

Notice of meeting of

Decision Session - Executive Member for City Strategy

To: Councillor Steve Galloway (Executive Member)

Date: Tuesday, 2 November 2010

Time: 4.00 pm

Venue: The Guildhall, York

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 Democracy Support Group by:

10.00 am on Monday 1 November 2010 if an item is called in before a decision is taken, or

4.00pm on Thursday 4 November 2010 if an item is called in after a decision has been taken.

Items called in will be considered by the Scrutiny Management Committee.

Written representations in respect of items on this agenda should be submitted to Democratic Services by **5.00pm on Friday 29 October 2010**.

1. **Declarations of Interest**

At this point Members are asked to declare any personal or prejudicial interests they may have in the business on this agenda.

- 2. Minutes** (Pages 3 - 8)
To approve and sign the minutes of the last City Strategy Executive Member Decision Session held on 5 October 2010.

- 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 **5:00pm on Monday 1 November 2010**.

Members of the public may register to speak on:-

- an item on the agenda;
- an issue within the Executive Member's remit;
- an item that has been published on the Information Log since the last session.

Please note: No items have been published on the Information Log since the last Decision Session.

- 4. 20 mph zone petition for Almsford Drive, Acomb**
(Pages 9 - 18)
This report advises the Executive Member of the proposed response to receipt of a petition requesting a 20mph zone for Almsford Drive. The petition requests an extension of the existing 20mph zone covering the Danebury Drive area to reduce through traffic attempting to avoid the traffic calming around Carr Infant School.
- 5. 20mph speed limit petition for Fulford Cross and Danesmead** (Pages 19 - 30)
To advise the Executive Member of the proposed response to receipt of a petition requesting a 20mph speed limit for Fulford Cross and Danesmead near the Steiner School, the Danesgate and Bridge Centres.
- 6. A19 Fulford Road Corridor Improvements** (Pages 31 - 56)
This report reviews the improvement measures undertaken on the A19 Fulford Road corridor, which have generally been well received, but with one significant exception. The report also identifies additional measures that may be required to address other issues identified in the review.

7. Any other business which the Chair considers urgent under the Local Government Act 1972

Democracy Officer:

Name: Jill Pickering

Contact details:

- Telephone – (01904) 552061
- E-mail – jill.pickering@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

Contact details are set out above

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If you would, you will need to:

- register by contacting the Democracy Officer (whose name and contact details can be found on the agenda for the meeting) **no later than 5.00 pm** on the last working day before the meeting;
- ensure that what you want to say speak relates to an item of business on the agenda or an issue which the committee has power to consider (speak to the Democracy Officer for advice on this);
- find out about the rules for public speaking from the Democracy Officer.

A leaflet on public participation is available on the Council's website or from Democratic Services by telephoning York (01904) 551088

Further information about what's being discussed at this meeting

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Access Arrangements

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If you have any further access requirements such as parking close-by or a sign language interpreter then please let us know. Contact the Democracy Officer whose name and contact details are given on the order of business for the meeting.

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Holding the Executive to Account

The majority of councillors are not appointed to the Executive (40 out of 47). Any 3 non-Executive councillors can 'call-in' an item of business from a published Executive (or Executive Member Decision Session) agenda. The Executive will still discuss the 'called in' business on the published date and will set out its views for consideration by a specially convened Scrutiny Management Committee (SMC). That SMC meeting will then make its recommendations to the next scheduled Executive meeting in the following week, where a final decision on the 'called-in' business will be made.

Scrutiny Committees

The purpose of all scrutiny and ad-hoc scrutiny committees appointed by the Council is to:

- Monitor the performance and effectiveness of services;
- Review existing policies and assist in the development of new ones, as necessary; and
- Monitor best value continuous service improvement plans

Who Gets Agenda and Reports for our Meetings?

- Councillors get copies of all agenda and reports for the committees to which they are appointed by the Council;
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City of York Council

Committee Minutes

MEETING	DECISION SESSION - EXECUTIVE MEMBER FOR CITY STRATEGY
DATE	5 OCTOBER 2010
PRESENT	COUNCILLOR STEVE GALLOWAY (EXECUTIVE MEMBER)

28. DECLARATIONS OF INTEREST

At this point in the meeting Members present were invited to declare any personal or prejudicial interests they might have in the business on the agenda. None were declared.

29. MINUTES

RESOLVED: That the minutes of the last Decision Session – Executive Member for City Strategy, held on 7 September 2010 be approved and signed by the Executive Member as a correct record.

30. PUBLIC PARTICIPATION/OTHER SPEAKERS

It was reported that there had been two registrations to speak at the meeting under the Council's Public Participation Scheme. The Executive Member had also granted three requests to speak received from Council Members details of which were set out under the individual agenda items.

31. CHILDREN'S PLAY AREA AT BECKETT DRIVE, OSBALDWICK

The Executive Member considered a report, which had been prepared in response to a petition received at full Council on 15 July 2010. Councillor Alexander had presented the petition on behalf of local residents expressing their concerns regarding a play area in Kirkdale Road, Osbaldwick.

Representations were received on behalf of Osbaldwick Parish Council who supported Option C in the report, which involved undertaking more extensive work together with the reconfiguration of the play area equipment. Their representative detailed the history of the issue and lack of consultation undertaken with residents. He referred to the impact of the play equipment on local residents, which resulted in their loss of privacy and amenity.

The Local Member confirmed that he had surveyed residents in Kirkdale Road in an effort to find a solution to the reported problems. He confirmed that the new higher fence had now been installed and that he supported the Officers recommendation to undertake additional planting later in the season.

Officers confirmed that evergreen planting would take place at the start of the planting season, which would supplement the recently installed higher fence.

The Executive Member confirmed that he had recently visited the play area, which was aimed at very young children and which could be secured when not in use. He pointed out that he did not feel that the relocation of the equipment in the restricted area would have any material affect on sight lines.

Consideration was then given to the following options:

Option A

Continue the existing measures to alleviate the concerns, i.e. to install the planting as approved by the management company, at the start of the planting season.

Option B

To carry out no further action i.e. not to install the additional planting.

Option C

To seek the approval of the landowners/ managing agents to carry out more extensive works involving the reconfiguration of equipment within the play area to alleviate the residents' concerns.

RESOLVED: That the Executive Member approves Option A to undertake planting, as approved by the management company, at the start of the planting season to alleviate the concerns of residents. ¹.

REASON: To ensure that in addition to the new, higher fencing recently installed that appropriate screen planting is introduced to reduce the impact of the use of the play area and equipment upon residents of Kirkdale Road.

Action Required

1. Arrange for planting to take place at the start of the planting season.

JC

32. PETITION TO FIRST WEST AND NORTH YORKSHIRE BUS COMPANY CONCERNING CHANGES MADE TO ROUTE 13

The Executive Member considered a report, which had been prepared in response to a petition presented to the Council in July 2010 requesting that First West and North Yorkshire continue to operate the route 13/13A bus service. The service operated between Monks Cross and Copmanthorpe via Heworth/Bell Farm, York College/Askham Bar and Copmanthorpe.

Representations were received from a representative of the Muncaster Residents Association who raised a number of objections to the changes

made to these services. She referred to the hardship and inconvenience the changes would make to a number of elderly residents in the area.

Councillor Boyce pointed out that, as Local Member, she did not support the proposed changes, which would make the lives of local residents more difficult. She requested the Executive Member to examine alternatives to ensure residents were adequately catered for.

Councillor Funnell referred to a recent public meeting when local residents had expressed the level of feeling at the service changes. She confirmed that she supported Option d which would retain the connection to Monks Cross and requested the Executive Member to reconsider this option.

Officers confirmed that the majority of residents would still be able to reach Monks Cross and the city centre but that Officers would do all they could to support services.

The Executive Member considered the following options:

- a. Reinstate the full service 13/13a timetable as operated prior to First West and North Yorkshire's decision to de-register certain parts of the route/timetable, supporting the continuation of those elements with Council subsidy but without the elements outlined at paragraph 26 of the report.
- b. Accept the commercially registered service registered by First West and North Yorkshire, namely a daytime service no longer linked to the Monks Cross area of York.
- c. As per option b) above but adjusting the loop to serve the bottom end of Stockton Lane and Woodlands Grove.
- d. Allow the cessation of the journeys as per First West and North Yorkshire's proposed commercial timetable but retain the connection to Monks Cross at the Council's cost.

The Executive Member confirmed that this was a complex issue but referred to the high weekly subsidy required to maintain the service, which would not be cost effective. He pointed out that he would be asking Officers to investigate a number of alternative options for services linking the area with Monks Cross. He stated that he would also be asking Officers to examine the location of the No 9 bus stops on Malton Road to assist residents together with the further promotion of the Dial and Ride service.

RESOLVED: That the Executive Member for City Strategy agrees to:

- i) Note the content of the petition;
- ii) Support Option b to accept the commercially registered service 13 registered by First West and North Yorkshire, namely a daytime service no longer linked to the Monks Cross area of York;

- iii) Propose to First Group that route 13 should be operated in a bi-directional loop around Elmfield Avenue – Dodsworth Avenue; ¹.
- iv) Ask Officers to further investigate how best to offer a link between Dodsworth/Elmfield Avenue and Monks Cross as part of the ongoing review of the tendered bus network. Such a link to be established before access, via the number 13, is discontinued and to be subject to further discussions with businesses at Monks Cross, and elsewhere on the route, regarding revenue contributions towards the service (as described in para. 20 of the officer report); ².
- v) Instruct Officers to arrange to move the No. 9 bus service stops on Malton Road to a point closer to the Laburnum Garth junction whilst ensuring that they are easily accessible from the Woodlands/Elmfield View residential area; ³.
- vi) Ask Officers to ensure that alternative bus services, including dial and ride, are well publicised in the Woodlands/Elmfield View area before the 13A loop is discontinued; ⁴.
- vii) Ask Officers to approach Coastliner to investigate whether Route 844 could be diverted via Woodlands Grove. ⁵.

REASON:

The proposed, subsidised, extensions to the commercial route can be accommodated within the budget for this year. It is highly likely, however, that the public transport budget will require re-evaluation following the Government's comprehensive spending review and would not be a priority area for expenditure when compared to other supported bus routes. The discontinued section of route (and hours of operation) can be accommodated in the review of subsidised bus services to be undertaken later this year. The bi-directional route is proposed as this is felt to best serve the needs of the Dodsworth Avenue/Elmfield Avenue residents and the commercial needs of First West and North Yorkshire.

Action Required

1-5. Investigate various options listed together with bus stop relocation.

AB

33. CITY OF YORK'S RESPONSE TO THE OFFICE OF FAIR TRADING CONSULTATION DOCUMENT "PUBLIC TRANSPORT TICKETING SCHEMES BLOCK EXEMPTION REVIEW"

The Executive Member had been asked to comment on the City of York's draft response to the Office of Fair Trading (OFT) consultation document entitled 'Public Transport Ticketing Schemes Block Exemption Review.

The document sought the Authorities views on whether the OFT should make a recommendation to the Secretary of State for Business, Innovation and Skills to extend the duration of the existing PTTS Block Exemption.

RESOLVED: That the Executive Member approves Annex B of the report as the City of York Council's response to the Office of Fair Trading document 'Public Transport Ticketing Schemes Block Exemption Review'.¹

REASON: To ensure that the views of the City of York Council are considered by the OFT in preparing their recommendations to the Secretary of State for Business, Innovation and Skills to extend the duration of the Public Transport Ticketing Schemes Block Exemption for a further five years beyond the current date of expiry.

Action Required

1. Submit response to Secretary of State.

NP

34. CITY OF YORK LOCAL TRANSPORT PLAN 3 - DRAFT 'FRAMEWORK' LTP3

Consideration was given to a report, which presented the draft 'Framework' version of the City of York's Local Transport Plan for the period 2011 onwards and sought approval of its release for public consultation in October 2010.

Officers confirmed that all the supporting information to the draft framework LTP3 could now be found on the Council's website.

