represents 'Proposed No Waiting at any Time Restrictions (double yellow lines)'. A key in the bottom right corner defines 'No waiting' (yellow line) and 'One-way' (blue arrow). The map shows 5m restrictions at the corners of the junctions. A north arrow is located in the top left corner.</p>	

3	Objections received	
	We have received three objections.	
	<p>Objections/Concerns raised</p> <p>The millennium bridge has caused this area to become a free car parking facility. (all objectors)</p> <p>The council installed gates to Rowntree Park which increased the problem and ensures we have to suffer parking from park goes all weekend. (two objectors)</p> <p>Why compound an already choked couple of streets by effectively reducing the streets by 60 metres. (2 objectors)</p> <p>Does it not occur to the council that residents might have vehicles and they might like to park nearby.(all objectors)</p> <p>I suggest an Access Only restriction (2 objectors) or a Pay and Display on the Terry site to generate more income.(1 objector)</p> <p>We believe a 5m restriction is too severe. It will remove two parking spaces from outside our property alone. It is very difficult to find a parking space. We support the decision to ensure dropped kerbs are kept clear – but a shorter restriction covering just the dropped kerbs would suffice. (1 objector)</p>	<p>Officer Comments</p> <p>The highway code advises drivers not to park within 10 metres of a junction; we have proposed lengths of 5m in order to leave as much parking amenity for residents as possible.</p> <p>The dropped kerb areas on Finsbury Street both sides of the junction with Butcher Terrace will only just be covered by the 5m proposal.</p> <p>Access restrictions are no longer supported by the council. They are not successful – most of our Resident parking zones were introduced on the failure of this restriction. An access restriction can only be enforced by the police who do not have the resources to give to these areas.</p> <p>To improve parking we only have two options;</p> <ol style="list-style-type: none"> i. Introduce waiting restrictions which equally apply to residents as non-residents and are not popular for this reason ii. Introduce a residents' priority parking area. We are aware some residents have tried to gain support for resident parking schemes without success. <p>We are aware there is non-residential</p>

<p>As more areas become resident parking, our streets are becoming more of a free car park. Your proposal does not address the significant parking concerns for residents but exacerbate it. (all objectors)</p> <p>We ask you to reconsider and introduce further open discussions with residents to find a more suitable way forward. (1 objector)</p> <p>Why should we support Resident Parking and pay to park to solve a problem the council has created? (1 objector)</p>	<p>parking taking place in nearby streets to the north of Butcher Terrace. Residents on these streets have requested a residents' priority parking scheme which is currently being progressed.</p>
<p>4 Options Available</p>	
	<p>a) Implement the proposal as advertised. This is the recommended option because the proposed restriction already takes into account the pressure for parking amenity in the area.</p> <p>b) Uphold the objections and take no further action. This is not the recommended option because the problems of parking around the junction areas creating problems for pedestrians and sight lines would remain.</p>
<p>5 Recommendation</p> <p>Option (a):</p> <p>Implement the waiting restriction as advertised.</p>	

This page is intentionally left blank

Annex J Rawcliffe and Clifton Without Ward

J1	Location: Angram Close												
1	Background information (reason for proposal)												
	<p>Vehicles parking in the turning head area obstruct access to driveways of 21 – 27 Angram Close and access for pedestrians and cyclists that use the entry to Rawcliffe Lake.</p> <p>This is a residential area with no other restrictions in the area. It is alleged non-residential parking takes place and obstructs access to the cycle path (cycle route network) and footpath leading to Lanshaw Croft/Rawcliffe Lake and resident driveways.</p> <p>Waiting restrictions will displace vehicles to outside other residents homes within the estate, where less obstruction is likely to occur.</p>												
2	Proposed amendment to the Traffic Regulation Order												
	<p>Lengths of “no waiting at any time” (double yellow line) restrictions to prevent vehicles parking within the turning head area and retaining access to the cycle network path.</p> <div style="text-align: center;">  </div> <table border="1" data-bbox="256 1675 1442 1832" style="width: 100%; border-collapse: collapse;"> <tr> <td data-bbox="256 1675 528 1832" rowspan="4" style="text-align: center; vertical-align: middle;">  </td> <td data-bbox="528 1675 1145 1832" rowspan="4" style="text-align: center; vertical-align: middle;"> Angram Close <small>© Crown copyright. All rights reserved Licence No. 2003</small> </td> <td data-bbox="1145 1675 1262 1711">SCALE</td> <td data-bbox="1262 1675 1442 1711">1 : 500</td> </tr> <tr> <td data-bbox="1145 1711 1262 1747">DATE</td> <td data-bbox="1262 1711 1442 1747">19/08/2015</td> </tr> <tr> <td data-bbox="1145 1747 1262 1783">DRAWING No.</td> <td data-bbox="1262 1747 1442 1783"></td> </tr> <tr> <td data-bbox="1145 1783 1262 1832">DRAWN BY</td> <td data-bbox="1262 1783 1442 1832"></td> </tr> </table>				Angram Close <small>© Crown copyright. All rights reserved Licence No. 2003</small>	SCALE	1 : 500	DATE	19/08/2015	DRAWING No.		DRAWN BY	
	Angram Close <small>© Crown copyright. All rights reserved Licence No. 2003</small>	SCALE	1 : 500										
		DATE	19/08/2015										
		DRAWING No.											
		DRAWN BY											
3	Objections received												

One resident has registered an objection	
Grounds of objection	Officer Comments
The zone covers the area outside my and elderly neighbours homes and would prohibit deliveries. I do not object to a no parking zone but banning waiting is inappropriate. One of my neighbours has dementia and cannot drive, he is in his 80s and frail therefore his essential shopping needs to be delivered but a delivery van would be unable to park outside his home to deliver to him.	All vehicles can park on yellow lines for the purpose of loading/unloading unless there is a loading ban in place. There is no loading ban proposed at this location. All adjacent properties have an off-street parking amenity. The objector was informed the proposal would not prevent deliveries, however their objection was not withdrawn.
4	Options Available
	<p>a) Implement the proposal as advertised. This is the recommended option because it prevents parked vehicles from obstructing turning head area and cycle path network.</p> <p>b) Uphold the objection and take no further action. This is not the recommended option because the problems of parking obstruction would remain.</p>
5	Recommendation
	Option (a): Implement the proposal as advertised.



**Decision Session – Executive Member for
Transport and Planning****12 May 2016**

Report of the Director of City and Environmental Services

Petition – Mill Lane Heworth Ward**Summary**

1. The purpose of this report is to consider a petition by 29 residents of Mill Lane Heworth requesting that City of York Council take action to dramatically reduce traffic into Mill Lane Heworth.

Recommendations

2. The Executive Member is asked to approve:

Option 1 – Carry out a vehicle count / speed survey and undertake diffusion tube monitoring prior to construction of the new link road and again 12 months after completion at a cost of £1250. Take no immediate action to restrict vehicles using Mill Lane.

Reason: To gauge the current number and speed of vehicles using the highway. To also obtain air quality information for Mill Lane. This information can then be used to identify any changes that may be required once the new link road is completed.

Background

3. The street for at least the past 30 to 40 years was a mixture of residential and retail properties. Over the past 2 to 3 years the street scene on Mill Lane has changed considerably as a petrol station / convenience store, newsagents, hairdresses and taxi private hire office have all closed. The majority of the retail properties which have closed have been replaced or will be replaced with residential properties. This should in turn reduce some of the vehicle movements into the street.

4. Mill Lane does though provide a link from Heworth Green to East Parade and Layerthorpe both of which contain retail and residential properties.
5. Currently Mill Lane is one of three roads that can be used to access East Parade, Layerthorpe and beyond from Heworth Green, the others being Heworth Road and Foss Bank.
6. Construction is due to commence and be completed this year on the final section of a link road which will provide a more direct route between Heworth Green, Layerthorpe, James Street and beyond. This should significantly reduce any through traffic using Mill Lane.
7. Traffic calming cushions and a speed table are currently in place on Mill Lane to slow vehicles. Mill Lane was approved as a 20mph road with 20mph signage recently being erected. There is also a traffic regulation order signed at each end of Mill Lane prohibiting vehicles over 7.5 tonnes using the street unless they require access to a property on Mill Lane or John Street
8. Up to date records are not available for vehicle use and speeds on Mill Lane. As such a new survey could be commissioned where by automatic vehicle detectors could record both the speed and number of vehicles in each direction. If carried out prior to the construction of the new road and 12 months after completion a picture of usage of Mill Lane will be obtained. Cost will be approximately £150 per survey.
9. City of York Council do not have an air quality monitoring site on Mill Lane itself. Some nitrogen dioxide diffusion tube data is available for a number of sites in the surrounding area on Heworth Green and Villa Grove. The levels of nitrogen dioxide in the surrounding area are well below the 40ug/m³ health based objective level, hence why this area of the city has not been included in the current AQMA (Air Quality Management Area) declarations. Based on evidence from other parts of the city it is not expect any exceedance of the PM₁₀ objectives as the busiest locations in York do not exceed the PM₁₀ objectives.
10. Emissions of CO₂ are generally of concern in relation to accumulation in the upper atmosphere and the impacts of this on global warming.

It is not generally associated with health impacts, unless emitted in large quantities in an enclosed environment with poor ventilation. CO2 is not usually considered an air pollutant and is not monitored by City of York Council.

11. The guidance the environmental protection team work to suggests that there is potential for exceedance of air quality objectives on narrow congested roads with daily traffic flows greater than 5000 vehicles per day with residential properties on both sides of the road. As the street scene on Mill Lane has changed considerably in recent years it is possible that the ability of pollutants to disperse in this area has reduced in recent years and that this in turn may have resulted in residents perceiving deterioration in air quality. City of York Council environmental protection team could undertake some diffusion tube monitoring in Mill Lane to establish current pollutant concentrations. This would require a budget to fund their officer time and the cost of the tubes. Generally at least 6 months monitoring is needed to get a reasonable indication of annual concentrations. The cost for monitoring before and after the new roads was constructed would be £948.90. Network Management does not have funds available from its budgets for this type of work.

Consultation

12. Consultation would be carried out should any restriction on usage be proposed.

Options

13. The options available are :
 - Option 1 – Carry out a vehicle count / speed survey and undertake diffusion tube monitoring prior to construction of the new link road and again 12 months after completion at a cost of £1250. Take no immediate action to restrict vehicles using Mill Lane.
 - Option 2 – Design a scheme to introduce traffic calming and restrictions on vehicle movements.
 - Option 3 – Take no action.

Analysis

14.

- Option 1. Information will be gathered as to the current number and speed of vehicles using Mill Lane. It will also provide air quality information for Mill Lane. The information and data acquired can be used to identify any changes that may be required once the new link road is completed.
- Option 2. Work on the new link road is expected to be completed in the next 12 months. To allow for detailed design work and consultation funding would need to be committed prior to knowing what effect the new road will have on Mill Lane. Staffing resources would require identifying and allocating to allow for the project to be progressed.
- Option 3. This would not address the concerns of the petition or provide any information for possible future action.

Council Plan

15. A council that listens to residents with the use of evidence-based decision making.

Implications

16. **Financial** Funding of £1250 will be required for the surveys and a budget would need to be identified for this.

Human Resources (HR) There are no HR implications

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

Other There are no other implications

Risk Management

17. There are no risk management implications.

Contact Details

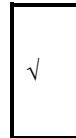
Author:

Phil Irwin
Traffic Engineer
Network Management
Transport
Tel No. 551654

Chief Officer responsible for the report:

Neil Ferris
Director of City and Environmental
Services

**Report
Approved**



**5
April
2016**

Specialist Implications Officer(s) N/A

Wards Affected:

Heworth Ward

For further information please contact the author of the report

Background Papers: None

Annexes

Annex A: Copy of front page of the petition

Annex B: Reducing Traffic on Mill Lane with the Heworth Green- James
Street Link Road

Abbreviations used in the report

AQMA- Air Quality Management Area

Annex A

**From Residents of Mill Lane, York
YO31**

By Email & post to:
Cllrs. Barbara Boyce, and Tina Funnell (Heworth Ward)
cc/ Head of Transport Planning Unit

Dear Councillors,

Reducing Traffic on Mill Lane

I write on behalf of the 29 signatories of the attached letter, who are all residents of Mill Lane.

As you know, we wrote recently expressing our support for the completion of the Heworth Green-James Street Road link, and our petition was presented to, and favourably received by The Planning Committee on 21st January.

We now petition concerning the second request in that letter, namely
To dramatically reduce traffic into Mill Lane.

Our reasons for this are several:

- **Volumes:** Traffic volumes along Mill Lane have reached unacceptable levels for what is a narrow area of domestic housing.
- **Strategic links:** With the (positive) economic development of commercial businesses in James Street, Mill Lane is increasingly used as the main link between the A1036 (Heworth Green) and Layerthorpe. It was never designed for this.
- **Fitness for purpose:** The number of domestic dwellings and local inhabitants on Mill Lane has increased significantly with the removal of a petrol station and completion of new houses. This is an entirely domestic area.
- **Air quality:** Levels of harmful pollutants (CO₂, NO_x and NO₂) are abnormally high. We estimate that the number of vehicles using this road as a 'cut-through' exceeds 7,000 per day; many thousands more cross the small roundabout at the junction with East Parade. Air quality is at peak times deeply unpleasant, almost certainly now exceeding legal requirements in what should be a low emission area. This is injurious to health.

- **Safety:** The volume and speed of through traffic also presents an unacceptable level of danger to those on foot and cycle. Mill Lane's 'speed patches' are ignored and do nothing to reduce or deter vehicle speed.

While the completion of the above road link will provide an alternative route which is both fit for purpose and also much safer, we propose that measures to calm and reduce traffic through Mill Lane should not await this. The issues of safety and of health are already too pressing.

We therefore request and petition that measures are designed in consultation with residents to reduce and calm traffic now. While making the road one-way (East to West) is one option, one preferred by residents is simply to close entry to the road for traffic turning left (north to south) from Heworth Green. This may be a suitable and effective compromise. Explicit 20 mph speed restrictions should also be clearly posted. (Similar measures already apply to Harcourt Street, which continues Mill Lane, and Eastern Terrace which is parallel). We request that these (and any other suitable options) are now set out by council officers.

It is the strong feeling of residents that the current volumes of traffic cannot be allowed to continue, and that safety and health measures are now overdue. We hope for your strong and active support and look forward to your reply.