The Executive Member reported receipt of additional comments from Cllr Merrett which he confirmed would be passed to Officers for consideration at the appropriate time. He pointed out that the authority was reaching a critical point in the development of the transport strategy, which would guide investment in the City over at least the next decade. He stated that it was important to focus available resources where they could produce best value for money whilst building on the success of the public transport and cycling initiatives and making use of emerging low emission technologies.

The Executive Member referred to a number of slight amendments to the draft Framework which required inclusion in the final document.

RESOLVED: That the Executive Member for City Strategy agrees to:

- i) Note the content of the report, particularly Annex B which contains the draft Framework LTP3;
- ii) Approve the Draft Framework LTP3 (including its annexes), as contained at Annex B to the report, for consultation, subject to the following amendments:
 - Page 101 (Improve the Public Realm) – delete “20mph zone/s” and replace with “Review and change, where appropriate, vehicle speed limits”
 - Page 106 (Implement Behavioural Change) – delete “investigate workplace charging”
 - Update the narrative and para. 4.17 (Road accidents: page 84) to include the latest figures.
- iii) Approve the city wide consultation procedure as contained in paragraph 24 of the report;
- iv) Approve the supporting information to the draft Framework LTP3, as listed under Annex C, which can be found on the Council’s website at www.york.gov.uk/ltp3¹.

REASON: To enable the commencement of consultations on a draft ‘Framework LTP3’ required to prepare the city’s Local Transport Plan 3, before the current LTP expires on 31 March 2011.

Action Required

1. Proceed with consultation following amendment of report. IS



Decision Session
Executive Member for City Strategy**2nd November 2010**

Report of the Director of City Strategy

20mph zone petition for Almsford Drive**Summary**

1. To advise the Executive Member of the proposed response to the receipt of the petition requesting a 20mph zone for Almsford Drive. The petition requests an extension of the existing 20mph zone covering the Danebury Drive area to reduce through traffic attempting to avoid the traffic calming around Carr Infant School.

Recommendations

2. The Executive Member for City Strategy is recommended to:
 - a) Agree that no further action should be taken at the current time in relation to Almsford Drive but that it should be taken forward for consideration against other priorities in 2011/12.
 - b) Await further guidance from the Department for Transport before determining whether it should be progressed as a wider 20mph speed limit or as an extension to the 20mph zone.

Reason: To progress requests and petitions against agreed criteria to ensure that limited funding is allocated consistently

Background

3. A 20mph zone was implemented in the Danebury Drive area during 1993/94. The area currently covered by a 20mph zone is shown in Annex A. The area to be included was determined on the basis of the existence of recorded accidents/casualties. The roads to the north of the area (including Almsford Drive) were not included at the time as the roads were not considered to carry much traffic and there were no recorded casualties.
4. A petition was presented at Council on 8th April 2010 requesting that the 20mph zone be extended to include Almsford Drive. Residents requested it on the basis that traffic uses Almsford Drive as a short cut to Wheatlands Drive to avoid the 20mph zone and traffic calming around Carr Infant School. Further, they consider that they are near to the school and on the route to it for

many children. Of the 70 households on Almsford Drive 20 have signed the petition supporting the introduction of traffic calming.

- It is possible that although Almsford Drive was not considered to carry much traffic when the scheme was introduced that the introduction of traffic signals associated with the relocation of Manor School has increased the amount of through traffic.

Petition Data

- The petition requested the extension of the 20mph zone. The speed survey carried out (located to the east of Wheatland Grove) returned the following data:

	Average speed (mph)	85 th percentile (mph)	Highest speed (mph)
From Wheatlands	18	25	36
To Wheatlands	21	28	43

- The speed data returned means that under the criteria agreed at the December 2009 Decision Session meeting Almsford Drive would be eligible for implementation as a 20mph speed limit (without traffic calming), if this was deemed more appropriate.
- Some vehicle flow data was obtained from the week-long speed survey to try and determine whether there is through traffic using the route. This is shown below:

	Wheatlands Grove (average number of vehicles per hour)	Almsford Drive (average number of vehicles per hour)
Avg. Flow Weekday 7-8am	58	68
Avg. Flow Weekday 8-9am	37	4
Avg. Flow Weekday 9-10am	79	23
Avg. Flow Weekday 3-4pm	38	20
Avg. Flow Weekday 4-5pm	36	22
Avg. Flow Weekday 5-6pm	58	15
Avg. Flow Weekend 9-10am	No data	4
Avg. Flow Weekend 4-5pm	No data	6

- There are approximately 70 households on Almsford Drive and a further 60 on Wheatlands Grove. In the absence of detailed through traffic and local traffic flow data it is difficult to draw any absolute conclusions. It can be seen though that traffic levels on Wheatlands Grove exceed the number of households on the street between 9-10am and is equivalent to the number of households

during 7-8am and 5-6pm and on Almsford Drive between 7-8am probably suggesting some evidence of through traffic during these periods. The remainder of the traffic flow data does not suggest any significant level of through traffic is occurring.

10. It is possible that the western end of Almsford Drive is experiencing more through traffic using Wheatlands Grove as a short cut to Boroughbridge Road to avoid the signals on Beckfield Lane/Boroughbridge Road. Through traffic on roads immediately to the north of Almsford Drive were considered in a report at the April 2010 Decision Session meeting and did not indicate any significant levels of additional traffic on Newlands Drive or Ouseburn Avenue, although there was evidence of through traffic on Lidgett Grove. These roads are more convenient and direct short cuts to avoid the signals although it is possible that the western end of Almsford Drive and Wheatlands Grove experiences higher levels of traffic than otherwise might be expected during 9-10am for this reason.
11. No casualties have been recorded on Almsford Drive during the previous three years (1st September 2007 – 31st August 2010).
12. Almsford Drive could be progressed independently of the 20mph speed limit requests (see paragraphs 13-14) as an extension to the 20mph zone but would need to be prioritised against other requests and schemes. There is no available funding during 2010/11 to deliver the scheme without stopping schemes currently progressing. Almsford Drive is not considered to take priority over currently progressing schemes as there are no recorded casualties to address. It will need to be considered against other priorities and requests as part of the allocation of any funding available in 2011/12.
13. During 2009 several requests for 20mph speed limits were made for the roads immediately surrounding and to the north of Almsford Drive (Ouseburn Ave, Wheatlands Grove, Cranbrook Road, Lidgett Grove and Newlands Drive) It would seem appropriate to consider all of these roads together as part of a wider 20mph speed limit or limited engineering zone. This area would have a boundary with the current 20mph zone surrounding Carr Infant and Junior Schools. The recent proposed revision of Dft's speed limit circular (which is subject to final confirmation of alterations) suggests that 20mph speed limits sharing a boundary with 20mph zones should be avoided as it may cause confusion. The circular suggests that it may be more appropriate to have the whole area as a 'zone' that included minor traffic calming engineering works. This would make a scheme in the area more expensive to deliver and would require more extensive consultation. It is proposed to wait until revisions to the speed circular have been confirmed and there is more certainty regarding signing current 20mph zones within or adjacent to 20mph limits before progressing further with a scheme.
14. As an area, certain roads within it would be prioritised for delivery from any 20mph budget that is available in 2011/12. It is proposed that this would be reviewed next year with a view to determining whether it is appropriate to combine all the streets into one larger 20mph speed limit. Unless additional funding can be found for this wider area scheme it cannot be funded in 2010/11. If however the Ward Committee wished to fund the scheme as a local priority it could be progressed sooner.

Prioritising petitions and requests

15. The introduction of 20mph zones has been prioritised around schools as part of the safe routes to school programme. Other requests or proposed extension of the safe route to school are considered in the first instance against recorded casualties so as not to dilute the impact of the scheme outside the school. The introduction of a traffic calming scheme requires at least 50% of respondents to the consultation to support the proposal. Where the proposal to introduce is a Council led scheme, officers would undertake the consultation as part of the scheme progression. Where it is a resident proposal or request, evidence that 50% of households support the proposal it carries greater weight when being considered for prioritisation.
16. Not all the requests and petitions received so far for 20mph speed limits have been assessed. The December 2009 report to EMDS agreed that petitions would be included in the list of schemes to be prioritised against the agreed criteria rather than dealt with separately.
17. A petition for a 20mph speed limit containing the signatures of 50 per cent or more households gains priority in an evaluation and response to, an initial approach if everything else is equal i.e. accidents, proximity to schools etc. When the Council formally consults on the petition or request the support of 50 per cent of respondents to the survey is required before a new speed limit would be introduced.

Consultation

18. Members commented as follows:
 - Councillor Potter advised that she would support a 20mph speed limit across the wider area referred to in paragraph 13 and considers that traffic calming would be unnecessary.
 - Councillor D'Agorne advised that he considered a more holistic approach to be sensible rather than shifting any problems to another street.
 - Councillor Simpson-Laing advised that residents requested a 20mph speed limit not additional traffic calming.
 - Councillor Horton advised that he would not be in support of additional traffic calming.

19. North Yorkshire Police made the following comments:

This petition appears to be based on reducing traffic flow and not road safety or casualty reduction, which is not part of the DfT criteria for the setting of 20mph speed limits. The speed data produced for Almsford Road, despite reasonable average speeds being recorded for the site, the 85th% speeds are a little high and may indicate that an unsupported limit may be difficult to successfully implement. However, should the 20 mph speed limit be imposed on Almsford Road, it is not objected to on the following understanding:-

- That the City of York Council is responsible for the management of that highway. The imposition of any 20 mph speed limit is made with due regard to the authorities responsibility under the relevant legislation and will comply with DfT guidance.

- The assumption of North Yorkshire Police is that if correctly placed, the speed limit will be self enforcing and the authority are fully responsible for ensuring that it meets those aims.
- With due regard to the obligations of the City of York Council, North Yorkshire Police will not undertake any routine speed enforcement on any highway that has a 20 mph limit imposed.
- It will be the duty of the City of York Council to put into place corrective speed reduction measures if that limit fails.

With regard to the implementation of a 20mph zone, the lack of any recorded casualties on Almsford Drive means that this location is not a priority for treatment, however, as long as any traffic calming ensured that the 20mph speed limit was self enforcing, it would not be objected to.

Options

20. Option one – Agree that an extension to the 20mph zone should not take place during 2010/11 and consider the scheme against other priorities coming forward for delivery during 2011/12. The scheme could be considered through two processes, either as a 20mph zone or as part of a wider 20mph speed limit already requested by residents on adjacent streets.
21. Option two – Do not agree to delay any consideration of the scheme and agree to proceed with implementation (subject to wider consultation) during 2010/11 and direct officers to halt an existing scheme in order for it to progress.

Analysis

22. Option one – The introduction of the agreed criteria and process for responding to petitions and requests has provided a consistent approach to delivery of 20mph zones and speed limits. This approach is data led. It is primarily based on casualty data and the establishment of a policy that a school safety zone would be provided outside all schools. Carr Infant School already has a 20mph zone and no casualties have been recorded on Almsford Drive which would suggest that an extension of the zone is not a priority at the current time even though children use the road as a route to school. Two options are available to consider speed reduction measures at this location during 2011/12 (a zone extension on Almsford Drive only or a lower speed limit across a wider area) but the location will have to be considered against other priorities for delivery during next year as available funding is fully committed for 2010/11.
23. Option two – Regardless of the lack of casualties an extension of the 20mph zone could be considered due to its close proximity to the school. It would require further consultation with residents as implementation of a traffic calming scheme requires at least 50% household support which the petition does not provide. Officers would need to determine which road safety scheme currently progressing should be halted in order to reallocate funding. To progress a 20mph zone on Almsford Drive would cost in the region of £20,000. The cost of a wider area 20mph speed limit would be approximately £8,000.

Corporate Objectives

24. A data led approach of assessing road safety issues and prioritising scheme meets the Council's corporate priorities to create a Safer City. It also supports the aims and objectives of the Road Safety Strategy as part of the Second Local Transport Plan and contributes to A Safer City.

Implications

Financial

25. There are no financial implications from option one. If option two were pursued in year costs may rise depending on the scheme deferred. No further funding is available through the Local Transport Plan allocation without cutting other schemes.