Yours sincerely,
(List of signatories attached)

This page is intentionally left blank

**From Residents of Mill Lane, York
YO31**

By Email & post to:
Cllrs. Barbara Boyce, and Tina Funnell (Heworth Ward)
cc/ Head of Transport Planning Unit

Dear Councillors,

Reducing Traffic on Mill Lane

I write on behalf of the 29 signatories of the attached letter, who are all residents of Mill Lane.

As you know, we wrote recently expressing our support for the completion of the Heworth Green-James Street Road link, and our petition was presented to, and favourably received by The Planning Committee on 21st January.

We now petition concerning the second request in that letter, namely
To dramatically reduce traffic into Mill Lane.

Our reasons for this are several:

- **Volumes:** Traffic volumes along Mill Lane have reached unacceptable levels for what is a narrow area of domestic housing.
- **Strategic links:** With the (positive) economic development of commercial businesses in James Street, Mill Lane is increasingly used as the main link between the A1036 (Heworth Green) and Layerthorpe. It was never designed for this.
- **Fitness for purpose:** The number of domestic dwellings and local inhabitants on Mill Lane has increased significantly with the removal of a petrol station and completion of new houses. This is an entirely domestic area.
- **Air quality:** Levels of harmful pollutants (CO₂, NO_x and NO₂) are abnormally high. We estimate that the number of vehicles using this road as a 'cut-through' exceeds 7,000 per day; many thousands more cross the small roundabout at the junction with East Parade. Air quality is at peak times deeply unpleasant, almost certainly now exceeding legal requirements in what should be a low emission area. This is injurious to health.
- **Safety:** The volume and speed of through traffic also presents an unacceptable level of danger to those on foot and cycle. Mill Lane's 'speed patches' are ignored and do nothing to reduce or deter vehicle speed.

While the completion of the above road link will provide an alternative route which is both fit for purpose and also much safer, we propose that measures

to calm and reduce traffic through Mill Lane should not await this. The issues of safety and of health are already too pressing.

We therefore request and petition that measures are designed in consultation with residents to reduce and calm traffic now. While making the road one-way (East to West) is one option, one preferred by residents is simply to close entry to the road for traffic turning left (north to south) from Heworth Green. This may be a suitable and effective compromise. Explicit 20 mph speed restrictions should also be clearly posted. (Similar measures already apply to Harcourt Street, which continues Mill Lane, and Eastern Terrace which is parallel). We request that these (and any other suitable options) are now set out by council officers.

It is the strong feeling of residents that the current volumes of traffic cannot be allowed to continue, and that safety and health measures are now overdue. We hope for your strong and active support and look forward to your reply.

Yours sincerely,

(List of signatories attached)

(Please reply to Rowell.trevor@yahoo.com or to 1, Heworth Parade, Mill Lane, York YO31 7AA)

COPY PETITION January 2016
From Residents of Mill Lane, York
YO31

By Email & post to:

Cllrs. Barbara Boyce and Tina Funnell (Heworth Ward)
and Jonathan Kenyon (Planning Dept. Case officer); cc/ Head of Transport
Planning Unit

Dear Sirs & Madam,

Reducing Traffic on Mill Lane
with the Heworth Green-James Street link Road
(Ref: LTP3 and Eboracum Way planning application)

We are writing to request your support to reduce traffic on Mill Lane and by also ensuring the completion of the Heworth Green-James Street Link Road.

Our reasons our this are several:

- **Volumes:** Traffic volumes along Mill Lane have reached unacceptable levels for what is a narrow area of domestic housing.
- **Strategic links:** With the (positive) economic development of commercial businesses in James Street, Mill Lane is increasingly used as the main link between the A1036 (Heworth Green) and Layerthorpe. It was never designed for this.
- **Fitness for purpose:** The number of domestic dwellings and local inhabitants on Mill Lane has increased significantly with the removal of a petrol station and completion of new houses. This is an entirely domestic area.
- **Air quality:** Levels of harmful pollutants (CO₂, NO_x and NO₂) are abnormally high. We estimate that the number of vehicles using this road as a 'cut-through' exceeds 7,000 per day; many thousands more cross the small roundabout at the junction with East Parade. Air quality is at peak times deeply unpleasant, almost certainly now exceeding legal requirements in what should be a low emission area. This is injurious to health.
- **Safety:** The volume and speed of through traffic also presents an unacceptable level of danger to those on foot and cycle. Mill Lane's 'speed patches' are ignored and do nothing to reduce or deter vehicle speed.

As you know, the Local Transport Plan (LTP3 2011) already includes a proposal to complete the James Street link to Heworth Green through Eboracum Way. The Plan's environmental, social and economic objectives have our full support. We also understand that a planning application to develop hotel accommodation at Layerthorpe, including and requiring the

completion of the James Street Link, is to be considered on **21st January**.
The completion of this link has several obvious advantages:

- **Strategic link:** Eboracum Way is already built to accept these volumes of traffic; it is twice as wide as Mill lane, with defined lanes and existing traffic lights installed. (It is currently totally unused.)
- **Fitness for purpose:** Eboracum way is not an area of dense domestic dwellings. It is adjoined on a minority of its length by flats and mostly by offices and the gas plant. It is far more suitable for traffic.
- **Economic development:** The major and continuing economic development of James Street requires appropriate traffic link and access. Completing this link is also likely to reduce traffic (often jammed) along Foss Islands Road. While supporting positive access to this area, it would have no negative impact upon businesses in East Parade.

Our Requests are therefore please to:

1. Ensure the suitable completion of the Heworth Green - James Street Link Road.
2. **Simultaneously dramatically reduce traffic into Mill Lane by signposting “No Turn-Off” from Heworth Green.**

We hope for your strong and active support and look forward to your reply.

Yours sincerely,

(List of signatories attached)

(Please reply to Rowell.trevor@yahoo.com or to 1, Heworth Parade, Mill Lane, York YO31 7AA)

Signed by:

1. Mrs Shân Braund 3 Mill Lane
2. Dr Martin Braund 3 Mill Lane
3. Ms Faith Burndred 16 Mill Lane
4. Mr Terry Casey 7 Heworth Parade, Mill Lane
5. Mr Paul Davies 16 Mill Lane
6. Mrs Hazel Glavanis 2 Heworth Parade, Mill Lane
7. Mrs Linda Green 5 Heworth Parade, Mill Lane
8. Ms Lynn Hird 20 Mill Lane
9. Mr Martin Hird 20 Mill Lane
10. Mrs Lucy Hudson 6 Heworth Parade, Mill Lane
11. Mr Mark Hudson 6 Heworth Parade, Mill Lane
12. Ms Sharon Maddison 26 Mill Lane
13. Ms Tracy Maddison 26 Mill Lane
14. Prof. J A McDermid OBE FREng 3 Heworth Parade, Mill Lane
15. Ms Oonagh Murphy 18 Mill Lane
16. Mr Damian Murphy 18 Mill Lane
17. Ms Tina Platt 30 Mill Lane
18. Mr Rob Platt 30 Mill Lane
19. Mr Trevor Platt 30 Mill Lane
20. Mr R Trevor Rowell FIOD 1 Heworth Parade, Mill Lane
21. Mrs Gabriele Rowell 1 Heworth Parade, Mill Lane
22. Ms Barbara Skelton 24 Mill Lane
23. Ms Carole Smith 7 Mill Lane
24. Mr Lewis Smith 7 Mill Lane
25. Mr Alex Somerville 10 Mill Lane
26. Ms Mo Somerville 10 Mill Lane
27. Ms Anne Stead 4 Mill Lane
28. Mr Glyn Stead 4 Mill Lane
29. Ms Sarah Stead 4 Mill Lane

This page is intentionally left blank



**Decision Session – Executive Member
Transport and Planning**

12 May 2016

Report of the Director of City and Environmental Services

**School Crossing Patrol Improvements – Flashing Amber Warning
Lights (Wig-Wags)**

Summary

1. This report details the review of Wig-Wags used at school crossing patrol sites across the city. It also seeks a decision on a programme of removals and replacements of Wig-Wags including moving forward with the procurement of new units under a remote management system.

Recommendations

2. It is recommended that the Executive Member approves Option (i):
 - Approve the Wig-Wag policy as described below:
 - Wig-Wags (flashing amber warning lights) in association with the school warning sign (Diag No. 545) should be used to indicate the presence of a School Crossing Patrol unless the patrol operates on a controlled crossing.
 - The lights should only be active during the patrol's working hours.
 - Wig-Wags may be used at sites without a School Crossing Patrol in extenuating circumstances, i.e. busy city centre school site which is not easily identifiable as a school.
 - Approve the programme of work shown in **Annex A**. Including approval to carry out a procurement exercise based on

providing a remote management system for the control of the Wig-Wag units.

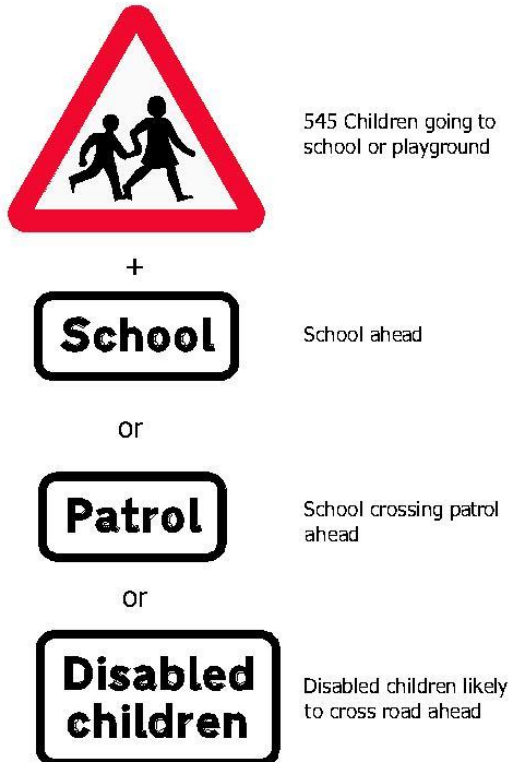
Reason: To rationalise the use of Wig-Wags in relation to the school crossing patrol service and introduce a responsive online system to manage the activation of the lights, whilst improving safety and reducing ongoing maintenance costs associated with wig-wags.

Background

3. Any site or school in York can be assessed for a Council funded patroller. This happens when:
 - a current patroller leaves
 - if a current site alters
 - at the request of the school
 - at the request of a parent or resident

This means that all schools/sites are checked as required.

4. CYC have found that the National Guidance provided by specialists at Road Safety GB is appropriate and relevant in terms of assessing the School Crossing Patrol (SCP) needs across the city, which determines which sites are eligible for a Council funded SCP. Where a school or site is not eligible for a council funded patroller there is a volunteer or third party option, the criteria of which is shown in **Annex B**.
5. The amber warning lights (Diag No. 4004) as prescribed in the Traffic Signs Regulations, Guidance and Directions (TSRGD) must be used in combination with sign Diag No. 545 and one of the supplementary plates as shown below. When provided at sites with a school crossing patrol, the lights should only be active during the patrols working hours.



Wig-wag lights can be mounted below the sign assembly or at the side usually as part of a backing board.

- City of York Council currently has 49 Wig-Wag units for school sites in the city. They have been installed over a long period of time, were sourced from numerous manufacturers and utilise a number of different activation methods.

Investigation / Discussion

- All of the current Wig-Wag sites and SCP sites (both active and vacant) have been reviewed by an Engineer from the Transport Projects team and a Road Safety Officer to evaluate the site and consider the need for Wig-Wags at the location. In doing this they have used the Road Safety Great Britain (RSGB) National Guidance document as recognised best practice for the assessment criteria. Sites are identified in **Annex A**.
- The current Wig-Wag activation methods are not consistent. Some are activated by a timer which has to be programmed annually to ensure it correlates with the school calendar and some are manually activated by the SCP (who is paid extra for this duty). Manually activated lights at sites with no SCP are activated by a member of school staff as an additional duty. The current Wig-Wags are a mix of various sorts, and in some cases very old and difficult to source parts for repair. This means that there is a growing safety issue for both staff and children who are working

and crossing at sites where warning lights are out of action for long periods of time because of breakdown.

9. Wig-Wags have historically been provided at sites with a school crossing patrol, but over time patrols have left, and after review against the RSGB criteria in certain circumstances, the site has been disbanded, but the Wig-Wag's have remained. Sites with Wig-Wags but no patrols create three problems:
 - i) Devalues the message.
 - ii) Creates an unnecessary maintenance liability.
 - iii) Manually activated lights require alternative staff provision for activation.
10. Additionally the active SCP sites with automatic Wig-Wags have no override on training days and will activate without the presence of the patroller and children crossing which can further devalue them with motorists.
11. There is currently no CYC policy on the provision and maintenance of Wig-Wags but it is suggested that a criteria be adopted that Wig-Wags are used, to indicate to drivers that they are approaching a site where a patroller is working, unless there are extenuating circumstances. This would ensure that a clear message is given to drivers, that they are likely to encounter the patroller stood in the road with children crossing, thus helping to establish an understanding of what the lights mean and thus a "value" in having them.
12. Where patrols operate on signalised crossings or at signal junctions Wig-Wags should not be provided as they can distract from the traffic signals which take precedent. Patrols operating on zebra crossings should be reviewed individually and Wig-Wags provided if they are considered to be of benefit.
13. To reduce the maintenance liability Wig-Wags should be removed from the sites which no longer have a patrol. These have been identified as part of the review (**Table 2 of Annex A**), with 21 individual units identified for possible removal. Some of these sites will require alterations to the existing signing to ensure they are showing the correct supplementary plate.

14. Two of the sites investigated have an active SCP but no Wig-Wags. To be consistent with the newly proposed criteria Wig-Wags should be provided at these sites. A total of four new units (**Table 3 of Annex A**).
15. To further reduce ongoing running and maintenance costs at the sites at which Wig-Wags will be retained the units should be replaced with a single type of Wig-Wag from one manufacturer, which operates on an online system allowing CYC officers control of the activation (**Table 1 of Annex A**). This would allow all 32 units to operate automatically on a pre-programmed cycle but alterations could be made as required via an online portal.
16. SCP's which currently activate their Wig-Wags and are paid for their time would continue to be paid and will be expected to check the lights are operating rather than switching them on and off. The day to day management of the control system would be incorporated into the SCP Supervisor role within the Transport team.
17. Vacant SCP sites without Wig-Wags have not been considered for Wig-Wag installation at this time, but could be reviewed if patrols are recruited.
18. If a new SCP site is established or a vacant site reactivated these would need to be assessed and Wig-Wag equipment provided as required.
19. As part of the review zebra crossings at five school sites have been identified for improvements. This work is to be funded from the Safe Routes to School 16/17 budget and will be carried out as soon as possible. The sites are:
 - Fishergate Primary, Fishergate
 - St. George's Primary,
 - Rufforth Primary, B1224 Wetherby Rd
 - St. Barnabas Primary, Salisbury Terrace
 - Wigginton Primary, Main Street

Options

20. Option (i) -

- Approve the Wig-Wag policy as described below:
 - Wig-Wags (flashing amber warning lights) in association with the school warning sign (Diag No. 545) should be used to indicate the presence of a School Crossing Patrol unless the patrol operates on a controlled crossing.
 - The lights should only be active during the patrol's working hours.
 - Wig-Wags may be used at sites without a School Crossing Patrol in extenuating circumstances, i.e. busy city centre school site which is not easily identifiable as a school.
- Approve the programme of work shown in **Annex A**. Including approval to carry out a procurement exercise based on providing a remote management system for the control of the Wig-Wag units.

Option (ii) -

- As Option (i) but with revisions as the Executive Member deems appropriate.

Option (iii) –

- Do nothing, and reallocate the funding to other programmes of work.

Analysis

21. The use of Wig-Wags at school sites has not previously been reviewed and therefore the flashing light units have been installed without any sort of local policy to justify or support their use. This is now causing a safety issue for staff operating sites and children crossing. Option (i) seeks to address this and provide a new system of Wig-Wags across the active SCP sites in the city. This new

system would improve safety and allow full control of the Wig-Wags by CYC officers. The system would also be flexible and remove the need to visit some sites to programme the lights each year.

22. If nothing is done to upgrade the existing Wig-Wags, safety issues will be more frequent, maintenance costs will increase and sites could be without working lights for sometime. Through a suitable procurement exercise a new system of Wig-Wags can be purchased with a warranty to significantly reduce maintenance costs moving forward.
23. The proposals in Option(i) are based on a policy moving forward which rationalises the use of Wig-Wags at school sites. Providing flashing amber warning lights in line with this policy will improve motorists understanding of the lights and ensure there are not overused leading to them being devalued.

Council Plan

24. The potential implications for the priorities in the Council Plan are:
 - **A Prosperous City For All.**
The proposed works seek to offer a long term saving for the Council by reducing the ongoing maintenance costs for Wig-Wags.
 - **A Focus On Frontline Services.**
School crossing patrols are a frontline service and ensuring they operate safely for all users is an important part their role. The proposals seek to make their role easier and provide a more flexible approach to the activation of the associated Wig-Wags.

Implications

25. Implications of the proposed work are listed below:
 - **Financial** – The budget for the school crossing patrol review in 16/17 is £89k. Estimated costs for the proposed work including fees are £81k. So the works are affordable based on current estimates. This will be reviewed following the procurement exercise if the scheme is approved.

- **Human Resources (HR)** – There are no HR implications.
- **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)** – The centralised activation method for the new Wig-Wags may have some IT implications. This will be explored further during the procurement exercise if the scheme is approved.
- **Property** - There are no property implications

Risk Management

26. In compliance with the Council’s risk management strategy, the following risks associated with the recommendations in this report have been identified and described in the following points, and set out in the table below:
27. Competition and Procurement: Risk associated with undertaking a procurement exercise as recommended in the report could impact on scheme costs. Contingencies have been included in the estimated costs to cover this possibility.
28. Systems and Technology: Risk associated with relying on technology to control the activation of the new Wig-Wags. If the technology fails lights may not be active when needed which could lead to accidents. Fail safe options will be investigated as part of the procurement exercise.

Risk Category	Impact	Likelihood	Score
Competition & Procurement	Minor	Possible	9
Systems & Technology	Minor	Possible	9

Contact Details

Author:

Ben Potter
Engineer
Transport Projects
Tel No. 01904 553496

Chief Officer Responsible for the report:
Neil Ferris
Director for City and Environmental Services

Report
Approved

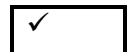


Date 22 April
2016

Specialist Implications Officer(s)

Wards Affected:

All



For further information please contact the author of the report

Background Papers:

Road Safety GB School Crossing Patrol Guidelines 2015

Annexes

Annex A – Wig-Wag proposals by site.

Annex B – Volunteer or third party funded site criteria

This page is intentionally left blank

WIG WAG Proposals

UPGRADES

Table 1	SCP / Wig-Wag sites	Street/s	SCP Site - Y/N	Active / Vacant - Jan 2015	Zebra / Signalised Crossing	Action	Existing No. Wig-wags
Sites to Upgrade	Acomb Primary	Acomb Rd / West Bank	Y	Active	Neither	Upgrade	2
	Bishopthorpe Primary	Appleton Rd / Sim Balk Lane	Y	Active	Neither	Upgrade	3
	Derwent Infant& Juniors	Osbalwick Lane	Y	Active	Neither	Upgrade	2
	Dringhouses Primary	St.Helens Rd	Y	Active	Zebra	Upgrade	2
	Huntington Primary	North Moor Road	Y	Active	Neither	Upgrade	2
	New Earswick Primary	York Road	Y	Active	Neither	Upgrade	2
	Osbalwick Primary	The Leyes	Y	Active	Neither	Upgrade	2
	OLQM Primary	Hamilton Drive	Y	Active	Neither	Upgrade	2
	Ralph Butterfield Primary	Station Road	Y	Active	Neither	Upgrade	2
	Rufforth Primary	Wetherby Rd	Y	Vacant	Zebra	Upgrade	4
	St. Aelred's Primary	Tang Hall / 5th Ave	Y	Active	Neither	Upgrade	1
	Westfield Primary	Askham Lane	Y	Active	Neither	Upgrade	2
All Saints Secondary	Nunnery Lane	N	N/A	Neither	Upgrade	2	

REMOVALS

Table 2	SCP / Wig-Wag sites	Street/s	SCP Site - Y/N	Active / Vacant - Jan 2015	Zebra / Signalised Crossing	Action	Existing No. Wig-wags
SCP sites with wig-wags to remove	Dringhouses Primary	St.Helens Rd	Y	Active	Zebra	Remove	1
	Fishergate & St Georges Primary	Fawcett St / Fishergate	Y	Active	Zebra	Remove	2
	Heworth CE Primary	Heworth Rd / East Parade/ Dales Ln	Y	Active	Signals	Remove	4
	St. Barnabas Primary	Salisbury Terr	Y	Active	Zebra	Remove	1
Sites with no SCP	Canon Lee Secondary	Water Lane (Nr Burdyke Ave)	N	N/A	Neither	Remove	1
	Tang Hall Primary	Tang Hall / 4th Ave	Y	Vacant	Neither	Remove	4
	Clifton with Rawcliffe Primary	Rawcliffe Lane	N	N/A	Neither	Remove	2
	Haxby Road Primary	Haxby Rd	N	N/A	Neither	Remove	1
	Link Rd nr Dormay Close	Link Rd nr Dormay Close	N	N/A	Neither	Remove	1
Vacant SCP sites	Lord Deramores Primary	Field Lane	Y	Vacant	Neither	Remove	1
	Wigginton Primary	Main St / The Village	Y	Vacant	Neither	Remove	2
	Clifton Green Primary	Water Lane (Nr Pinfold Crt)	Y	Vacant	Neither	Remove	1

NEW

Table 3	SCP / Wig-Wag sites	Street/s	SCP Site - Y/N	Active / Vacant - Jan 2015	Zebra / Signalised Crossing	Action	Existing No. Wig-wags
New wig-wag sites	Clifton with Rawcliffe Primary	Eastholme Drive	Y	Active	Neither	New 2 No.	0
	Robert Wilkinson Primary	West End / Wilkinson Way	Y	Active	Neither	New 2 No.	0

Total existing 49

Wig-wag Totals

Upgrade	28
New	4
Remove	21
TOTAL	53

Total new wig-wags to procure 32

Options for sites that do not meet the National Road Safety Great Britain (RSGB) criteria for a Council Funded School Crossing Patrol.

CYC have found that the Nationally Guidance provided by specialists at Road Safety GB is appropriate and relevant in terms of assessing the School Crossing Patrol (SCP) needs across the city, which determines which sites are eligible for a Council funded SCP.

Where a school or site is not eligible for a council funded patroller there is a volunteer or third party option available. Currently in York there are no SCP working who are volunteers or paid for by a third party.

However to ensure that any voluntary or third party funded SCP was legally eligible to stop traffic and be covered by The Authority's insurance there are certain rules which must be adhered in the creation of such a voluntary/ third party post:-

- The person/s would need to be appointed as a volunteer by CYC as the Authority. (the duty could be a role share between two people)
- Must be trained and provided with uniform and sign (lollipop stick) by The Authority
- Must work the times and in the location as stipulated by The Authority
- Must be cleared by Police (DBS) checked

This page is intentionally left blank



**Decision Session – Executive Member
Transport and Planning**

12 May 2016

Report of the Director of City and Environmental Services

Speed Management Engineering Programme 2015/16 – Progress Update

Summary

1. This report follows on from the Review of Speed Management Engineering Programme at the Decision Session on 12 November 2015. It gives an update on progress with the 2015/16 Speed Management Programme and seeks decisions on schemes which have received objections at the public consultation stage.

Recommendation

2. It is recommended that the Executive Member approves Option (i):
 - Approve the omission of the Chaloners Road scheme from the speed management programme.
 - Approve the deferral of Danebury Drive, Acomb to the 16/17 speed management programme.
 - Approve the introduction of a new VAS on York Road, Strensall and the inclusion of investigatory work into crossing points on York Rd including consideration of a zebra crossing close to Barley Rise.
 - Note the five schemes which are being progressed under officer delegations as no objections were received.
 - Approve the implementation of schemes shown in **Annexes B, C, F and G**.
 - Approve the advertising of speed limit orders to progress the proposals shown in **Annexes A, D and E**, with implementation to follow if no substantive objections are received. Any measures

which receive objections would be reported back to the Executive Member for a final decision.

Reason: To deliver changes to the highway network with an aim of reducing vehicle speeds and reducing the likelihood and consequences of collisions for all road users.

Background

3. As part of the Speed Management process any requests to City of York Council (CYC) for speeding issues to be addressed are considered by the Road Safety Partnership team (a multi agency partnership comprising officers from City of York Council, North Yorkshire Police and North Yorkshire Fire and Rescue).
4. Taking into account casualty history and measured speeds, every request is prioritised and assigned a possible action. This could be enforcement, road safety or engineering interventions.

2015/16 Speed Management Schemes

5. There were 40 locations referred to CYC Transport Projects for the development of engineering solutions in the 2015/16 Speed Management programme.
6. At 19 of the sites the existing speed data was borderline, or it was soon identified that extensive engineering work would be required to bring speeds into line. Hence, additional data has been obtained to provide a basis for further investigation. Other feasibility work is ongoing and will inform the development of the 2016/17 programme.
7. At the other 21 sites, low cost measures were considered feasible to address any speeding problem. Consultation was carried out with Officers, Ward Councillors, Group Spokespersons, Town / Parish Councils and North Yorkshire Police on the initial proposals. Based on feedback received, six sites were omitted from the 15/16 programme for further investigation in a future year. These are:
 - Haxby Road near Nestle entrance.
 - Tadcaster Road, Copmanthorpe
 - Murton Way, Murton
 - Murton Lane, Murton

- Common Road, Dunnington (nr medical practice),
- Common Road, Dunnington (Sports club to A1079),

Further details can be found in the Decision Session report of 12 November 2015.

8. The remaining 15 sites were recommended for further consultation with residents, and approved for subsequent implementation if no adverse feedback was received. Any substantive objections to these schemes were to be reported back for a further decision to be made.
9. Before consultation with local residents could begin new speed data was received for Chaloners Road, Dringhouses, and showed a highest 85th percentile speed of 33mph, concurrent with guidance for 30mph limits and so the site is no longer a priority for speed management funding. It is therefore proposed that this scheme be omitted from the speed management programme. The original cycle lane proposals may still continue as a cycling scheme if budgets allow from other funding streams and the scheme has been passed to the cycling officer for consideration.
10. Consultation for the remaining 14 sites has now taken place. Two of the sites Danebury Drive, Acomb and York Road, Strensall, drew a significant negative response.
11. Residents in Danebury Drive are keen to address the speeding problem but had concerns regarding the form of the proposals. It is therefore proposed that different options are considered for this site for inclusion in a future year's programme. Low cost measures may be affordable in the 2016/17 programme, but an extensive scheme is likely to require postponing to a later date.
12. York Road, Strensall residents and the local Parish Council were happy to take forward the proposed extra Vehicle Activated sign but not the cycle lanes. As an alternative measure, crossing facilities will be investigated in 2016/17, with consideration of a zebra crossing close to the junction of York Road with Barley Rise.
13. The remaining 12 schemes are listed under paragraph 17 with estimated costs.

14. Five of these sites have received no objections, and therefore implementation is moving forward as previously agreed on 12 November 2015.
15. The other seven sites have received objections, and a detailed breakdown of the consultation feedback, analysis of comments and recommendations is provided, along with a plan showing the outline design of the schemes in **Annexes A - G**. All seven schemes are now recommended to proceed to implementation.
16. Three of the seven sites will require a speed limit order to complete the consultation process (**Annexes A, D and E**).

17. The schemes have been prioritised using three variables: *Accident data / Percentage over the posted speed limit / Proximity to schools and shops*

Sites (in priority order)	Recommended Action	Estimate	Annex	No objections, scheme proceeding	TRO required
Main St, Wheldrake	Improved gateway signing / carriageway narrowing	£8k	A		✓
Eason View, Dringhouses	Alterations to traffic calming	£16k	B		
Bishopthorpe Rd, Crematorium to Palace	Improved gateway signing	£1.5k		✓	
Usher Lane, Haxby	Improved gateway signing	£2k	C		
Stockton Lane / Sandy Lane, Stockton on the Forest	Improved gateway signing & 40mph buffer limit	£3k	D		✓
Naburn Lane, Fulford, rear of designer outlet	Improved gateway signing	£1.5k		✓	
Sim Balk Lane, Bishopthorpe	Improved gateway signing	£1.5k		✓	
Moorlands Rd, Skelton, Village Entry	Improved gateway signing & lining	£2.5k		✓	
Main St, Askham Richard	Relocation of speed limit gateway & improved signing	£5k		✓	✓
B1224 Wetherby Road, West of Beckfield Lane junction	40mph speed limit buffer & gateway treatment	£4k	E		✓
Green Lane, Clifton	Improve deflection at mini-roundabouts	£10k	F		
Church Lane, Wheldrake	Improved gateway signing	£2k	G		
TOTAL		£57k			

Options

18. Option (i) –

- Approve the omission of the Chaloners Road scheme from the speed management programme.
- Approve the deferral of Danebury Drive, Acomb to the 16/17 speed management programme.
- Approve the introduction of a new VAS on York Road, Strensall and the inclusion of investigatory work into crossing points on York Rd including consideration of a zebra crossing close to Barley Rise.
- Note the five schemes which are being progressed without further consideration by the Executive Member as no objections were received.
- Approve the implementation of schemes shown in **Annexes B, C, F and G**.
- Approve the advertising of speed limit orders to progress the proposals shown in **Annexes A, D and E**, with implementation to follow if no substantive objections are received. Any measures which receive objections would be reported back to the Executive Member for a final decision.