Legal

26. A Traffic Regulation Order (TRO) will need to be in place in order to enable the speed limit on any road to be altered. The Council has powers under the Highways Act and Road Traffic Regulation Act to undertake and implement TROs

HR

27. There are no impacts

Other

28. There are no impacts

Crime and Disorder

29. Speeding is a criminal offence and the Council has a responsibility to deliver an effective Speed Management Strategy.

Risk Management

30. In compliance with the Council's risk management strategy, no significant risks have been identified arising from the recommendations.

Contact Details

Author:

Ruth Stephenson
Head of Transport Planning
01904 551372

Chief Officer Responsible for the report:

Richard Wood
Assistant Director of City Strategy

Report Approved



Date 14.10.10

Specialist Implications Officer(s) *List information for all
Financial
Patrick Looker
Finance Manager, City Strategy
Tel No.01904 551633*

Wards Affected: Acomb

All

For further information please contact the author of the report

Background Papers:

Annex A – plan of existing 20mph zone

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ANNEX A

North Field

napton

Chapel Fields

Ouse Acres

Schools

Acombi Health Centre

Produced by: Tom Horner
Not Scaled

**20mph Zone
Infant and Junior Schools**



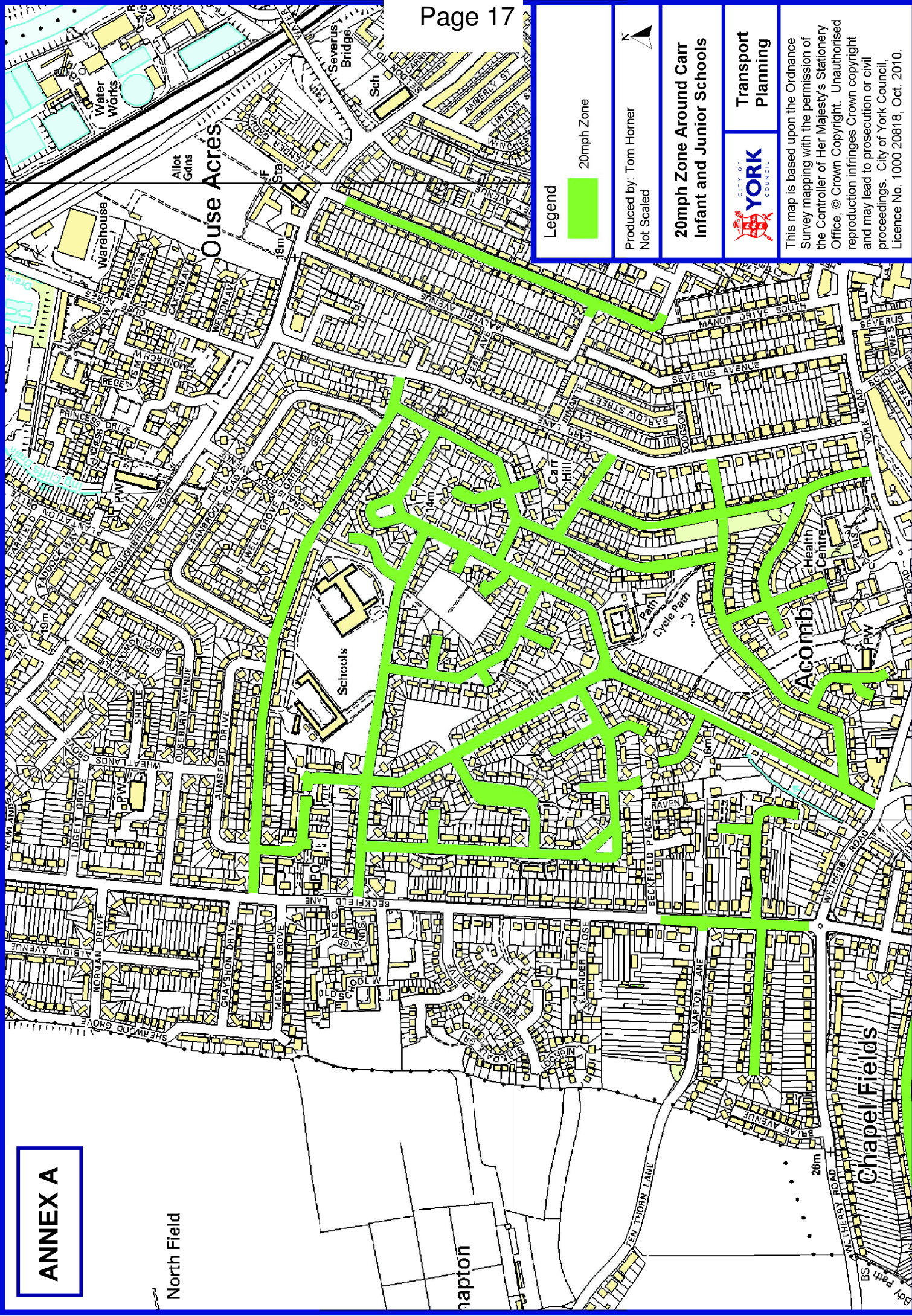
**Transport
Planning**

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Legend



20mph Zone



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**Decision Session
Executive Member for City Strategy****2nd November 2010**

Report of the Director of City Strategy

20mph speed limit petition for Fulford Cross and Danesmead**Summary**

1. To advise the Executive Member of the proposed response to the receipt of the petition requesting a 20mph speed limit for Fulford Cross and Danesmead near the Steiner School, the Danesgate and Bridge Centre. The petition has been considered under the criteria set out and agreed at the Executive Member Decision Session (EMDS) in December 2009 and the report includes an updated prioritisation table.

Recommendations

2. The Executive Member for City Strategy is recommended to:
 - a) Note the relative priority of the petition set out in the table (Annex A) in relation to other petitions and requests received.
 - b) Agree that no further action should be taken at the current time in relation to Fulford Cross and Danesmead.

Reason: To progress requests and petitions against the agreed criteria and in priority order and to enable those requests that do not comply with key elements of the criteria to be considered through other processes.

Background

3. In December 2009 a report was presented to the EMDS setting out a set of criteria for prioritising the petitions and requests for 20mph speed limits on residential roads in York.
4. The prioritisation is to be considered against the following criteria. The road must be a 'residential' or 'mixed priority' road within the context of the speed management plan, the occurrence of an injury accident during the previous three years, of any severity or road user, the presence of a school, shopping area or play area, at least 50% of households within the street have signed the petition and average speed on the road must be 24mph or below.

5. A petition for a 20mph speed limit (without traffic calming) on Fulford Cross and Danesmead (roads surrounding Steiner School, the Danesgate and The Bridge Centre) presented at Council on 15th July 2010 and was signed by 39 residents, from 30 households. It was presented on the basis that 20mph speed limits improve road safety and survival rates, enhance community, boost traffic reduction, cut noise and pollution, encourage walking, cycling and independent child travel.

Prioritising petitions and requests

6. The prioritised list is intended to be a working document and as such will change over time as other petitions and requests are assessed. Not all the requests and petitions received so far have been assessed. The December 2009 report to EMDS agreed that petitions would be included in the list of schemes to be prioritised against the agreed criteria rather than dealt with separately. The list of petitions received and requests made to the Council is contained in Annex A.
7. A petition containing the signatures of 50 per cent or more households gains priority in an evaluation and response to, an initial approach if everything else is equal i.e. accidents, proximity to schools etc. When the Council formally consults on the petition or request the support of 50 per cent of respondents to the survey is required before a new speed limit would be introduced.

Petitions

8. The petition request a reduced speed limit and a speed survey carried out on Danesmead returned the following data

	Average speed (mph)	85 th percentile (mph)	Highest speed (mph)
From Broadway	18	22	44
To Broadway	17	21	29

9. The speed survey carried out on Fulford Cross returned the following data

	Average speed (mph)	85 th percentile (mph)	Highest speed (mph)
From Fulford Road	15	18	26
To Fulford Road	13	16	27

10. The speed data meets the criteria for implementing a signed only 20mph speed limit, the roads are identified as residential roads within the speed management plan and there are schools on the roads in question. The only criteria that are not met are that there have been no recorded injury accidents within the last three years and fewer than 50% of households have signed the

petition. Whilst it is not disqualified by the criteria there are other locations within the table (Annex A) which currently have greater priority for implementation. When the remaining data for the other locations has been collected, it's position in the table may alter.

11. The funding provision for implementing 20mph speed limits is fully allocated for 2010/2011 to schemes located higher within the prioritised list.
12. It was agreed at the EMDS in April 2010 that further implementation of individual 20mph speed limits should be delayed until public consultation on city-wide implementation has been undertaken as part of the Local Transport Plan (LTP3) development. The consultation on LTP3 is due to be substantially complete by late autumn/early winter 2010.

Consultation

16. Members commented as follows:
 - Councillor Potter advised that she would support the implementation of the 20mph speed limit as they are residential streets and have schools nearby.
 - Councillor Gillies had no comments to add.
17. North Yorkshire Police made the following comments. They consider that on the basis of the agreed criteria, 20mph speed limits should not be progressed at the location subject of the petition. The current position of North Yorkshire Police on 20 mph restrictions is as follows:-

The imposition of any 20mph speed limit on any highway by the relevant authority, is not objected to on the following understanding:-

- The relevant traffic authority for the highway concerned is responsible for the management of that highway.
- The imposition of any 20 mph speed limit is made with due regard to the traffic authorities responsibility under the relevant legislation and will comply with DfT guidance.
- The assumption of North Yorkshire Police is that if correctly placed, the speed limit will be self enforcing and the relevant traffic authority are fully responsible for ensuring that it meets those aims.
- With due regard to the obligations of the traffic authority, North Yorkshire Police will not undertake any routine speed enforcement on any highway that has a 20 mph limit imposed.
- It will be the duty of the relevant traffic authority to put into place corrective speed reduction measures if that limit fails.

Options

18. Option one – Agree the prioritisation position for the petition and delay implementation to a future year, subject to funding and await the outcome of the LTP3 consultation before undertaking any further implementation in relation to Fulford Cross and Danesmead.

19. Option two – Do not agree the current prioritisation but still await the outcome of the LTP3 consultation process.
20. Option three – Do not agree the current prioritisation and position the petition request higher up the table ahead of other schemes currently planned for delivery during 2010/2011.

Analysis

21. Option one – The introduction of the agreed criteria and process for responding to petitions and requests has provided a consistent approach, which is data led. It has identified a number of areas that would benefit from the introduction of a 20mph speed limit. These areas are currently prioritised ahead of Fulford Cross and Danesmead, primarily due to the occurrence of casualties. The process uses the agreed criteria but delays further action until later in the year when a response from residents about the wider context within which 20mph has been considered, understood and reported to EMDS. This may allow funding to be directed in another way to fit in with any longer term policy.
22. Option two – Many of the requests and petitions have similar assessments in terms of the criteria they meet. Fulford Cross and Danesmead could be moved higher up the table on the basis of data having been collected ahead of other requests but still would not fall within the top four schemes currently agreed for implementation within 2010/11. To discount the agreed criteria would undermine the process.
23. Option three - To discount the agreed criteria would undermine the process and a decision as to which scheme should not be implemented would be required and would require a decision as to which scheme in the prioritised list should be discontinued in 2010/11. The capital cost of the scheme (signing and Traffic Regulation Order) would be approximately £2,800.

Corporate Objectives

24. A data led approach of assessing road safety issues and prioritising scheme meets the Council's corporate priorities to create a Safer City. It also supports the aims and objectives of the Road Safety Strategy as part of the Second Local Transport Plan and contributes to A Safer City.

Implications

Financial

25. There are no financial implications from options one or two. If option three were pursued in year costs may rise depending on the scheme deferred. No further funding is available through the Local Transport Plan allocation without cutting other schemes.

Legal

26. A Traffic Regulation Order (TRO) will need to be in place in order to enable the speed limit on any road to be altered. The Council has powers under the

Highways Act and Road Traffic Regulation Act to undertake and implement TROs

HR

27. There are no impacts

Other

27. There are no impacts

Crime and Disorder

28. Speeding is a criminal offence and the Council has a responsibility to deliver an effective Speed Management Strategy.

Risk Management

29. In compliance with the Council's risk management strategy, no significant risks have been identified arising from the recommendations.

Contact Details

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Chief Officer Responsible for the report:

Richard Wood
Assistant Director of City Strategy

Report Approved

Date 14.10.10

Specialist Implications Officer(s) *List information for all*

Financial

Patrick Looker

Finance Manager, City Strategy

Tel No.01904 551633

Wards Affected: Fulford

All

For further information please contact the author of the report

Background Papers:

Annex A – Prioritisation Table

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Area	Date request registered with Council	Petition	Households*	Households supporting	50% supporting?	Accidents in the area	Vehicles per day (7am-7pm weekday)	Average speed acceptable for 20 speed limit? **	85% speed **	Max recorded speed	Close to a School?	Not on key Route	Cost to implement 20 mph zone	Number of traffic signs required	Comments
1. South Bank	1/6/09 Various around June '09	Y	2200			5	Various	All 7 streets surveyed have acceptable average speeds			Y	Y	£45,000		Implementation in progress. Resident petition Now at full consultation stage
2. Westminster Road / The Avenue†	16/06/2009	Y	167	67	Y†	4	1440	20	26	61	Y	Y	£750		Already approved as part of local safety improvements. Resident request
3. Holly Bank Road Area	15/10/2009	Y	330	64	N	2	434	22	28	65	Y	Y	£3,500		Resident petition
4. Millfield Lane	15/10/2009	N	15	N/a	N/a	2	1149	25	34	65	Y	Y	£1,300		
5. Low Poppleton Lane	15/10/2009	Y	16	5	N	1	361	18	22	42	Y	Y	£1,300		Could be combined to link with Manor School 20mph zone. Resident request on Millfield and petition on Low Poppleton
6. Ouseburn Avenue	15/10/2009	Y	104	17	N	1	487	20	27	44	Y	Y			Should be combined to prevent motorists confusion as the streets are close together. Resident petition
7. Straylands Grove	04/06/2009	N	22	N/a	N/a	1	2575	25	31	54	Y	Y			Potential to be a small 20mph limit area. Would benefit more schoolchildren. Resident request
8. Kilburn Road	16/06/2009	N	98	N/a	N/a	1	169	18	23	33	N	Y			Resident request
9. Grants Avenue Area	08/06/2009	N	64	N/a	N/a	0		To be collected			Y	Y			Very close to Fulford School / St. Oswald's School. School request
10. Fulford Cross and Danesmead	08/04/10	Y	265	30	N	0	93	18	22	44	Y	Y			Resident request 09/06/2009
11. Fordlands Road Area	09/06/2009	N	302	N/a	N/a	0	615	29	36	57	Y	Y			Fordlands Road Area. Resident request

Area	Date request registered with Council	Petition	Households*	Households supporting	50% supporting?	Accidents in the area	Vehicles per day (7am-7pm weekday)	Average speed acceptable for 20 speed limit? **	85% speed **	Max recorded speed	Close to a School?	Not on key Route	Cost to implement 20 mph zone	Number of traffic signs required	Comments
12. Bowness Drive, Rawcliffe	09/06/2009	N	27	N/a	N/a	0	85	25	30	58	Y	Y			Resident request
13. Park Grove	09/06/2009	N	65	N/a	N/a	0		To be collected			Y	Y			20mph already. Resident request
14. Temple Road, Bishopthorpe	12/06/2009	N	20	N/a	N/a	0	103	20	26	35	Y	Y			Resident request
15. Almsford Road	17/06/2009	N	133	N/a	N/a	0		To be collected							20mph already. Resident request
16. Almsford Drive	08/04/10	Y	60	20	N	0	82	21	28	43	Y	Y			
17. Osbaldwick Lane - between Derwent School and Osbaldwick Primary	27/07/2009	N	67	N/a	N/a	0		To be collected			Y	Y			Linking two school 20mph zones. Already zones directly outside the schools though. Resident and school request
18. Wheatlands Grove	06/08/2009	N	58	N/a	N/a	0	327	19	25	44	Y	Y			Could be part of a wider 20mph limit with Lidgett Grove / Ouseburn Avenue. Resident request
19. St. Paul's Terrace Area	07/09/2009	N	448	N/a	N/a	0		To be collected			Y	Y			Resident request
20. Burnholme Drive near path to Hempland School	12/11/2009	N	86	N/a	N/a	0		To be collected			Y	Y			Resident request
21. Viking Road	15/10/2009	Y	67	10	N	0	369	16	19	35	Y	Y			20mph already. Other issues being looked at and could be linked with Cranbrook Road area. Resident petition
22. Cranbrook Road	03/12/2009	Y	115	21	N	0	348	20	25	40	Y	Y			
23. Sovereign Park	04/02/2010	Y	256	223	Y	0	306	14	16	25	N	Y			High number of residents signed petition

Area	Date request registered with Council	Petition	Households*	Households supporting	50% supporting?	Accidents in the area	Vehicles per day (7 am-7 pm weekday)	Average speed acceptable for 20 speed limit? **	85% speed **	Max recorded speed	Close to a School?	Not on key Route	Cost to implement 20 mph zone	Number of traffic signs required	Comments
24. Gordon Street Area	06/06/2009	N	299	N/a	N/a	0		To be collected			N	Y			Resident request
25. Alma Terrace Area	09/06/2009	N	399	N/a	N/a	0		To be collected			N	Y			Similar to area in Fishergate already done. Resident request
26. Pasture Close, Strensall	09/06/2009	N	45	N/a	N/a	0		To be collected			N	Y			Small cul-de-sac. Resident request
27. Garfield Terrace, Holgate	09/06/2009	N	90	N/a	N/a	0		To be collected			N	Y			Already traffic calmed. Resident request
28. The Green, Acomb	10/06/2009	N	22	N/a	N/a	0		To be collected			N	Y			Resident request
29. Rockingham Avenue, Tang Hall	15/06/2009	N	76	N/a	N/a	0		To be collected			N	Y			Possible rat-run. Resident request
30. Kyme Street, Micklegate	15/06/2009	N	46	N/a	N/a	0		To be collected			N	Y			Short street – potential for larger area to be 20mph.
31. Rawdon Avenue, Tang Hall	15/06/2009	N	87	N/a	N/a	0		To be collected			N	Y			Very little, if any through traffic. Resident request
32. Eastern Terrace	25/08/2009	N	45	N/a	N/a	0		To be collected			N	Y			Resident request
33. Troutbeck	07/09/2009	N	34	N/a	N/a	0		To be collected			N	Y			Small cul-de-sac. Resident request
34. Deighton Village	08/10/2009	N	71	N/a	N/a	0		To be collected			N	Y			Could be installed as part of the village accessibility scheme. Resident request
35. Newlands Drive	09/07/2009	Y	24	11	N	0	292	20	26	40	N	Y			
36. Lidgett Grove	09/07/2009	Y	29	8	N	0	452	18	24	36	N	Y			
37. Millgates	15/10/2009	Y	44	18	N	0	113	21	26	37	N	Y			Small cul-de-sac. Resident petition

Area	Date request registered with Council	Petition	Households*	Households supporting	50% supporting?	Accidents in the area	Vehicles per day (7am-7pm weekday)	Average speed acceptable for 20 speed limit? **	85% speed **	Max recorded speed	Close to a School?	Not on key Route	Cost to implement 20 mph zone	Number of traffic signs required	Comments
38. Residential Roads in Haxby	13/08/2009	N						To be collected			Y	Y			Advisable to wait for the outcome of the South Bank trial before looking at any larger schemes. Requires clarification or more specific suggestions as a Haxby-wide scheme would be expensive and some roads have high average speeds. Resident request. Some streets have average speeds of over 30mph. Flows will vary considerably.
Streets Referred to the Speed Review Process															
39. Dodsworth Avenue	04/12/2009	Y	209	8	N	1	4157	27	32	62	N	Y			Resident petition. To be examined through the speed review process.
40. Melrosegate	15/06/2009	N	200	N/a	N/a	12	6841	32	37	69	N	N			High number of accidents but speed not compliant. Resident request
40. Carr Lane (at the top of the hill)	24/08/2009	N	82	N/a	N/a	1		To be collected			N	N			Does not meet criteria for residential road. Resident request
41. Beckfield Lane	03/12/2009	Y	226	24	N	7	5706	30	35	65	Y	N			Speed survey on existing 30mph section of road. Resident petition
42. Heslington Lane - golf course to Heslington Village	06/06/2009	N	33	N/a	N/a	1		To be collected			N	N			Does not meet criteria for residential road. Resident request
43. Monkgate	07/09/2009	N	85			2		To be collected			N	N			Part of the Inner Ring Road and does not meet criteria for residential road. Resident request
44. Heworth Road near Heworth Primary	12/11/2009	N	104	N/a	N/a	0		To be collected			Y	N			Could be referred to Safer Routes to School work. Resident and school request

Area	Date request registered with Council	Petition	Households*	Households supporting	50% supporting?	Accidents in the area	Vehicles per day (7 am-7 pm weekday)	Average speed acceptable for 20 speed limit? **	85% speed **	Max recorded speed	Close to a School?	Not on key Route	Cost to implement 20 mph zone	Number of traffic signs required	Comments
45. Knapton	10/06/2009	N	95	N/a	N/a	0		To be collected			N	N			Resident request
46. Section of Haxby Road in New Earswick	11/06/2009	N	32	N/a	N/a	0	8895	27	31	53	N	N			Already 20mph outside the school. Resident request

Sorted sequentially by

1. Not on Key Route
2. Number of accidents
3. Near school
4. 50% signing petition (where applicable)
5. Date of receipt

The key roads category has been taken from the principal, classified and trunk roads plan

* Number of households obtained from address point data. As such there may be very slight variations against the actual number of households.

** Average and 85th percentile speed shown is the highest value for either direction on the street.

† Westminster Avenue area has been consulted upon and approved for a 20mph zone. Data shown is from the consultation response, which has superseded the petition. The percentage of respondents supporting a 20mph speed limit was greater than 50%.

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Decision Session
Executive Member for City Strategy

2nd November 2010

Report of the Director of City Strategy

A19 FULFORD ROAD CORRIDOR IMPROVEMENTS

SCHEME REVIEW

Summary

1. The A19 Fulford Road corridor is one of the main arteries to and from the city centre. A multi-modal transport feasibility study was carried out in 2007 and, following public consultation in early 2008, it was agreed that priority should be given to improve the central section of the corridor between Cemetery Road and Heslington Lane with minor improvements at other locations.
2. Subsequently improvement measures have been implemented as follows:
 - Traffic monitoring cameras at the Cemetery Road, Hospital Fields Road, Broadway and Heslington Lane junctions; and new traffic signal controllers and signals at the Hospital Fields Road, Broadway, and Heslington Lane junctions.
 - Improvements between Cemetery Road and Heslington Lane which have been carried out in two stages. These improvements included improved pedestrian crossing facilities; 1.25km of continuous on-road cycle lane in the northbound direction and 0.9km (in sections) in the southbound direction; a shared-use off-road facility for less confident cyclists between the Police HQ and just north of Heslington Lane; northbound bus lanes on the approaches to the Broadway and Hospital Fields Road junction (both about 140m long); and the retention of parking at key locations.
 - A pedestrian refuge island crossing on Fulford Main Street in the vicinity of the Elliot Court bus stops.
 - A 165m long northbound bus lane on Selby Road commencing at the A64 interchange.
 - Gateways on the B1222 at Naburn.
3. The report reviews each of the above and notes that, with one significant exception, they have generally been well received and have benefited various road user groups as well as local residents and businesses.