Option (ii) –

- As Option (i) but with revisions as the Executive Member deems appropriate.

Option (iii) -

- Do nothing, and reallocate the funding to other programmes of work.

Analysis

19. Option (i)

Public consultation has been undertaken to gauge views on the remaining schemes in the 2015/16 programme and responses have been considered. Where appropriate, proposals have been revised to reflect comments received or have been postponed for review in a future year's programme.

This option also aims to spend the full budget allocation and develop schemes for a future year's programme.

20. Option (ii)

This option offers the Executive Member the opportunity to amend, omit or bring forward any of the proposals, as deemed appropriate.

21. Option (iii)

Requests to review speeds at the sites under consideration were received from local residents and have been through the appropriate procedure as laid out in the Council's speed management policy. Monitoring of vehicle speed has shown that intervention is required to modify driver behaviour and reduce risk, so taking no action would be inappropriate.

Council Plan

22. The potential implications for the priorities in the Council Plan are:

- **A Council That Listens To Residents**

The schemes are all based on reports of speeding traffic from local residents, by responding to these requests for action the council is demonstrating that it is listening to residents. Consultations have included residents, local businesses, and Parish and Town Councils, and amendments have been made as a result of concerns raised.

Implications

23. *Financial* – The Current Speed Management Allocation for 15/16 is £100k, with £30k already spent to date. The estimated total cost to deliver the schemes in the programme is £57k, with investigatory work for other sites approved in November estimated at £11k. The total 2015/16 speed management programme is currently estimated at £98k so is within budget.

24. Funding for any scheme which is not completed within 2015/16 would be carried forward to the 2016/17 programme, with measures to be implemented early in that year, taking into account other priorities at that time.

25. *Human Resources* - None.

26. *Equalities* - None.

27. *Legal* - None

28. *Crime and Disorder* –

Speeding is a criminal offence and the council has a responsibility to deliver an effective Speed Management Strategy. It is the responsibility of North Yorkshire Police to enforce the appropriate speed limit.

29. *Information Technology (IT)* - None

30. *Property* - None.

Risk Management

31. In compliance with the Council’s risk management strategy, the following risks associated with the recommendations in this report have been identified and described in the following points, and set out in the table below:

32. Authority reputation – this risk is in connection with public perception of the Council if work is not undertaken following the review of a site passed through the Road Safety Partnership and vehicle speeds remain at current levels. This risk has been given a score of 10.

Risk Category	Impact	Likelihood	Score
Organisation/ Reputation	Minor	Probable	10

33. This risk score, falls into the 6-10 category and means the risk has been assessed as being “Low”. This level of risk requires regular monitoring. This is already undertaken by the Partnership and reported to the Executive Member as part of the regular review report.

Contact Details

Author:

Louise Robinson
Engineer
Transport Projects
Tel: 01904 553463

Chief Officer responsible for the report:

Neil Ferris, Director for City and Environmental Services

Report Date 22 April 16
Approved

Specialist Implication Officer(s)

Wards Affected:

Wheldrake / Fulford and Heslington / Rural West York / Acomb / Bishopthorpe / Haxby and Wigginton / Strensall / Dringhouses and Woodthorpe

For further information please contact the author of the report.

Annexes

Annexes A - G, 2015/16 Speed Management Programme - Schemes with objections

This page is intentionally left blank

Site: Main St, Wheldrake

ANNEX A

Speed Limit: 30mph **Max Mean Speed:** 33mph **Max 85%ile:** 39mph

Injury Collisions Jan 2012 – Dec 2014: 1

Proposals: Widening of the southern verge to narrow the approach into the village, relocating the speed limit to the existing brick planter and improving the gateway signing to highlight the start of 30mph speed limit.

PLAN 1

Consultation Comments:

Cllr. S Mercer – passed on the views of the Parish Council that they did not consider that narrowing the approach would have any impact on vehicle speeds and could cause issues for agricultural vehicles. There are also concerns about the knock on effect on surface water and drainage. Chicanes requested as an alternative or could the VAS be moved?

Parish Council Chairman – concerned about drainage and the effectiveness and cost of the road narrowing. Could the VAS be moved?

Business 1 – requested a dropped kerb to access the widened verge for maintenance.

Analysis / Response:

Following a meeting on-site a smaller localised build-out to allow installation of the combined speed limit and village nameplate sign and narrow the carriageway is considered to be a good compromise. It would be lower cost, highlight the entry to the village but still maintain width on some sections for agricultural vehicles leaving the industrial estate or entering Wheldrake Lane. The amended scheme is shown in **PLAN 2**.

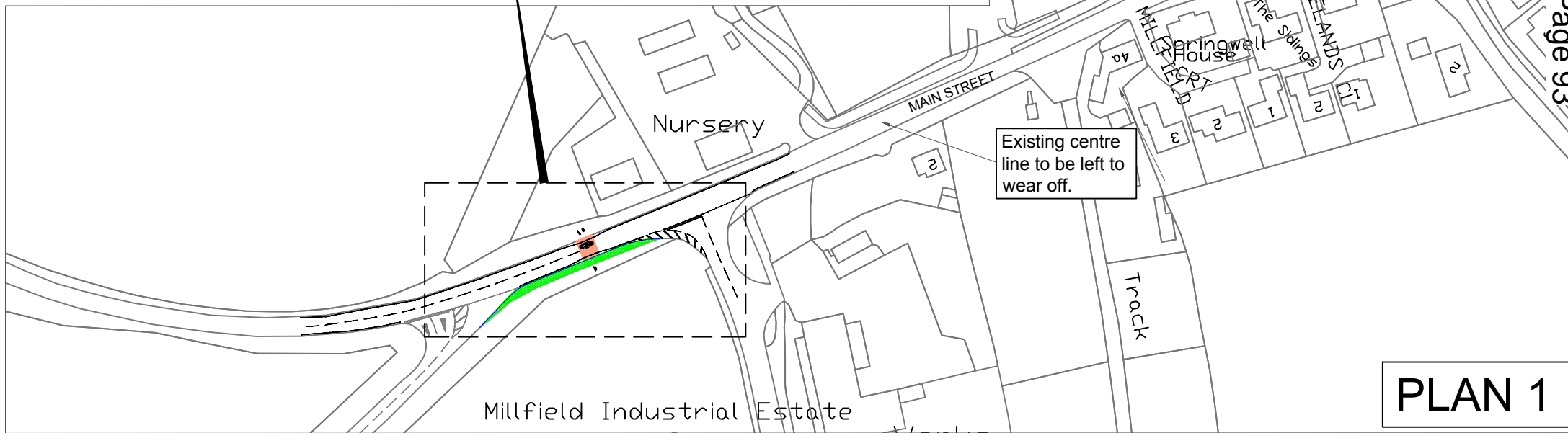
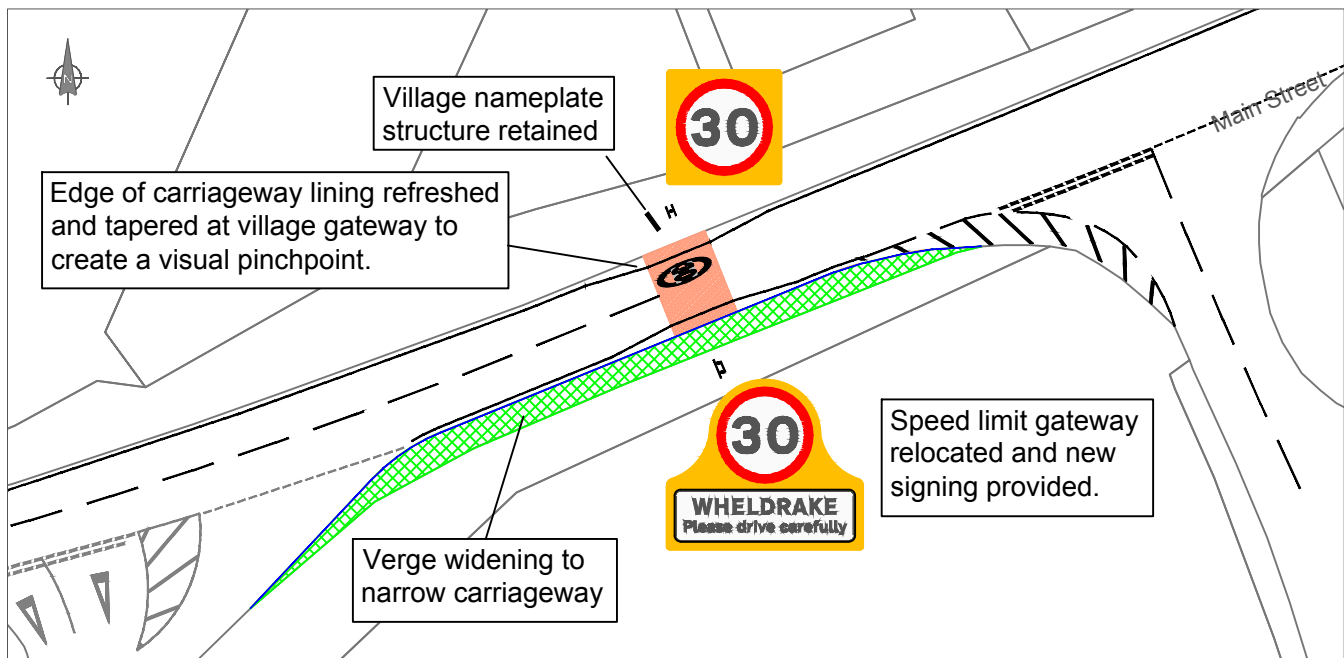
Chicanes without a near-constant two way flow of traffic can lead to drivers speeding up to get through the chicane without having to give way. Vehicle acceleration noise, braking and queuing traffic can also adversely affect residents.

The relocation of the VAS closer to the entry to the village will be investigated to see if it is feasible.

Drainage will be considered as part of the work but unfortunately a dropped kerb may not fit into the amended design.

Recommendation:

The amended scheme shown in **PLAN 2** achieves the initial objectives of the scheme whilst balancing the wishes of the Parish Council. As the scheme requires an amendment to the Speed Limit Order, it is recommended the scheme be approved in principle, subject to consultation being undertaken with local residents as part of the legal advertisement process. Any objections will be reported back to the Executive Member, if no objections are received the scheme will proceed as advertised.



PLAN 1

c CROWN COPYRIGHT. City of York Council OS Licence No. 1000 20818

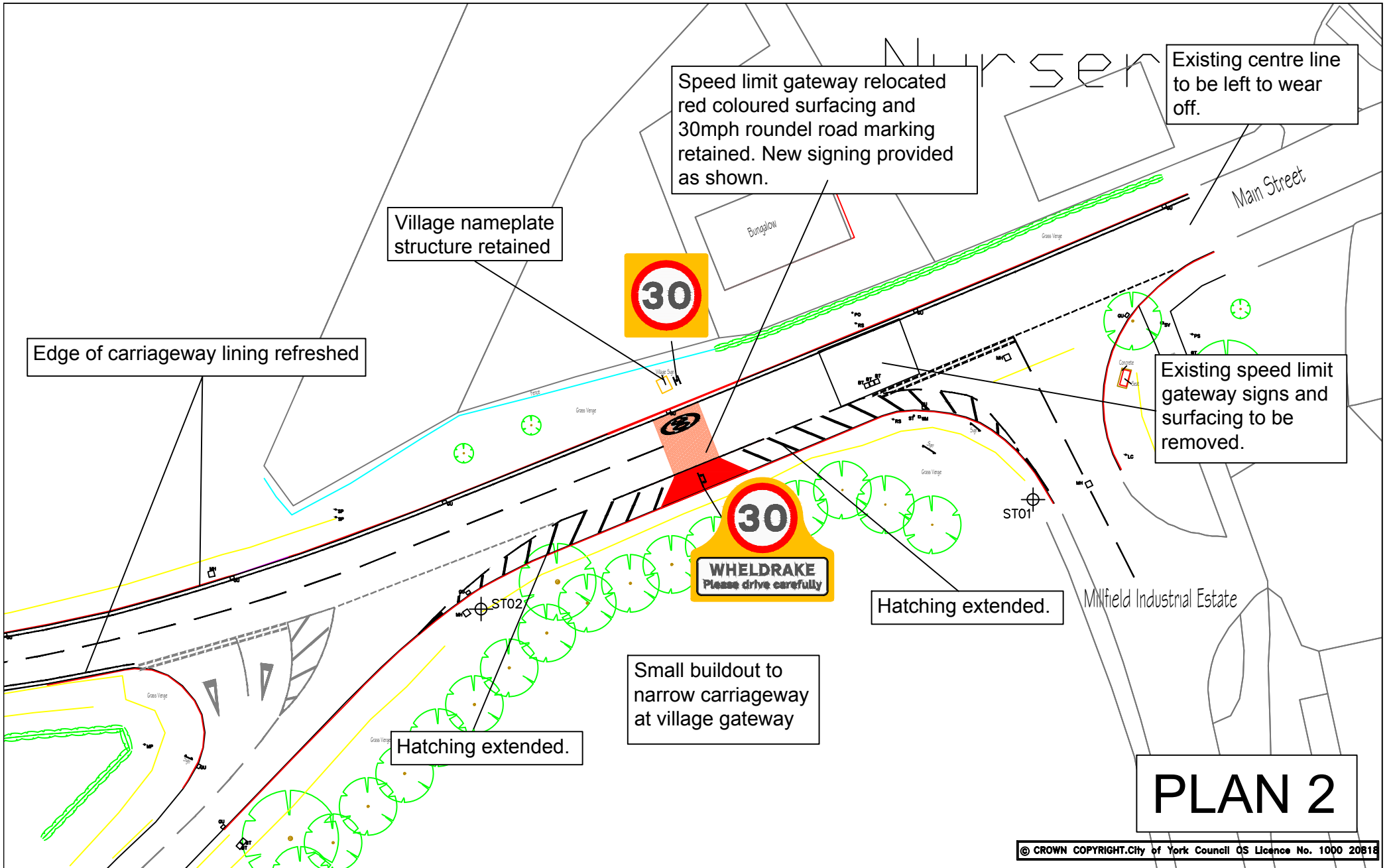


Highways - Transport Projects and Delivery Team
Eco Depot, Hazel Court, James Street, York, YO10 3DS
www.york.gov.uk

INITIAL	REV	AMENDMENT	DATE
DRAWN BY			
CHECKED BY			
SCALE	NTS	A3	
DATE	11/01/2016		

Speed Management programme 2015/16
Wheldrake Village

TP /150020/W/ 02



PLAN 2

© CROWN COPYRIGHT. City of York Council OS Licence No. 1000 20818



INITIAL	REV	AMENDMENT	DATE
B POTTER			
A. NOTHER			
SCALE 1:500	A4		
DATE 02/03/16			

Speed Management Programme 2015/16
 Wheldrake Village, Main St
 Amended Scheme

TP/150020/W/03

Site: Eason View, Dringhouses

ANNEX B

Speed Limit: 20mph **Max Mean Speed:** 24mph **Max 85%ile:** 29mph

Injury Collisions Jan 2012 – Dec 2014: 1

Proposals: The existing speed cushion spacing allows drivers to pass between them. Replacing the speed cushions to the spacing indicated on the plan will encourage drivers to straddle them and requires them to reduce their speed accordingly.