4. The report notes however that concerns have been raised about the safety of the section of Fulford Road between Hospital Fields Road and Fulford Cross, with many people calling for the removal of the recently installed bus lane. It then considers the various safety issues and concerns; discusses various options for this section of road; and seeks a decision as to the way forward for this section of the corridor.
5. The report also identifies additional improvement measures that may be required to address other issues identified in the review. It seeks agreement to carry out consultation and to advertise associated traffic orders where appropriate and to implement those measures subject to any consultation and funding.

Recommendations

6. The Executive Member for City Strategy is requested to:
 - a) Note the contents of this report and its annexes.
 - b) Advise which option or combination of measures should form the basis of the layout between Hospital Fields Road and Fulford Cross.
 - c) Agree to extend the shared-use facility on the eastern side to the Heslington Lane junction.
 - d) Agree to implement At Any Time waiting restrictions on Moorland Road, Derwent Road and St Oswald's Road in the vicinity of the crossing points.
 - e) Agree to advertise any traffic orders associated with the proposed improvements and, subject to no objections being received, the order(s) be made. Any unresolved objections to be referred to the Executive Member for consideration.
 - f) Agree to carry out further consultation as appropriate on the above in discussion with the Executive Member and respective ward councillors, and for any contentious issues to be referred back to the Executive Member for consideration.

Reason: To address safety issues and improve conditions on these parts of the corridor.

Background

7. The former Executive Members for City Strategy and Advisory Panel (City Strategy EMAP) and this Executive Member for City Strategy Decision Session (City Strategy EMDS) have previously considered a number of reports on the A19 Fulford Road corridor. These included a report to the meeting on 29th October 2007 outlining the results of a multi-modal transport feasibility study and a report to the meeting on 17th March 2008 summarising the results of the consultation and reviewing the proposals for the corridor in the light of those results. The Executive Member agreed the recommendations on how to

progress the proposed improvement measures, taking account of the consultation findings.

8. At the City Strategy EMAP meeting on 8th December 2008, members considered a report advising of progress developing the improvement proposals and the Executive Member agreed that priority should be to improve the central section of the corridor between Cemetery Road and Heslington Lane where pedestrians, cyclists and public transport users would all benefit from the proposed improvements.
9. At that meeting, and at a subsequent City Strategy EMAP meeting on 16th March 2009, the Executive Member agreed proposals for an improved traffic signal control system, including traffic monitoring cameras; improvements between Cemetery Road and Hospital Fields Road and between Hospital Fields Road and just south of St Oswald's Road; a pedestrian refuge island crossing on Fulford Main Street; a section of city-bound bus lane on Selby Road near the A64 interchange; and extensions of the 30mph zone and associated gateway treatments and improvement measures at Naburn.
10. However at the City Strategy EMAP meeting on 16th March 2009, the Executive Member agreed to defer a decision on improvement proposals for both the section of Main Street north of Heslington Lane junction and the junction itself to enable further consideration to be given to local concerns and objections and to allow discussions to be held with concerned parties as to the way forward. Subsequently at the City Strategy EMAP meeting on 7th July 2009, the Executive Member agreed to revised proposals for this section which would improve conditions along this section of the corridor whilst addressing the concerns of Fulford Parish Council and local residents.
11. Subsequently all the above improvements have been substantially completed, Stage 3 Road Safety Audits (RSAs) carried out and, in most cases, resultant issues have been addressed.
12. Although some minor schemes have been implemented at the southern end as noted above, the proposed major improvements to the southern section of the corridor have been deferred pending the commencement of the proposed Germany Beck development and the need for additional funding.
13. At the City Strategy EMAP meeting on 7th January 2009, members considered a report which advised on progress on the first stage of the Fishergate Gyratory Multi-Modal Study. The Executive Member received a further report at the City Strategy EMDS meeting on 1st June 2010 on proposed improvements to the section of corridor between Cemetery Road and Fishergate School and to the Fishergate gyratory. He agreed the proposals that should form the basis of the improvement schemes, including a 20mph speed limit fronting Fishergate and St George's Schools. These schemes, which form the basis of the improvements to the northern section of the corridor, are currently being developed to enable public consultation to take place.

Review of improvement schemes implemented to date

Traffic monitoring cameras and new traffic signal control equipment

14. Traffic monitoring cameras were installed at the Cemetery Road, Hospital Fields Road, Broadway and Heslington Lane junctions, and new traffic signal controllers installed at the Hospital Fields Road, Broadway and Heslington Lane junctions in advance of the main works commencing. New traffic signals were installed as part of the junction improvements.
15. The cameras have been very effective in allowing live management of the network, in particular during rush hours, and, together with the new traffic signal equipment, have resulted in improved conditions along the corridor. In addition the cameras are regularly used for crime and disorder purposes.
16. Work is in hand to relocate one of the signal heads and to provide a secondary filter signal at the Heslington Lane junction to address issues identified in follow up monitoring. Work is also in hand to link the signalised crossings elsewhere on the corridor to the new signal equipment on this road to further improve the management and operation of the network.
17. No additional measures are proposed at the current time along this section of the corridor.

Improvements between Cemetery Road and Hospital Fields Road

18. This was the first stage of the major improvements and comprised the following measures:
 - An improved pedestrian crossing facility near the Police HQ.
 - 1.5m wide on-road cycle lanes in both directions.
 - A short section of off-road shared-use facility on the eastern side between the exit from the Police HQ and the Hospital Fields Road junction.
 - Limited time parking bays (1 hour maximum stay) near the local shops.
 - At any time waiting restrictions to protect the cycle lanes, junctions and accesses.

The majority of this section of road was resurfaced as part of maintenance works in conjunction with the above.
19. These improvements have been well received by all parties. Cyclists now have continuous cycle lanes in both directions along this section of road and the cycle lanes are well used throughout the day. The turnover of parking spaces has improved significantly to the benefit of local businesses.
20. Improvements to the Cemetery Road junction are being considered as part of the ongoing development of proposals for the northern end of the corridor. Apart from this no additional measures are proposed at the current time.

Improvements between Hospital Fields Road and Heslington Lane

21. This was the second stage of the major improvements and comprised the following measures:

- New traffic signals at each junction including toucan and puffin crossing facilities.
 - An improved crossing facility for pedestrians and cyclists near Fulford Cross.
 - A 1.5m wide continuous cycle lane in the northbound direction, thereby creating a 1.25km long continuous cycle lane between just south of the Heslington Lane junction and just south of the Cemetery Road junction.
 - 1.5m wide discontinuous cycle lanes in the southbound direction.
 - Extending the off-road shared-use facility on the eastern side from Hospital Fields Road to just north of Heslington Lane.
 - A short section of off-road shared-use facility on the western side between Fulford Cross and Maple Grove.
 - Northbound bus lanes on the approaches to Broadway and Hospital Fields Road junctions, both about 140m long.
 - Retention of parking on parts of Fulford Main Street.
 - At any time waiting restrictions to protect the cycle lanes, junctions and accesses.
 - Improved drainage in the vicinity of crossing points at junctions.
 - Resurfacing of the section of Heslington Lane near to the junction with Fulford Main Street.
22. As part of the design process there was a review of existing and proposed statutory undertakers equipment which resulted in BT and NEDL carrying out works before the start of the main contract. Unfortunately when the contractor was carrying out works near Fulford Cross late on in the contract they uncovered a short section of gas main that was much shallower than expected. Completion of that element of the works was delayed whilst the gas board lowered / diverted the main.
23. Based on initial observations, the vast majority of pedestrian crossing movements take place where crossing facilities have been provided. Other movements are generally sporadic, although there is still evidence of people crossing between the barracks and the supermarkets.
24. Initial monitoring indicates that the on-road cycle facilities are well used as is the eastern off-road cycle facility between Hospital Fields Road and Broadway. The off-road facility south of Broadway appears to be less well used, which may be partially due to it currently terminating north of Heslington Lane. In the southbound direction where no on-road cycle lane is provided between Hospital Fields Road and Fulford Cross about half the confident cyclists appear to remain on-road whilst the remainder divert to the off-road route. Further south initial indications are that cyclists are remaining on-road, despite there being no cycle lane on the section past St Oswald's Church.
25. Bus journey time comparisons have been carried out using the Bus Operator reports programme (utilising the bus tracking equipment on a majority of the buses). Average northbound journey times in the AM peak between the bus stop in Fulford village and the bus stop near Alma Terrace were 6.8 minutes before the scheme was implemented and 5.3 minutes after the scheme was implemented, indicating an average saving of 1.5 minutes.

26. In the PM peak average southbound journey times are 4.7 minutes compared with 4.9 minutes before the scheme was implemented. This indicates that the loss of right turn lanes has not had a significant impact on bus journey times.
27. The initial modelling indicated that a bus lane between Fulford Park and Broadway would lead to a reduction in journey times of around 45 seconds in the AM peak. Subsequently the proposed bus lane was shortened to address local concerns about the loss of parking in the vicinity of Fulford Park surgery and Fulford Church. The initial monitoring indicates that AM peak bus journey times between the Fulford Church and Gimcrack bus stops have reduced by between 45 and 50 seconds. This indicates that the bus lane is helping reduce bus journey times. Further monitoring is required to assess whether there is a case to extend the bus lane as originally proposed.
28. The initial modelling also indicated that the bus lane between Fulford Cross and Hospital Fields Road should bring about savings of around 45 seconds. The initial monitoring indicates, however, that AM peak journey times between the Imphal Barracks and Alma Terrace bus stops have only reduced by around 15 seconds. One adverse impact of the new layout from the bus priority aspect, is that it is now easier for other vehicles to overtake a northbound bus waiting at the bus stop by the supermarkets compared with the previous layout.
29. As soon as the bus lane was implemented on the section between Fulford Cross and Hospital Fields Road, there were public concerns about its adverse effect on the safety and operation of the network. These concerns came from various sources including local residents; those working at the barracks; those going to and from the supermarkets; and other road-users of Fulford Road. There was also a serious accident between a pedal cyclist turning right out of the barracks and a northbound bus which added to public concerns about safety. Subsequently there have been demands from various quarters, including at the Fishergate ward committee meeting on 20 July 2010, to have the old layout re-instated.
30. The main public comments and concerns can be summarised as follows:
 - The changes have made the road more dangerous and are causing congestion.
 - The bus lane is too short, causes more problems than benefits, and should be removed.
 - Concerns about priority where bus and vehicle lanes merge.
 - Concerns about safety turning into and out of Maple Grove, the barracks, and the supermarkets car park.
 - Cyclists in particular say that the above movements are now more dangerous than before.
 - Crossing the road between the barracks and the supermarket is more difficult. Can a crossing facility be provided?
31. Whilst North Yorkshire Police were supportive of the various improvements during the development of the schemes, they have now expressed concerns that the new layout between Fulford Cross and Hospital Fields Road isn't working as originally envisaged and have similar concerns to those above.