Consultation Comments:

Resident 1 – Objects to the use of rubber cushions on the grounds of potential vehicle damage.

Resident 2 - Objects to the use of rubber cushions on the grounds of potential vehicle damage.

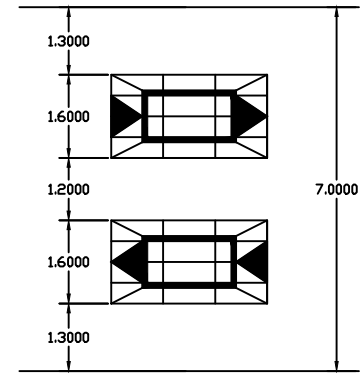
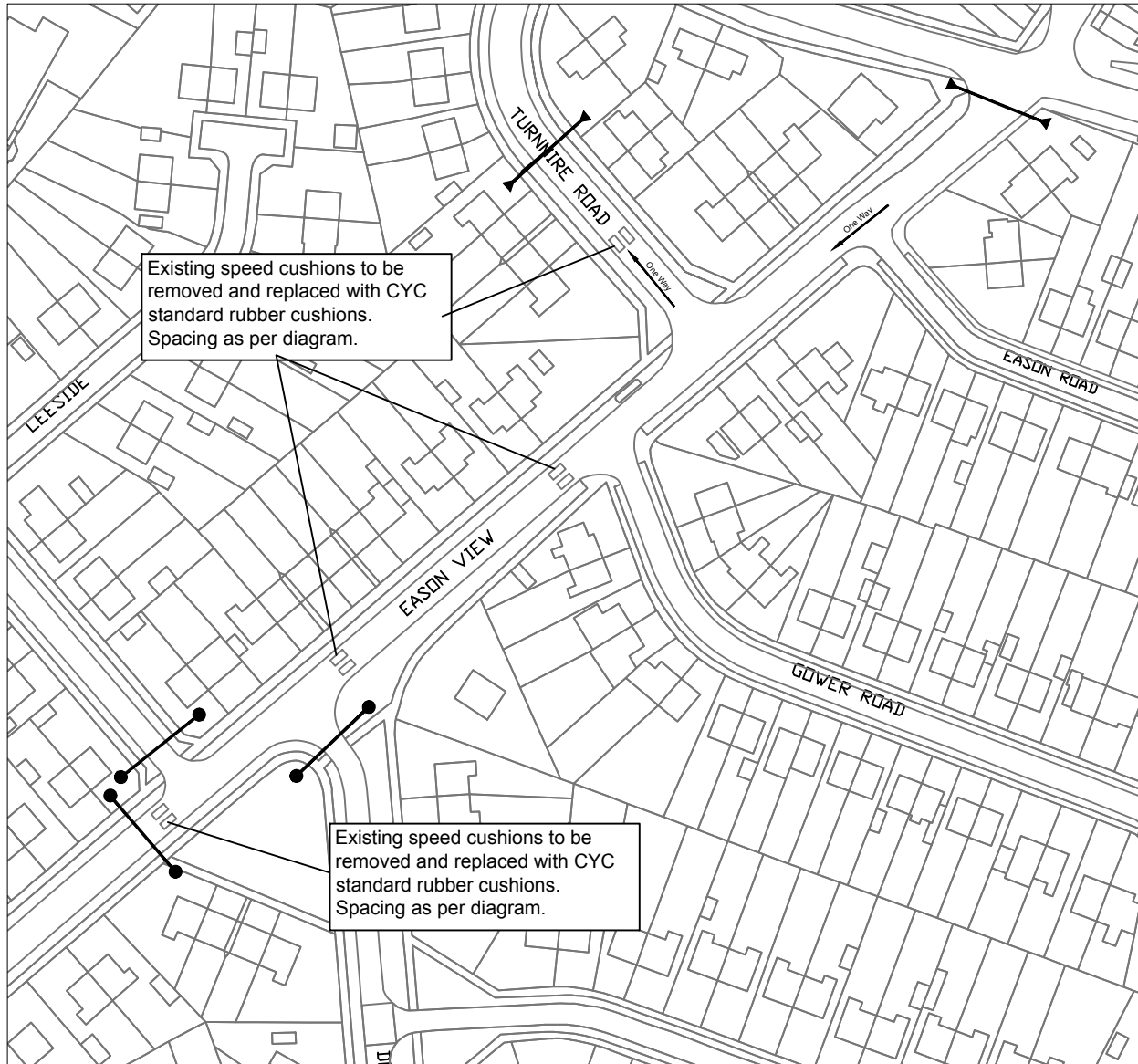
Analysis / Response:

There is no evidence that the current speed cushion specification leads to vehicle damage, and being formed in rubber should improve this situation compared to other materials. The current specification was carefully chosen to balance the traffic calming effect with passenger comfort.

Recommendation:

Due to a lack of evidence to support the objections from local residents, it is recommended that the speed cushions are repositioned so they can maximise speed reduction.

NOTES:



Proposed speed cushion spacing

KEY

- 20 Zone / 20mph limit gateway
- 20 Zone / 30mph limit gateway

© CROWN COPYRIGHT. City of York Council OS Licence No. 1000 20818

OUTLINE

Revision	By	Checked	Approved	Date	Description



Highways – Transport Projects and Delivery Team
 5th Floor, Hazel Court, James Street, York, YO11 3SE
 www.york.gov.uk

Project
SPEED MANAGEMENT SCHEMES
EASON VIEW
20 MPH ZONE

Drawing
OUTLINE DESIGN

Drawn by	B POTTER	Date:	03-08-15
Checked by	A N OTHER	Date:	XXXXXX
Authorised by	A N OTHER	Date:	XXXXXX

Drawing No.	TP/150020/EV/01	Revision	A
-------------	-----------------	----------	---

Drawing Scale: 1:0000 A3

CAD Filename: Plot Scale: 1:00

Site: Usher Lane, Haxby

ANNEX C

Speed Limit: 30mph **Max Mean Speed:** 32mph **Max 85%ile:** 39mph

Injury Collisions Jan 2012 – Dec 2014: 1

Proposals: Improve the village gateway signing and add edge of carriageway lines to highlight the start of the 30mph speed limit and visually narrow the carriageway encouraging lower speeds.

Consultation Comments:

Town Council – Can the town's crest be incorporated into the village nameplate?

Resident 1 – Objects to proposals which are viewed as a waste of time and money. They won't tackle outbound speed. Something physical is required such as a mini-roundabout at the junction of Usher Park Road, or some other sort of traffic calming.

Resident 2 – Queries the effectiveness of signing alone. Will there be after monitoring & if scheme is ineffective will further measures be provided?

Resident 3 – Considers that proposals will only have a short term effect and no effect at all on outbound traffic. A safety camera would be more effective.

Analysis / Response: The proposals aim to reduce vehicle speeds by creating a more significant gateway feature that visually narrows the carriageway. The narrowing effect should also have a small impact on outbound vehicles. The measures are low cost and will be monitored post implementation to check their effectiveness.

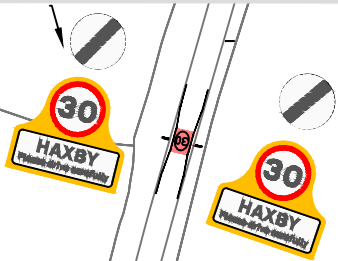
The Town Council's request can be accommodated.

Speed enforcement is purely at the discretion of North Yorkshire Police, and fixed location speed cameras are not currently utilised, so are not an option when addressing speed management sites. Targeted enforcement is sometimes carried out by the mobile speed camera vans, however, enforcement action is a short term solution with an ongoing cost to North Yorkshire Police if it is regularly required. Therefore the Police support the installation of engineering measures to reduce vehicle speeds in the long term allowing them to target enforcement action where it can be most effective.

Recommendation:

The proposed scheme is low cost and will be monitored to ensure it is effective at reducing speeds in both directions so is recommended for approval.

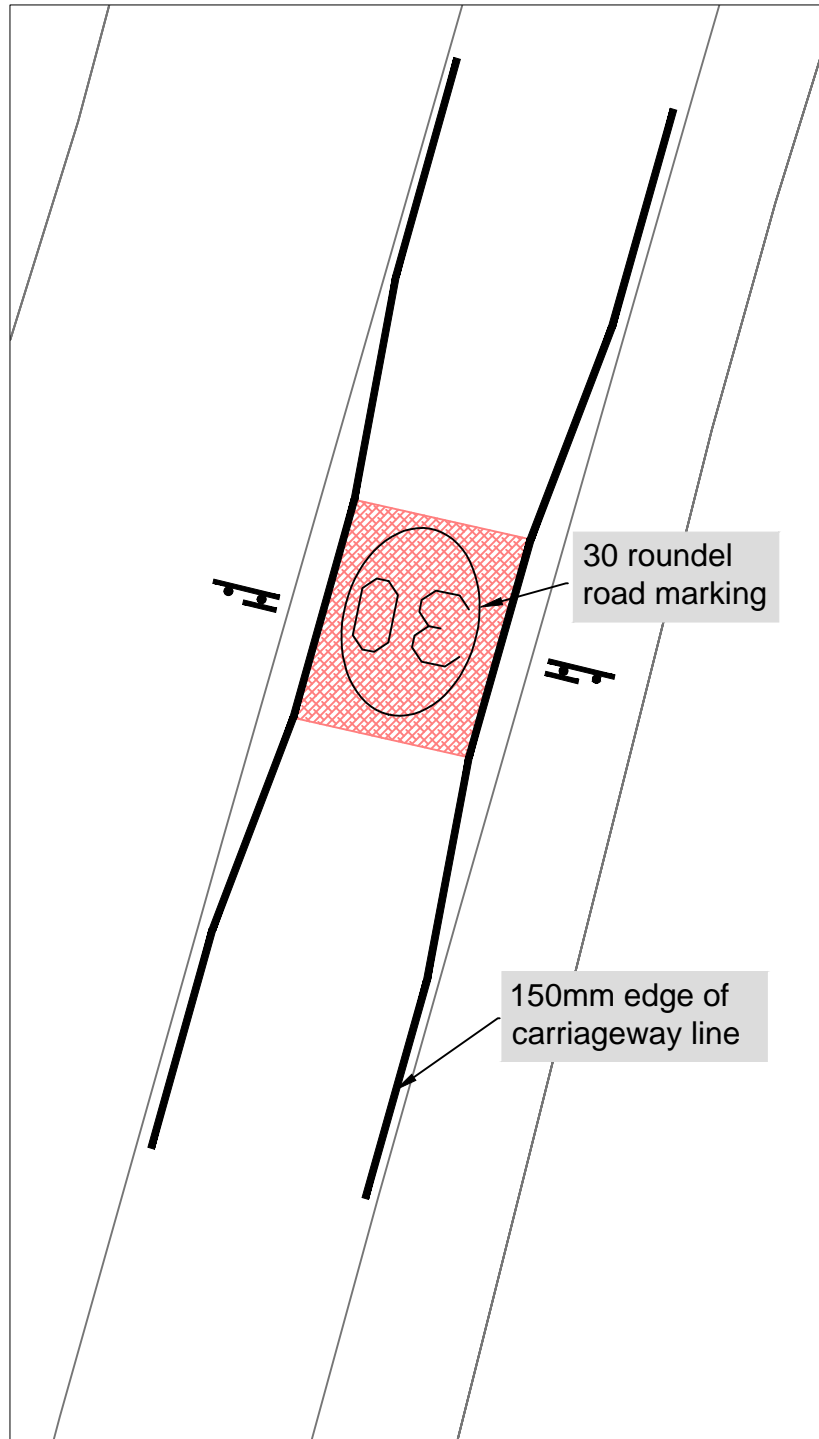
Improved gateway signs with village name plate. 30mph gateway roundel with high friction surfacing and edge of carriageway markings to create a narrowing.



Village nameplate on millstone to be retained

Existing Vehicle activated signs back to back

USHER PARK ROAD
LANE



30 roundel road marking

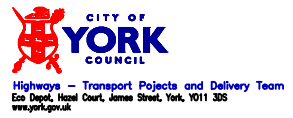
150mm edge of carriageway line

NOTES:

© CROWN COPYRIGHT City of York Council OS Licence No. 1000 20818

OUTLINE DESIGN

Revision	By	Checked	Approved	Date	Description



Project
SPEED MANAGEMENT SCHEMES
USHER LANE, HAXBY
VILLAGE GATEWAY

Drawing
OUTLINE DESIGN

Drawn by B POTTER Date: 04-08-15
Checked by A N OTHER Date: XXXXXX
Authorised by A N OTHER Date: XXXXXX

Drawing No. TP/150020/UL/01 Revision A

Drawing Scale: 1:0000 A3

CAD Filename: Plot Scale: 1:00

Site: Stockton Lane + Sandy Lane, Stockton on the Forest **ANNEX D**

Speed Limit: 30mph **Max Mean Speed:** 31mph **Max 85%ile:** 37mph

Injury Collisions Jan 2012 – Dec 2014: 1

Proposals: Improve the village gateway signing to highlight the start of the 30mph speed limit and add edgelines to visually narrow the carriageway. The eastern gateway on Sandy Lane will be relocated further into the village where there are properties on both sides of the road to aid driver recognition of the reason for the speed limit where the area becomes more built up. A 40mph speed limit is proposed on Sandy Lane on the outskirts of village (mean speed 31mph 85th percentile speed 38mph).

Consultation Comments:

Parish Council – The positioning of combined speed limit / village nameplate signs near a farm access would cause significant difficulties for large vehicles exiting the property.

Resident 1 – Thinks a 40mph speed limit would encourage higher speeds than at present. Considers that the greatest problem with speeding on Sandy Lane is between Barr Lane and the village nameplate not on the outskirts.

Resident 2 – Safety cameras would be more effective.

Analysis / Response: An amendment to the location of the 30 / 40 mph speed limit is now proposed as shown. The sign which would be positioned above the existing heritage nameplate would just be a yellow bordered speed limit sign. Both these changes will greatly reduce the possibility of any visibility issues connected with the sign and the farm access.

Further consultation with local residents will be undertaken as part of the advertisement of the amendments to the Speed Limit Order once the scheme is approved in principle.

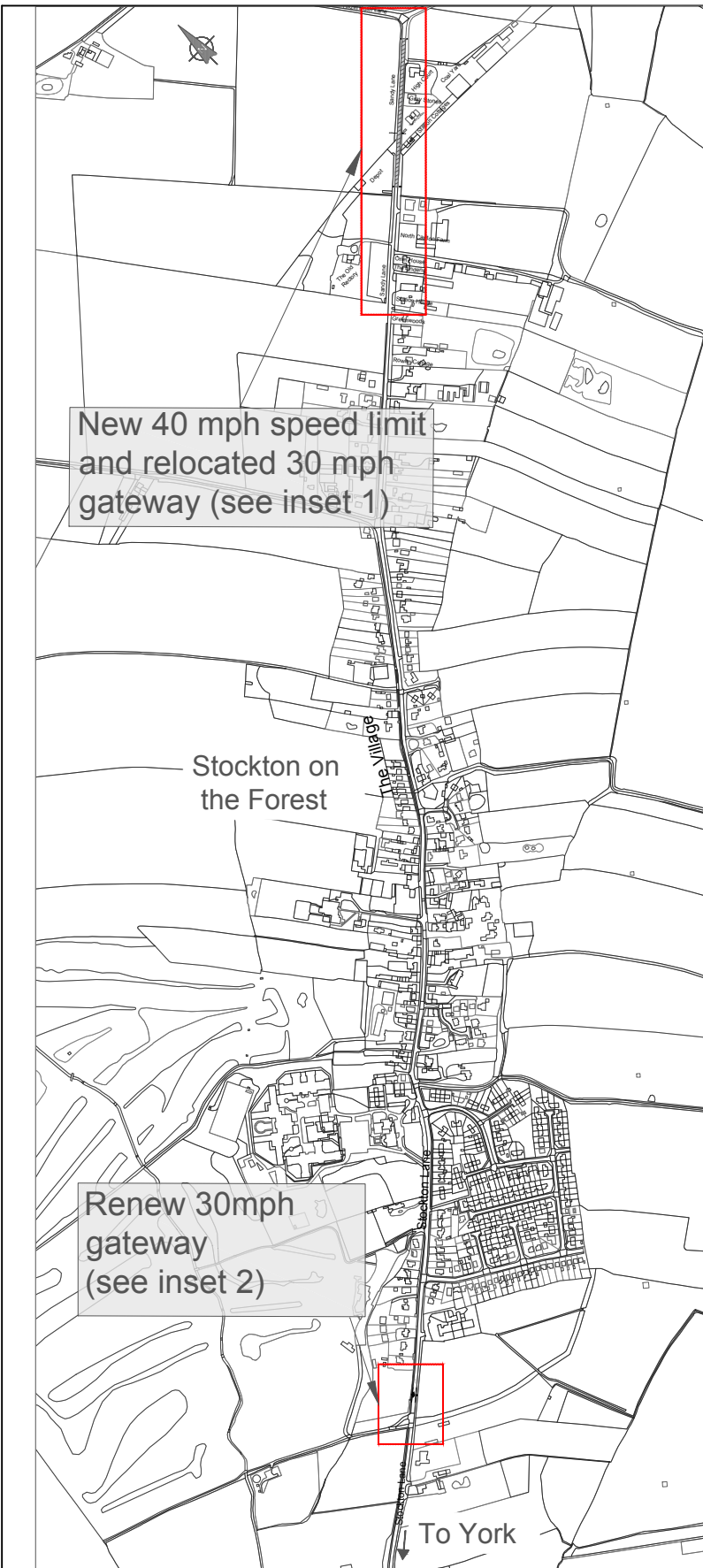
The relocation of the 30mph speed limit closer to the built up area seeks to address the issue of drivers who have passed the speed limit signs quite a way back and ‘forgotten’ that they are in a 30mph limit. It is hoped that if drivers can appreciate why there is a speed limit they are more likely to adhere to it. In addition, if outbound drivers are approaching 40mph speed limit signs rather than national speed limit signs they should accelerate to a lesser extent.

Fixed location speed cameras are not currently utilised in North Yorkshire, so are not an option when addressing speed management sites. Targeted enforcement is sometimes carried out by the mobile speed camera vans, however, enforcement action is a short term solution with an ongoing cost to North Yorkshire Police if it is regularly required. Therefore the Police support the installation of engineering measures to reduce vehicle speeds in the long term allowing them to target enforcement action where it can be most effective.

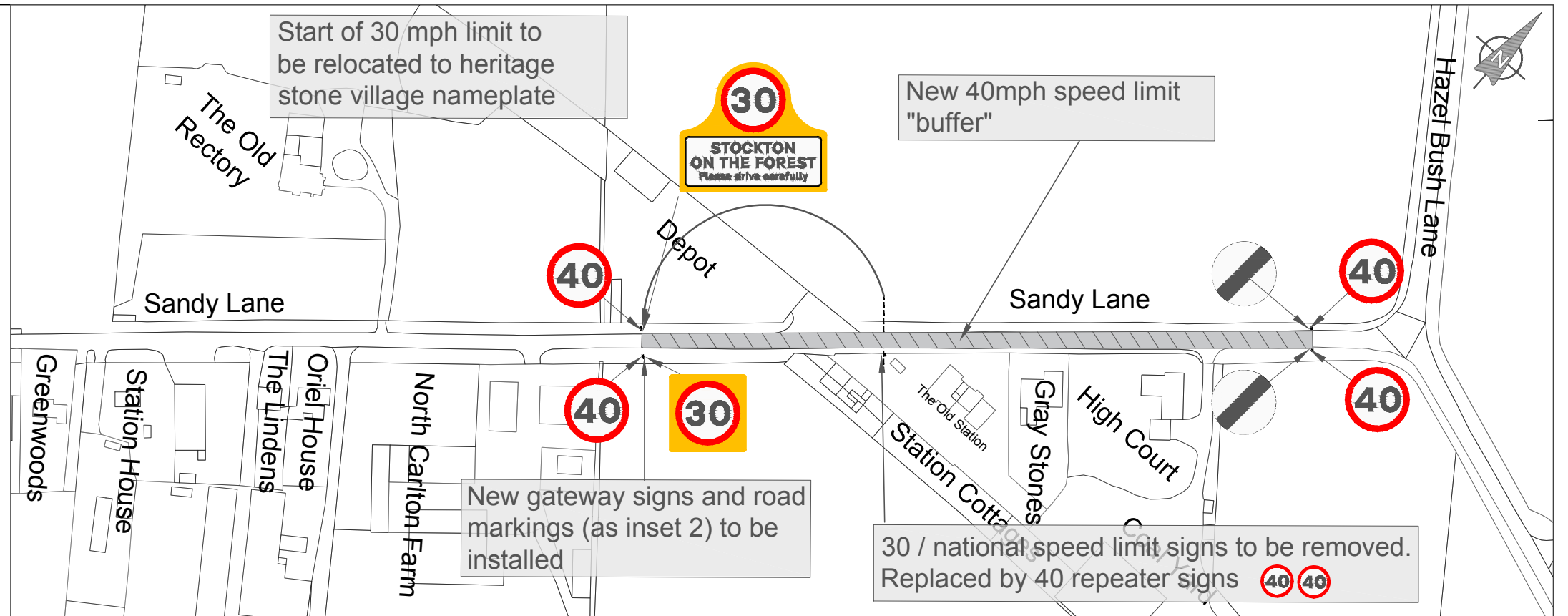
Recommendation:

The amended scheme proposals shown in the drawing overleaf have been altered as a direct result of the responses to the consultation from local residents and the Parish Council, and are considered to be agreeable to all parties.

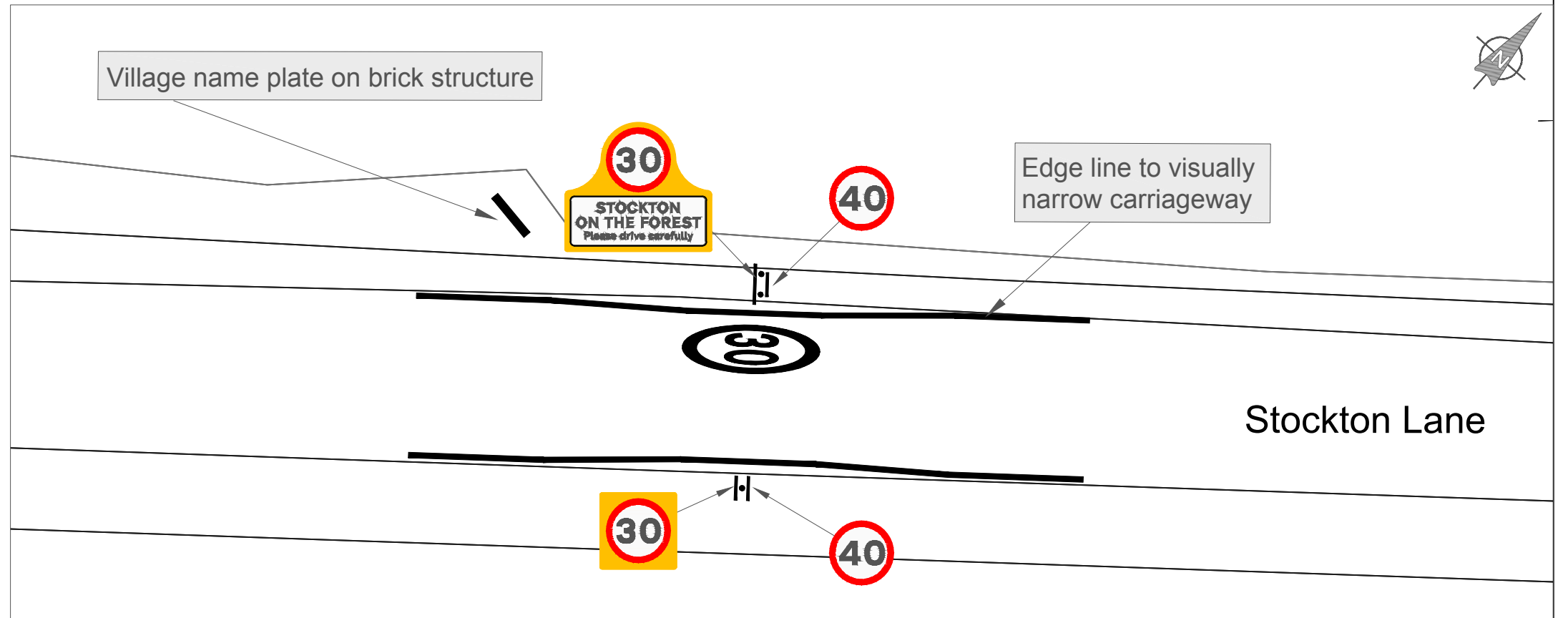
As the scheme requires an amendment to the Speed Limit Order, it is therefore recommended the scheme be approved in principle, subject to consultation being undertaken with local residents as part of the legal advertisement process. Any objections will be reported back to the Executive Member, if no objections are received the scheme will proceed as advertised.



Location of sites

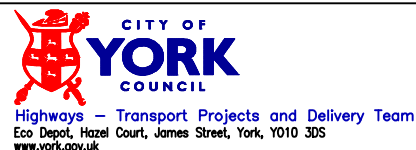


Inset 1 - drawing scale 1: 2000



Inset 2 - drawing scale 1: 200

c CROWN COPYRIGHT. City of York Council OS Licence No. 1000 20818



INITIAL	REV	AMENDMENT	DATE
FS			
LR			
SCALE 1:7000	A3		
DATE 08 / 2015			

Speed Management Programme 2015/16
 Stockton on the Forest
 - Revised Proposals

TP/150020/SOFT/01a

Site: B1224 Wetherby Road
West of Beckfield Lane junction

ANNEX E

Speed Limit: 30mph **Max Mean Speed:** 32mph **Max 85%ile:** 36mph

Injury Collisions Jan 2012 – Dec 2014: 0

Proposals: Introduce a 40mph speed limit buffer between the A1237 and the existing 30mph speed limit gateway. The lower limit will help to reduce vehicle speeds entering the 30mph limit by providing a step down approach. Refresh the gateway treatment at the change in speed limit and create a visual pinch point in the road by tapering the edge of carriageway markings at this point and provide 'SLOW' road markings adjacent to the existing vehicle activated signs.

Consultation Comments:

Residents (7 responded) - generally in support of the proposals. Suggested extending 40mph into Bland Lane, which links Wetherby Rd with Main Street, Knapton. They also requested that more be done to slow outbound traffic within the existing 30mph limit. One resident requested the number of signs be reduced.

North Yorkshire Police - Concerned the new speed limit does nothing to reduce outbound speeds within the existing 30mph limit. Would not support a 40mph limit on Bland Lane.

Analysis / Response:

Speed data for Bland Lane indicates a mean speed of 35mph and an 85%ile of 43mph. These are consistent with the requirements for providing a 40mph limit. Therefore a reduction in the limit is considered suitable for Bland Lane. **Plan 1** shows the extents of the proposed 40mph limit and **Plan 2** the locations of the 'SLOW' road markings.

Speed limit signing must adhere to the Traffic Signs Regulations Guidance and Directions (TSRGD) to ensure a speed limit is enforceable. The number of signs has been kept to a minimum and the extension of the 40mph limit into Bland Lane has reduced the number of additional signs required.


Outbound speeds within the 30mph limit will be reviewed following this scheme and further measures considered if required.