32. When the original consultation was carried out the Army based at Imphal Barracks asked that the right turn lane into the barracks be retained in view of the number of vehicle movements in and out of the barracks. This was noted at the time the decision was made to provide the bus lane. They also expressed concerns about restricted sightlines at their main entrance due to their boundary walls and the large trees either side of their main access, in particular the one on the north side, which in turn have safety implications.
33. The Army have expressed concerns that the new layout is having an adverse effect on the safety and operation of their main entrance. In addition to the sightline issues above, they report that left and right turns in and out are now far more difficult. This is particularly true for large vehicles turning left into and out of the barracks that now have to swing out into the northbound lane to carry out the manoeuvre, and for cyclists turning right into or out of the barracks.
34. There have only been a few public comments about other elements of the scheme, many of which were snagging list issues that have been or are being resolved. The main concerns relate to the shared-use routes including the need to improve signing and complaints that some cyclists travel too fast. The issue of inadequate signing is being addressed by the relocation of some signs and the provision of additional signs, mainly on timber bollards, at appropriate locations.
35. A Stage 3 Road Safety Audit (RSA) was carried out on the substantially completed scheme. Whilst a large proportion of the issues raised have been or are being addressed, the following issues require further consideration:
 - Concerns about the adverse safety implications of the bus lane between Fulford Cross and Hospital Fields Road on movements into and out of the side roads and major accesses, in particular the Aldi / Iceland car park. The RSA recommends that the bus lane is removed and turning lanes re-provisioned.
 - Driver misinterpretation of the new road layout resulting in dangerous manoeuvres. The RSA recommends either removing the bus lane and providing appropriate right turn lanes or providing additional arrow markings to highlight the correct lane usage to drivers. The latter is in hand.
 - Concerns about the lack of continuity of facilities for southbound cyclists. The RSA recommends providing a continuous southbound on-road cycle lane between Hospital Fields Road and Heslington Lane.
 - Concerns about restricted visibility at the crossing of some side roads (namely Moorland Road, Derwent Road, and St Oswald's Road) as a result of vehicles parking close to the crossing point. The RSA recommends extending the double yellow lines by an appropriate amount.
 - Concerns about the long crossing distance at the bell-mouth to Fulford Park. The RSA recommends that the kerb lines on Fulford Park are built out to reduce the crossing length.
36. Cycling England carried out an audit when the works were well advanced. They noted that "the scheme is a good example of 'parallel provision' providing on-road facilities for more experienced, confident cyclists and off-road facilities for less experienced cyclists (as requested at public consultation)." They did however express concerns about the following issues:

- The southbound cycle lane is discontinuous over two sections and connections have been provided to the adjacent off-road shared-use route. However cyclists have to give way at the main barracks entrance.
- The shared-use facility on the eastern side is discontinued 45m north of Heslington Lane creating a gap in provision for the less experienced target users of this facility.
- There is no facility to access the shared-use route from Heslington Lane or from Fulford Road in a northbound direction.

37. Based on the above the following issues need to be addressed:

- Review the road layout between Hospital Fields Road and Fulford Cross with particular regard to operational and safety issues related to the bus lane.
- Lack of continuous on-road cycle facilities in the southbound direction.
- Off-road shared-use facilities.
- Parking on side roads near crossing points.
- Excessive crossing width at the access to Fulford Park.

These will be considered and addressed in the next sections of the report.

Pedestrian refuge island crossing on Fulford Main Street

38. This involved the provision of a pedestrian refuge island crossing in the vicinity of the Elliot Court bus stops to help pedestrians to cross this busy section of Fulford Main Street.
39. The scheme was initially installed without the proposed waiting restrictions following local objections when the traffic order was advertised. However following repeated instances of vehicles causing obstruction by parking too close to the island, approval was given to implement the waiting restrictions.
40. The refuge island crossing is serving its intended purpose with many using it not just to cross to and from the bus stops. The waiting restrictions have had the desired effect in keeping the road in the vicinity clear of parked vehicles.
41. Fulford Parish Council are keen to see minimal changes to Fulford Main Street and no additional measures are proposed at the current time.

Bus Lane on Selby Road

42. This was a low-cost scheme implemented in advance of any major improvements to the southern section of the corridor. It involved the removal of the hatched marking from the outer lane on the dualled section of the A19 between the A64 roundabout and the start of the housing on Selby Road to enable it to be used by vehicles and converting the inner lane to a bus lane.
43. This bus lane has benefited local and school bus services when congestion extends back to the A64 interchange, albeit there are off-peak periods when some buses do not use the bus lane when it offers no benefits.
44. The multi-modal study identified that bus priority measures at the southern end of the corridor are key to the operation of the corridor. The additional measures required are currently linked to the proposed Germany Beck development and

to other major improvements which are currently on hold and would be implemented as and when funding permits.

Gateways on the B1222 at Naburn

45. This involved relocating both ends of the 30mph zone through Naburn and providing improved gateway signing to make the signs more conspicuous and to reduce reports of speeding through the village, in particular with the prospect of more people using the B1222 to avoid queues on the A19 at the A64 interchange.
46. Since the scheme has been implemented complaints of speeding have dropped so the scheme would appear to be having its desired effect. In addition associated works together with planting carried out by Naburn Parish Council have significantly improved the northern approach to the village.
47. No further works to the gateways are proposed. Local concerns about the narrow footway across Howden Dyke are being considered as part of a separate scheme independent of the Fulford Road corridor improvements.

Hospital Fields Road to Fulford Cross

Issues to be addressed

48. As noted earlier, the following are the main issues affecting this section of the corridor that need to be addressed:
 - Safety concerns identified in the Stage 3 RSA and the recommendation that the bus lane is removed and the right turn lanes re-instated.
 - Public concerns that the changes have made the road more dangerous and are causing congestion.
 - Concerns about the significant difficulties and resultant safety issues for motorists and cyclists turning right into and out of Maple Grove, the barracks, and the Aldi / Iceland car park.
 - Some motorists misinterpreting the new road layout.
 - Lack of continuity of facilities for southbound cyclists.
 - Public comments that the bus lane is too short, causes more problems than benefits, and should be removed.
 - Public concerns about priority where bus and vehicle lanes merge.
 - Public concerns about delays and additional queues resulting from the removal of the right turn lanes.
 - Whether a crossing facility can be provided to help those pedestrians who want to cross near the barracks / supermarkets.
 - Concerns raised by the Army based at Imphal Barracks.

Options

49. **Option 1** is to retain the existing scheme with minor amendments which in effect would be a few additional lane arrows to highlight correct lane usage.
50. This is, in effect, is the do nothing option.

51. This is the only option that retains bus priority measures north of Broadway and would therefore be the preferred option should it be considered that the retention of the bus lane is the overriding factor. However whilst this option retains bus priority measures it does little to address the safety concerns raised by the public and in the RSA.
52. **Option 2** is to remove the bus lane and revert back to the previous layout whilst retaining the new northbound cycle lane as shown on the plan in **Annex A**.
53. The road widening carried out as part of the improvements enables the northbound cycle lane to be retained. 3.0m wide lanes would be provided for northbound and southbound traffic, whilst a central hatched / right turn area would be provided with right turn lanes in the order of 3.0m wide.
54. This option would result in there being no bus priority measures north of Broadway, with little scope to provide additional bus priority measures on the northern section of the corridor.
55. It provides improved facilities for right turns which in turn significantly addresses the main safety concerns raised by the public and in the RSA as well as public concerns about delays caused by right turning vehicles. It provides limited protection, with central hatching, for pedestrians crossing away from the formal crossing points. There is however the potential for southbound on-road cyclists to be clipped by passing vehicles, in particular adjacent to a central hatched area which accommodates a significant volume of right turning vehicles. In addition larger vehicles turning left into and out of the barracks would need to encroach into the central area.
56. **Option 2A** is similar to **Option 2** but with an additional pedestrian refuge island crossing, primarily to cater for crossing movements between the barracks and the supermarkets.
57. **Annex B** shows the refuge island located as near as possible to the desire lines, which results in shorter right turn lanes. Whilst this would benefit pedestrians, it could lead to vehicles not being able to access the reduced length right turn lanes, increasing the risk of delays and the likelihood of shunts.
58. An alternative location for the island would be between the barracks entrance and Maple Grove. Whilst this would not affect the right turn lanes, and hence should not lead to delays or shunts, it may result in less people crossing at the island and more crossing in the shadow of the island.
59. A further alternative would be to locate the island south of the supermarkets access in the immediate vicinity of the bus stops. This would make it difficult to overtake a stopped bus, however there are potential safety issues which would require further consideration.
60. **Option 2A** could be considered as a follow-on from **Option 2** as further discussions, surveys and evaluation would be required to decide if and where the island should be provided.

61. **Option 3** is to remove the bus lane and to reallocate the available road space to extend the southbound on-road cycle lane as shown on the plan in **Annex C**.
62. 3.0m wide lanes would be provided for northbound and southbound traffic, as for **Option 2**, but the right turn lanes would be narrower and may not be able to fully accommodate some vehicles. The width of the southbound cycle lane may need to be limited to 1.3m in full or in part if right turn lanes of at least 2.0m are to be provided.
63. In this option the southbound cycle lane ends at the bus stop near Fulford Cross as there is insufficient width to continue it past the refuge island in its current position without widening into the verge. The provision of this cycle lane may go some way to reducing the number of high-speed cyclists on the off-road route and hence potential conflict where the path crosses the main access to the barracks.
64. This option would also result in there being no bus priority measures north of Broadway, with little scope to provide additional bus priority measures on the northern section of the corridor.
65. It provides improved facilities for right turns, albeit at reduced width, which goes some way to addressing the main safety concerns raised by the public and in the RSA as well as public concerns about delays caused by right turning vehicles. It provides limited protection, with central hatching, for pedestrians crossing away from the formal crossing points. There is however the risk of cyclists being clipped by passing vehicles due to narrow cycle / right turn lanes. This option should make left turns into and out of the barracks easier.
66. **Option 3A** is similar to **Option 3** but with continuous cycle lanes in both directions as shown on the plan in **Annex D**.
67. This would require the recently reconstructed refuge island near Fulford Cross to be moved westwards to provide equal clearance on either side. The clearances without additional widening would be in the order of 4.4m, similar to what has been provided at the island to the north near the Police HQ.
68. A further variation on **Option 3** and **Option 3A** is to provide an additional pedestrian refuge island, as discussed under **Option 2A** above. This should be considered as a follow on from **Option 3** or **Option 3A** as further discussions, surveys and evaluation would be required to decide if and where the island should be provided.
69. Consideration has been given to other options which retain the bus lane, including combining the northbound bus and cycle lanes; re-locating the northbound cyclists onto the adjacent footway; and carrying out additional widening works. The re-allocation of road space would do little to address the main issues and concerns as, at best, it only frees-up an additional 1.5m width whilst resulting in potential reduction in facilities for cyclists and increased conflict with pedestrians. Any widening works are likely to require statutory undertakers services to be diverted which in turn would make them expensive and extremely difficult to justify.

Consultation

70. The bus operators have been consulted and the companies responding to date are largely supportive of **Option 1**.
- **First York** consider that **Option 1** is the way forward, to retain the bus lane with some additional arrow markings.
 - **Transdev** consider that, as the scheme has only recently been completed, it would be advantageous to carry out further observations and data collection before any decision is made to remove the bus lane.
 - **Arriva Yorkshire** note that it has taken a long time and a lot of effort to get bus priority measures introduced along this corridor. They are therefore reluctant to accept the removal of any bus priority measures that will impact on the current bus reliability or measures that are in place to assist journey times as traffic congestion increases in the future.
71. As noted earlier in this report there were strong demands at the Fishergate ward committee meeting on 20 July 2010 to have the old layout re-instated. The above options were discussed at the recent Fishergate ward committee meeting on 19 October 2010. There was overwhelming opposition to **Option 1** and strong support for changes. From comments made at the meeting it appeared that many people favoured **Option 3A**, with further consideration given to an additional crossing, however those attending were asked to let their ward councillors or officers know their views in advance of this EMDS meeting. Any additional feedback will be reported to this meeting.
72. A meeting was held with the Army on 19 October 2010 to discuss their concerns and the potential options. As noted earlier in the report they have significant concerns about the current layout. They consider that the provision of a few additional markings as per **Option 1** would not address those concerns. Their preference is for **Option 3A** as this best addresses many of their concerns, including encouraging high speed cyclists to remain on-road thereby reducing the risk of conflict where the off-road route crosses their main entrance. They requested that a KEEP CLEAR marking be painted across their access to avoid it being obstructed when there are outbound queues. They also asked that further consideration be given to an additional pedestrian crossing facility as a possible follow-on measure.
73. The Army are still concerned about the adverse effect the large tree to the north has on visibility at their main access and would like it removed. This is a very mature tree in the Conservation Area and further discussions will be required with the Conservation Section.
74. As noted earlier in this report North Yorkshire Police also have concerns about the current layout. They consider that the minor changes in **Option 1** would do little to address many of their concerns. Their preference is for **Option 3A** which they consider best addresses their concerns. They also consider that the provision of an additional refuge island crossing should be subject to further discussions, analysis and consultation.

Recommendation

75. To advise which option or combination of measures should form the basis of the layout between Hospital Fields Road and Fulford Cross.

Other Issues requiring further consideration

Lack of continuous southbound on-road cycle facility

76. The Stage 3 RSA expressed concerns that the southbound on-road cycle facility is discontinuous and recommends providing a continuous on-road southbound cycle lane between Hospital Fields Road and Heslington Lane.
77. Cycling England also carried out an audit of cycle facilities on Fulford Road at the same time as they reviewed other cycle facilities in York. They were very impressed by our aims to provide on-road facilities for confident cyclists and off-road facilities for less confident cyclists where space permits. They did however express concerns that the southbound route was discontinuous, in particular as the alternative off-road route did not have priority at side roads and major accesses.
78. There are two sections where southbound on-road cycle facilities have not been provided. It should be noted that, on both sections, there are connections to and from the adjacent off-road shared-use route.
79. The first location is between Hospital Fields Road and just south of Fulford Cross where the provision of a northbound bus lane and cycle lane does not leave space for a southbound cycle lane. The provision of an extended or continuous cycle lane on that section is dependent on which option is chosen for that section, as discussed in the previous section of this report.
80. The other location is on Fulford Main Street in the vicinity of St Oswald's Road. The decision to omit the cycle lane over that section was made at the City Strategy EMDS meeting on 7th July 2009 when it was decided to retain parking in the vicinity of the church to address local concerns. Initial monitoring indicates that there is not a need to review that decision at the present time.

Recommendations

81. To note that the provision of a continuous or extended southbound on-road cycle facility between Hospital Fields Road and Broadway depends on which option is chosen for the Hospital Fields Road to Fulford Cross section.
82. To note the decision at the City Strategy EMDS meeting on 7th July 2009 to retain parking in the vicinity of St Oswald's Church to address local concerns, which in turn prevents the provision of a continuous on-road facility on that section of Fulford Main Street.

Off-road shared use facilities for cyclists

83. During public consultation on the improvement strategy there was strong public support for off-road facilities for less confident cyclists, in addition to any on-road facilities. As a result off-road shared-use facilities have been provided on

the east side between the Police HQ and a point about 45m north of Heslington Lane and on the west side between Fulford Cross and Maple Grove. The refuge island crossing near Fulford Cross has been upgraded to provide a link between the two.

84. As a result of early monitoring, which indicated that some of the public were unsure which sections cyclists could use, the locations of some of the signs have been revised and additional signing is being provided, in particular between Broadway and Heslington Lane.
85. As noted above the southern end is currently approximately 45m north of Heslington Lane. Although there is a link to the on-road cycle lane, which provides benefits to southbound cyclists, there are no direct connections in the northbound direction. Concerns have been raised about the lack of connectivity at the southern end.
86. It would be relatively easy to extend the shared-use section so that it starts / ends just north of Heslington Lane at the Main Street crossing. This would require widening a 30m length of footway to match the widths to the north. It would not however be possible to provide specific facilities to assist cyclists to get directly to and from Heslington Lane, due to the narrow footway widths on Heslington Lane.
87. The improved link may also help to encourage more children to cycle to and from nearby schools.

Recommendation

88. To agree to extend the shared-use facility on the eastern side a further 30m to the Heslington Lane junction to provide a continuous facility subject to the outcome of any local consultation.

Parking on side roads near crossing points

89. The improvements have included At Any Time (AAT) waiting restrictions along most of Fulford Road and Fulford Main Street, with the exception of those sections where it was agreed that parking should be retained. Whilst some traffic orders include sections of side roads others only cover the main roads. As a result there are some side road crossings where vehicles can park up to the crossing point.
90. The RSA has expressed concerns about restricted visibility at the side road crossings of Moorland Road, Derwent Road and St Oswald's Road as a result of vehicles parking close to the crossing point. The RSA recommends extending the double yellow lines into those side roads to improve inter-visibility.
91. Our own observations indicate that some vehicles do park up to the crossing point making it difficult for anybody about to cross from seeing or been seen by approaching motorists. In addition there have been some complaints from the public on this issue.

92. This in turn would require traffic orders to be advertised to give the public a chance to object. The loss of any parking on St Oswald's Road in particular is likely to be contentious due to the recent loss of parking on the main road and limited spaces on St Oswald's Road.

Recommendation

93. To agree to implement At Any Time waiting restrictions on Moorland Road, Derwent Road and St Oswald's Road in the vicinity of the crossing points, subject to the outcome of any local consultation and the advertising of an appropriate traffic order.

Excessive crossing width at access to Fulford Park

94. The original scheme proposals included building out the kerb lines at the entrance to Fulford Park to reduce the crossing distance to improve safety. However when public consultation was carried out there were strong local objections and subsequently at the City Strategy EMDS meeting on 7 July 2009 the decision was made to retain the wide entrance to address local concerns.
95. The Stage 3 RSA has again expressed concerns about the long crossing distance and recommended to build out the kerb lines as originally proposed.
96. Although the crossing distance at the entrance to Fulford Park is significantly longer than at other side roads, to date we have not received any complaints or concerns from users of this facility. As such, in view of previous objections to any alterations, it would be appropriate to continue to monitor this and to consider appropriate action if and when the need arises.

Recommendation

97. To note the decision at the City Strategy EMDS meeting on 7 July 2009 to retain the wide entrance to Fulford Park to address local concerns and to keep this under review.

Consultation

98. There would be a need to advertise the traffic orders associated with the proposed At Any Time waiting restrictions. The need for and extent of public consultation on the above would be agreed in discussion with the Executive Member and respective ward councillors.

Implementation

99. Implementation would be subject to the decisions at this meeting and the outcome of any subsequent consultation and / or advertising of traffic orders. It would be practical to implement any of the above in this financial year (2010/11) subject to funding.

Corporate Priorities

100. The improvement strategy for the Fulford Road corridor contributes to the following elements of the new Corporate Strategy:

- **Thriving City** – The improvements to the sustainable transport network along the corridor will assist the economy by reducing the impact of congestion.
- **Sustainable City** – The provision of improved pedestrian and cycling facilities encourages the use of more sustainable modes of transport and reduces the impact on the environment. Where appropriate and practical the quality of the local environment and the condition of the road and footways has been improved.
- **Safer City** – The improvements aim to improve safety, in particular for vulnerable road users such as pedestrians and cyclists. The traffic monitoring cameras are also used for crime and disorder purposes as and when required.
- **Inclusive City** – The improvements should encourage more walking, cycling and use of public transport. Improved footways and crossing facilities will benefit the young and the elderly as well as the mobility and visually impaired.
- **Healthy City** – The proposals will help with improving the health and lifestyles of the people who live in York by providing facilities to encourage walking and cycling and by helping to reduce air pollution in key areas, as well as improving the actual and perceived condition of the city's streets.

Implications

This report has the following implications:

- **Financial**

101. The estimated costs of the additional works identified in this report are as follows. These include an allowance for fees however these depend on the extent and outcome of any consultation:

Hospital Fields Road to Fulford Cross – Option 2	£10k
Hospital Fields Road to Fulford Cross – Option 3	£10k
Hospital Fields Road to Fulford Cross – Option 3A	£15k
Additional pedestrian refuge island crossing near the barracks	£10k
Extension of off-road shared-use facility to Heslington Lane	£5k
Waiting restrictions at side road crossings	£2k

102. There may be a need for some additional funding to the Fulford Road corridor improvements to enable these to be implemented in 2010/11.

- **Human Resources**

103. There are no human resources implications.

- **Equalities**

104. The proposed measures will benefit vulnerable road users such as pedestrians and cyclists. In particular improved footways and crossing facilities will benefit the young and the elderly as well as the mobility and visually impaired.

- **Legal**

105. The City of York Council, as highway authority for the area, has powers under the following Acts and associated Regulations to implement improvements to the highway and any associated measures:

- The Highways Act 1980
- The Road Traffic Regulation Act 1984
- The Road Traffic Act 1988

106. Approval is sought to advertise any traffic orders associated with the proposed improvement schemes. These are currently envisaged to involve some amendments to existing waiting restrictions and existing Bus Lanes.

- **Crime and Disorder**

107. Where practical and appropriate the proposed improvements include measures to enhance the safety of all road users, in particular vulnerable users such as pedestrians and cyclists, as well as minimising the risks of crime.

108. The Police Headquarters are located on this corridor. The Police are a key stakeholder in this project and were regularly consulted as the individual schemes were developed to ensure that their ability to respond to incidents in York is not compromised.

- **Information Technology**

109. There are no IT implications.

- **Property**

110. There are no property implications.

Risk Management

111. The following risks have been identified which could affect the cost, programming, and / or implementation of the proposed improvements.

- Issues raised during public consultation or advertising of traffic orders which could require the proposals to be reviewed and revised.
- Risks arising from the detailed design which could affect the costs.
- Risk of the construction works having an impact on the transport network.

112. Project management procedures will be put in place to manage and control these risks. The implementation phasing and programme will be developed to minimise the disruption to the public and to take account of other planned works on the network.
113. Any significant issues which would affect the proposed schemes, or the budget or programming of those schemes, will be reported back to the Executive Member.

Member comments

114. Fishergate ward councillors have expressed concerns about the safety of the bus lane between Fulford Cross and Hospital Fields Road. Their formal comments on the proposals and those of other affected ward councillors and representatives of the other political parties are being sought and will be reported to the meeting.

Contact Details

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Chief Officer Responsible for the report:

Richard Wood
Assistant Director (City Development & Transport)

Report Approved



Date 20.10.10

Specialist Implications Officer(s)

Financial

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Legal

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Head of Legal Services
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Wards Affected: Fishergate, Fulford and Wheldrake

All

For further information please contact the author of the report

Background Papers:

Fulford Road corridor report
A19 Fulford Road corridor update
A19 Fulford Road corridor update
A19 Fulford Road corridor update
A19 Fulford Road corridor update

City Strategy EMAP – 29 October 2007
City Strategy EMAP – 17 March 2008
City Strategy EMAP – 8 December 2008
City Strategy EMAP – 16 March 2009
City Strategy EMDS – 7 July 2009