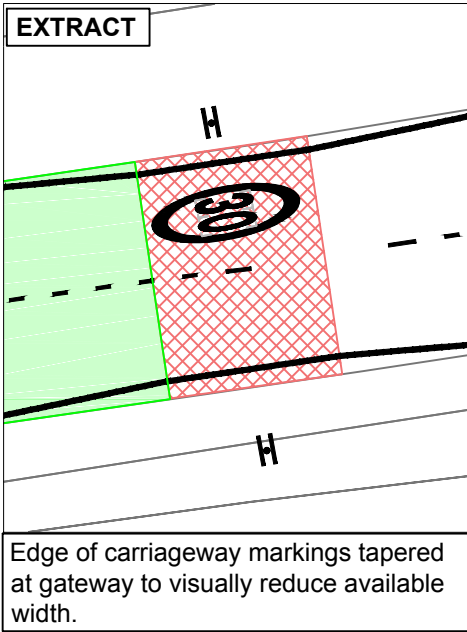
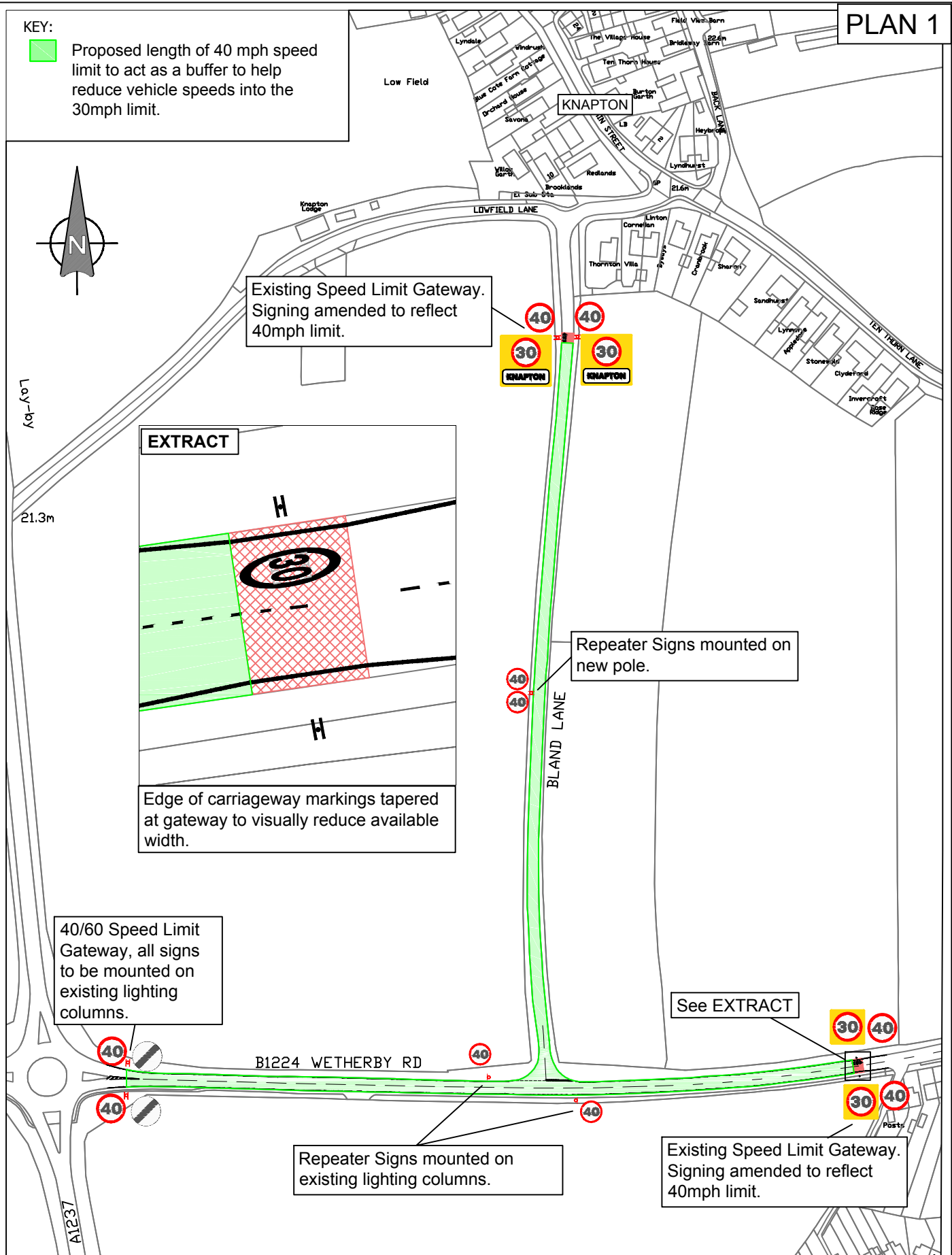
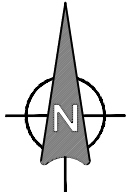
Recommendations:

The extended 40mph limit (including Bland Lane) is supported by the local residents. Concerns still remain regarding outbound speeds between Beckfield Lane and the existing speed limit gateway, which will be monitored post implementation.

As the scheme requires an amendment to the Speed Limit Order, it is recommended the scheme be approved in principle, subject to consultation being undertaken with local residents and North Yorkshire Police as part of the legal advertisement process. Any objections will be reported back to the Executive Member, if no objections are received the scheme will proceed as advertised.

KEY:

 Proposed length of 40 mph speed limit to act as a buffer to help reduce vehicle speeds into the 30mph limit.



40/60 Speed Limit Gateway, all signs to be mounted on existing lighting columns.

Existing Speed Limit Gateway. Signing amended to reflect 40mph limit.

Repeater Signs mounted on new pole.

Repeater Signs mounted on existing lighting columns.

See EXTRACT

Existing Speed Limit Gateway. Signing amended to reflect 40mph limit.

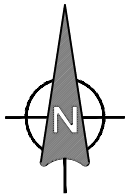


Highways – Transport Projects and Delivery Team
Eco Depot, Hazel Court, James Street, York, YO10 3DS
www.york.gov.uk

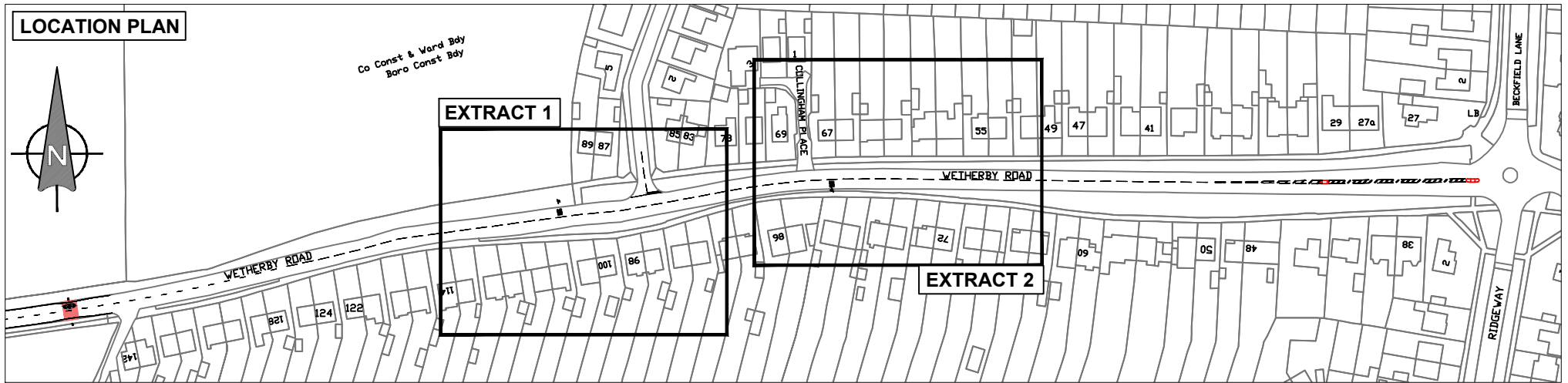
Speed Management Programme 2015/16
Wetherby Road, A1237 – Beckfield Lane
PLAN 1

REV	AMENDMENTS	DATE	TP/150020/WR/40/01	SCALE	NTS
			Drawn B POTTER	Checked A N OTHER	DATE 04/03/2016

LOCATION PLAN

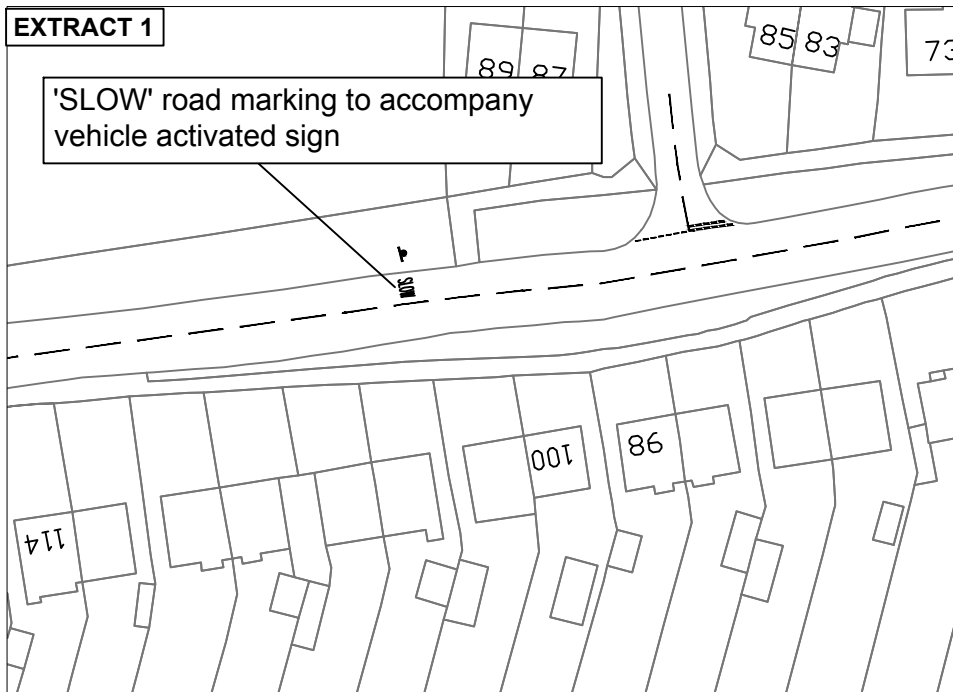


Co Const & Ward Bdy
Boro Const Bdy



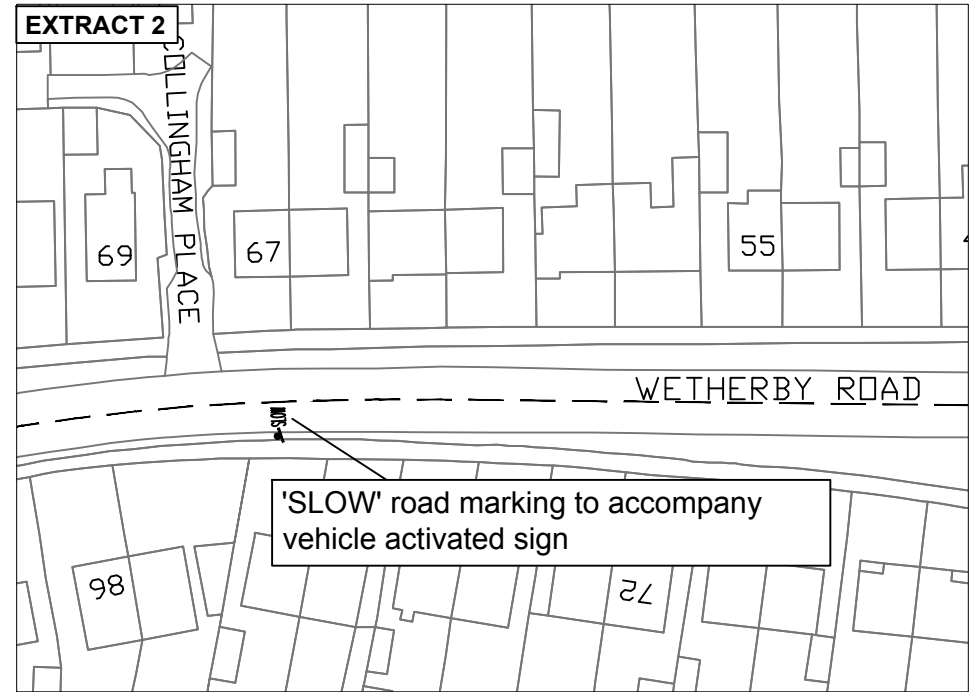
EXTRACT 1

'SLOW' road marking to accompany vehicle activated sign



EXTRACT 2

'SLOW' road marking to accompany vehicle activated sign



PLAN 2

© CROWN COPYRIGHT. City of York Council OS Licence No. 1000 20818



Highways – Transport Projects and Delivery Team
5th Floor, Hazel Court, James Street, York, YO10 3DS
www.york.gov.uk

INITIAL	REV	AMENDMENT	DATE
DRAWN BY: B POTTER			
CHECKED BY: A.MOTHER			
SCALE: NTS	A4		
DATE: 04/03/2016			

Speed Management Scheme Programme 2015/16
Wetherby Road, A1237 – Beckfield Lane
PLAN 2

TP/150020/WR/40/02

Site: Green Lane, Clifton

ANNEX F

Speed Limit: 30mph **Max Mean Speed:** 32mph **Max 85%ile:** 37mph

Injury Collisions Jan 2012 – Dec 2014: 0

Proposals: Add deflection to the mini-roundabouts to encourage lower vehicle speeds as follows:

Beaverdyke junction - Provide a build-out on the southern kerbline and hatching road marking on the northern kerbline. The road markings will be updated to correctly identify the junction as a mini-roundabout.

Industrial estate access - Provide a build-out on the northern kerbline. The road markings will be updated to correctly identify the junction as a mini-roundabout.

Consultation Comments:

Cllr Dew – No objections, and requests an extension of the 30mph speed limit on Green Lane.

Parish Council – support, and request an extension of the 30mph speed limit on Green Lane.

Reliance Motors (Bus service 19) – Concerned about positioning of buses negotiating the build-out and potentially having to cross the centreline coming into conflict with opposing flow. Request a longer length of 30mph speed limit and improved signs and markings to highlight first mini-roundabout (industrial estate).

Analysis / Response:

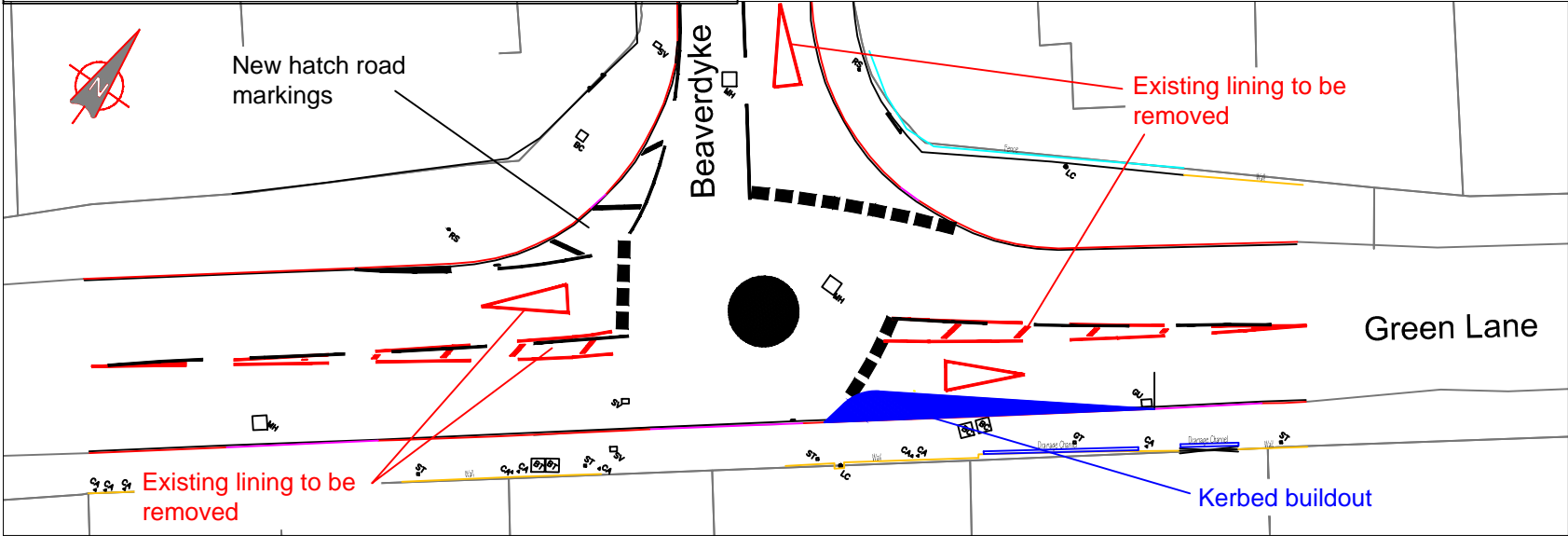
The speed limit on the outer part of Green Lane is being considered as part of the highway works connected to the grain store development, which when complete will lead to a considerable change in the appearance of Green Lane.

Swept paths of vehicles likely to use the route have been checked using AutoTrack software and no issues are anticipated. An on-site trial with the layout marked out and a single decker bus has also been undertaken with the operator and does not suggest significant problems provided that a low approach speed is taken. The road markings would be modified in line with the new layout and any other markings in the vicinity refreshed so visibility of the mini-roundabout would be much improved. Signing in the vicinity would also be reviewed.

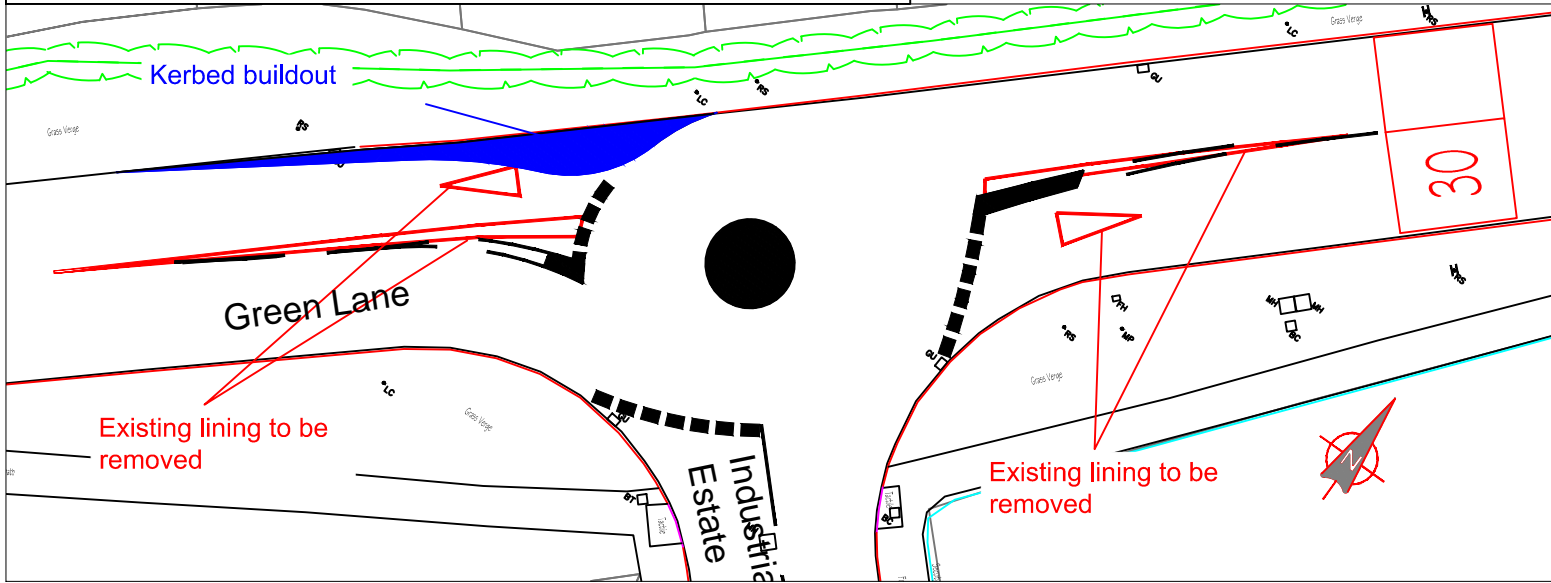
Recommendation:

No objections have been received and on site trials have shown positive results, therefore the scheme is recommended for approval.

GREEN LANE / BEAVERDYKE Mini-roundabout



GREEN LANE / INDUSTRIAL ESTATE Mini-roundabout



LOCATION PLAN

© CROWN COPYRIGHT. City of York Council OS Licence No. 1000 20818



INITIAL	REV	AMENDMENT	DATE
BP			
--			
NTS	A3		
DATE	28/08/15		

SPEED MANAGEMENT SCHEMES 15/16
 GREEN LANE, CLIFTON
 Buildouts at mini-roundabouts

TP/150020/GL/01

Site: Church Lane, Wheldrake

ANNEX G

Speed Limit: 30mph **Max Mean Speed:** 30mph **Max 85%ile:** 36mph

Injury Collisions Jan 2012 – Dec 2014: 0

Proposals: Improve the village gateway signing to highlight the start of the 30mph speed limit, and extend the edge of carriageway lines into the village to visually narrow the carriageway.

Consultation Comments:

Parish Council Chairman - unconvinced that the extension of edge of carriageway lines will have any impact on the speed of vehicles. Concerned that they will increase verge parking and overrun. Suggested build-out opposite Derwent Park or other barriers to slow traffic. Could a VAS or repeater signs be provided?

Cllr. S. Mercer – supports the views of the Parish Council.

Analysis / Response:

Following a meeting on-site, it has been agreed to remove the edge lining from scheme, although edge lines are unlikely to increase verge parking.

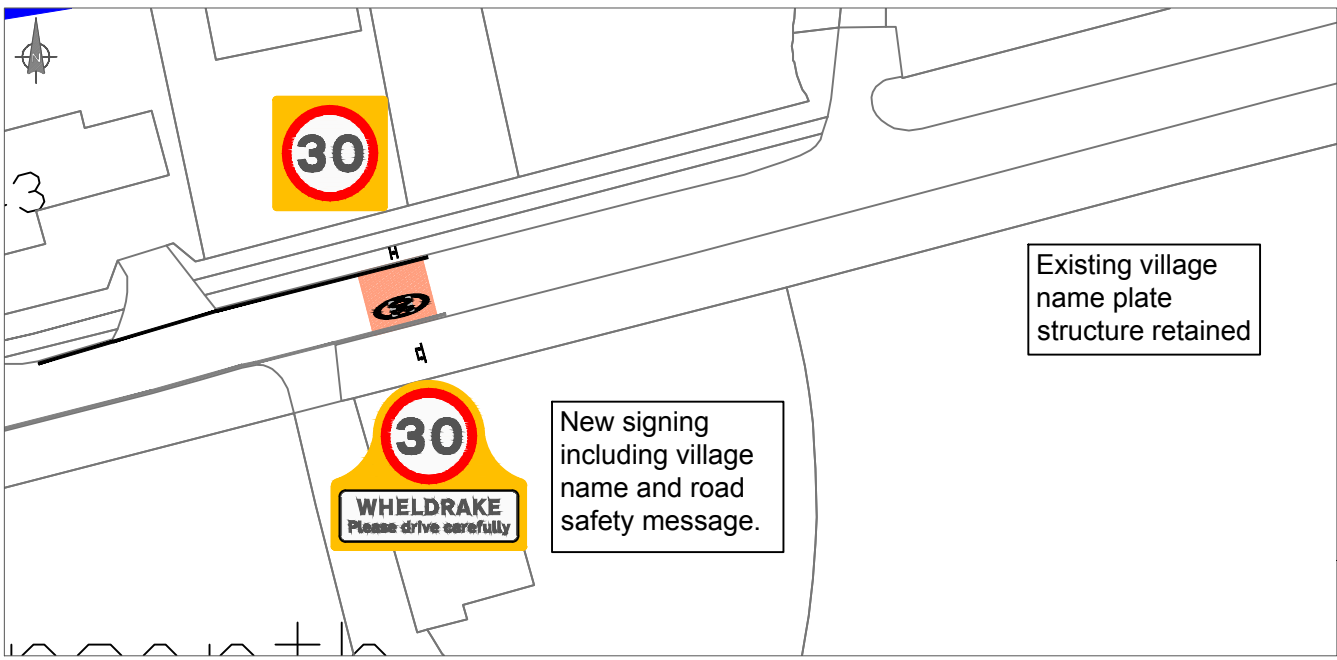
Providing a build-out opposite Derwent Park wouldn't introduce enough deflection to stop vehicles straight lining the route when unopposed.

Vehicle speed monitoring will be undertaken following scheme implementation, and a VAS considered if improving the gateway alone has not had the desired impact on vehicle speeds.

30mph speed limit repeater signs are not permitted under the Traffic Signs Regulations and General Directions where there is a system of street lighting (at least 3 lamp columns over a distance of 183m) as lamp columns serve as reminders of the speed limit.

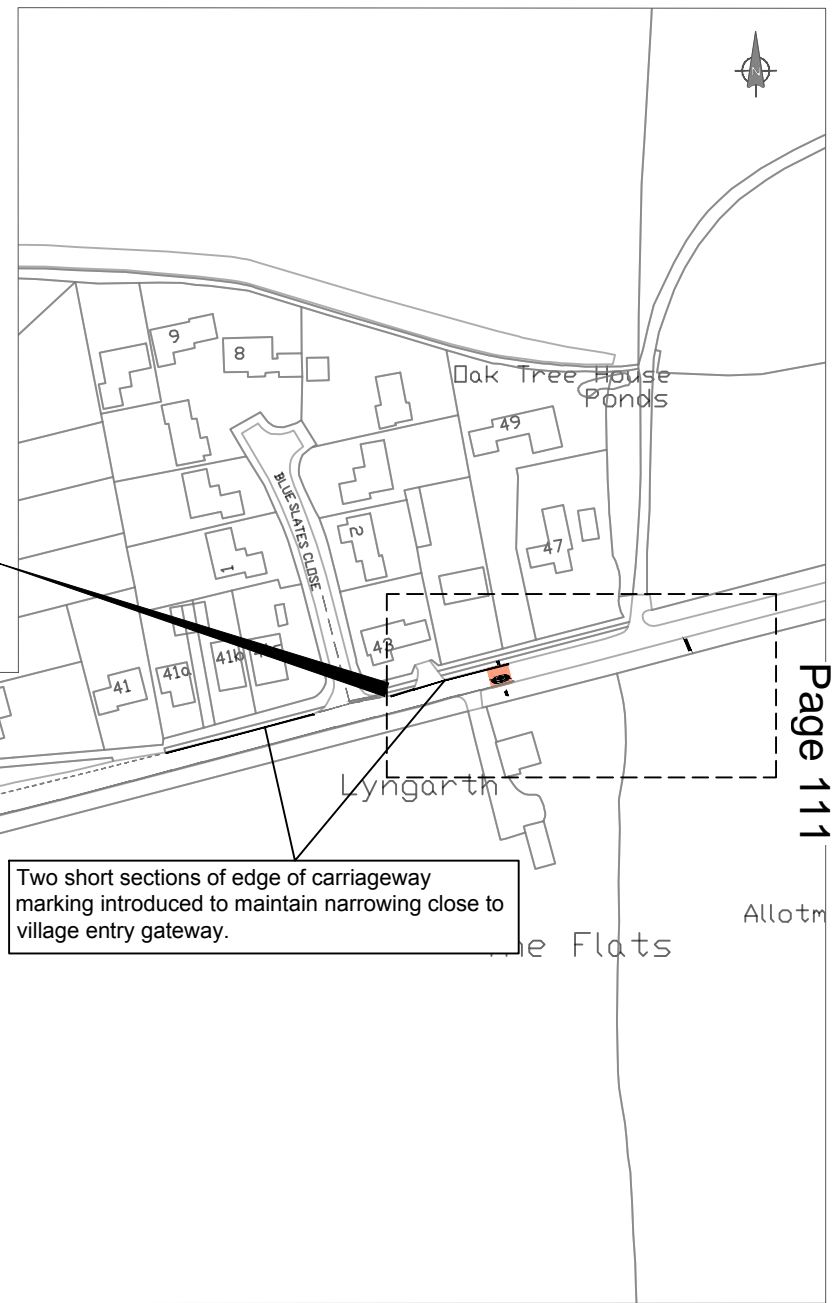
Recommendation:

The amended scheme shown in the plan overleaf still achieves the initial objectives of the scheme whilst balancing the wishes of the Parish Council and is recommended for approval.



Existing village name plate structure retained

New signing including village name and road safety message.



Two short sections of edge of carriageway marking introduced to maintain narrowing close to village entry gateway.



INITIAL	REV	AMENDMENT	DATE
	A	Edge of Carriageway markings removed	Feb 16
DRAWN BY			
CHECKED BY			
SCALE	NTS	A3	
DATE	11/11/2016		

Speed Management programme 2015/16
 Wheldrake Village

This page is intentionally left blank