Annexes

Annex A Option 2
Annex B Option 2A
Annex C Option 3
Annex D Option 3A

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Annex B - Option 2A

PRELIMINARY



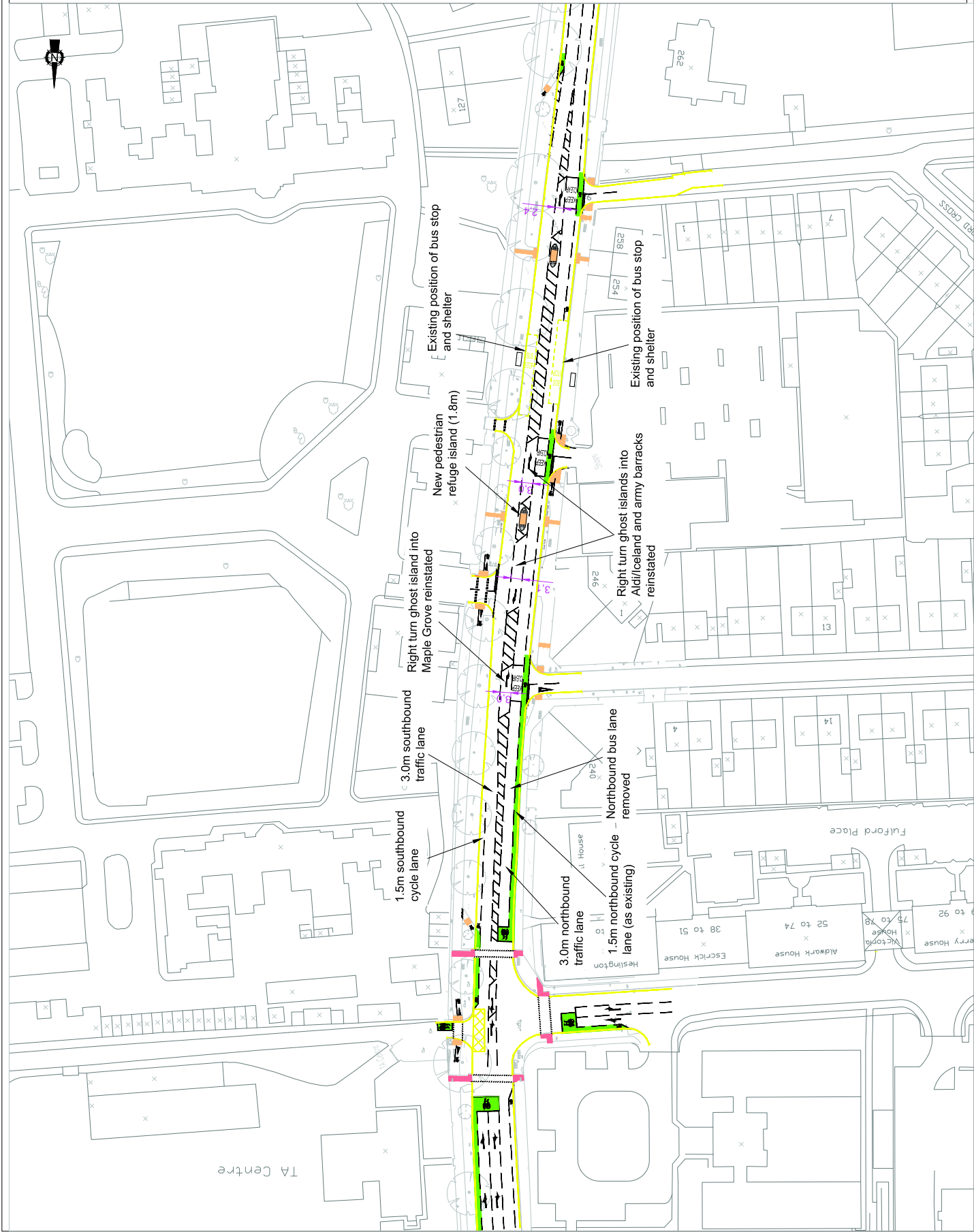
City of York Council
15, The Gateway
1200, York YO1 1PA
01904 566000
www.york.gov.uk



Project:
City of York Council Framework
Fulford Road Corridor
Improvements

Drawing:
Fulford Cross to
Hospital Fields Road
Option 2a

Drawn by:	Yorah Valerovalds	Date:	06/10/2010
Checked by:	Sherrill Stanger	Date:	07/10/2010
Approved by:	Sherrill Stanger	Date:	07/10/2010
Drawing No.:	TACYCB703/2a		
Revision:	0		
Drawing Scale:	1:1000 @ A3		
CAD Name:	Fulford Road	File No.:	11



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Annex C - Option 3

PRELIMINARY



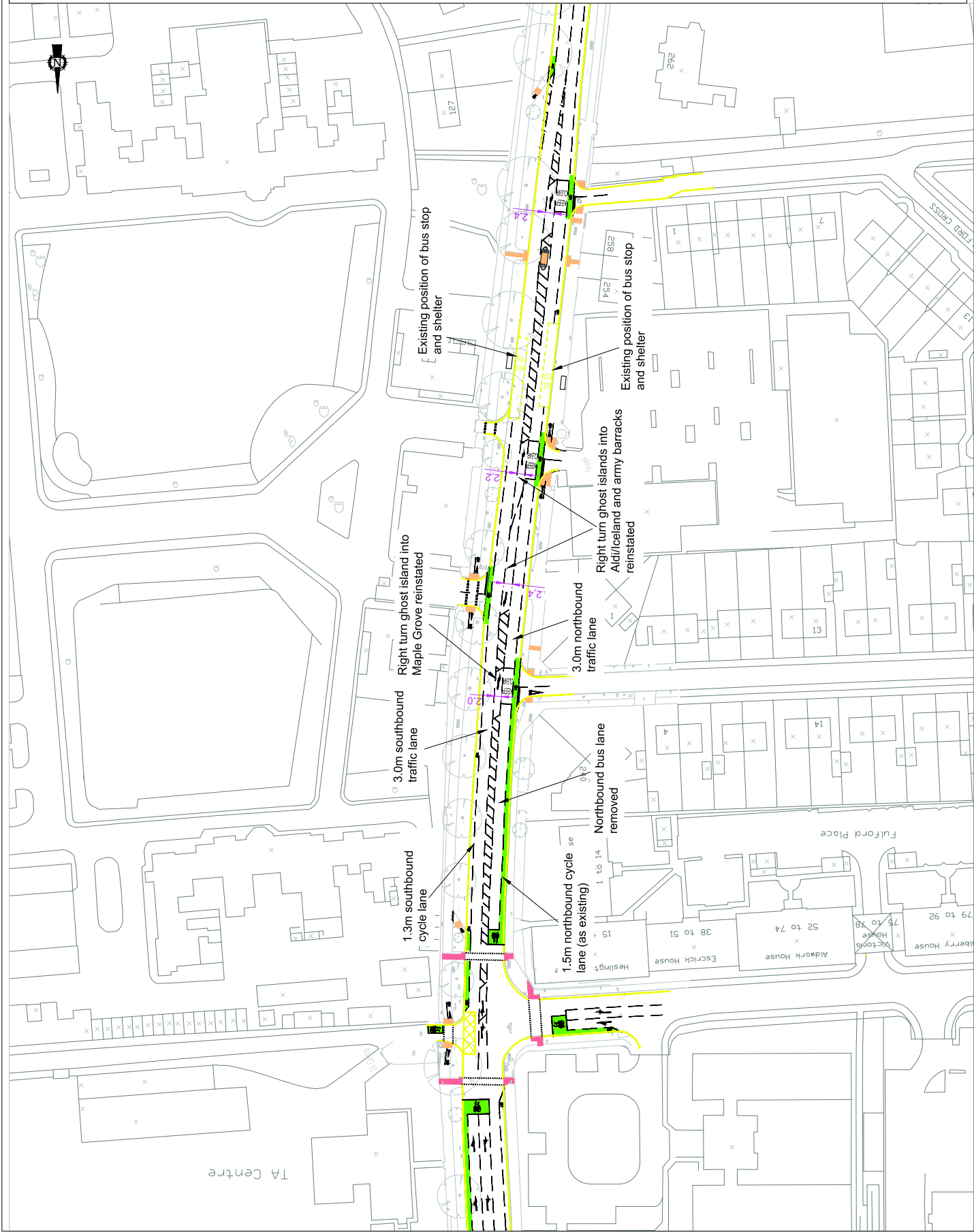
Halcrow Group Ltd
 11000 B A3
 Fulford Road
 York YO10 3AS



Project
 City of York Council Framework
 Fulford Road Corridor
 Improvements

Drawing
 Fulford Cross to
 Hospital Fields Road
 Option 3

Drawn by	Yorke, Velezovs	Date	06/10/2010
Checked by	Sherratt, Stampert	Date	07/10/2010
Approved by	Sherratt, Stampert	Date	07/10/2010
Drawing No.	TACYCB703/3		
Revision	0		
Drawing Scale	1:1000 @ A3	Fulford Road	1:1
CAD Name	Fulford Road		



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Option D - Option 3A

PRELIMINARY

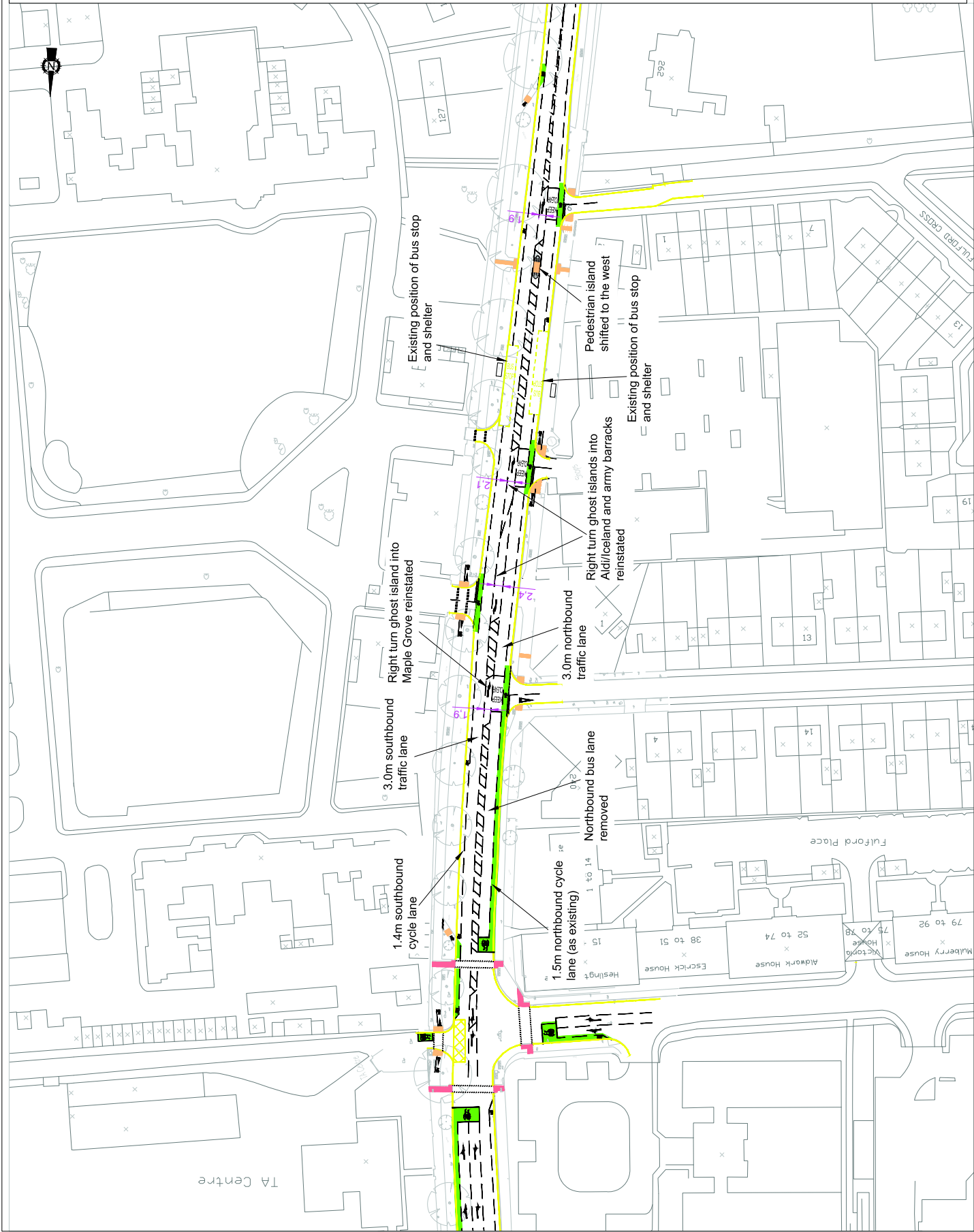


Halcrow

Client
City of York Council Framework
Fulford Road Corridor
Improvements

Drawing
Fulford Cross to
Hospital Fields Road
Option 3a

Drawn by	Yorah Valerovalds	Date	06/10/2010
Checked by	Sherrill Stampert	Date	07/10/2010
Approved by	Sherrill Stampert	Date	07/10/2010
Drawing No.	TACYCB703/3a		
Revision	0		
Drawing Scale	1:100 @ A3		
CAD Name	Fulford Road	File No.	L1



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DECISION SESSION – EXECUTIVE MEMBER FOR CITY STRATEGY

TUESDAY 2 NOVEMBER 2010

Annex of additional comments received from Members, Parish Councils and residents since the agenda was published.

Agenda Item	Report	Received from	Comments
4	20mph zone petition from Almsford Drive, Acomb p9 - 18	Cllr R Potter Spokesperson for the Labour Group	The continued support from local residents for 20mph speed limits in residential area is very welcome. It shows how important this issue is to local residents. It really is time to look at a citywide approach and follow the good practice of other local authorities in this Country who have taken this view. This prioritises community safety, environmental concerns and addresses the needs of local residents.
5	20mph speed limit petition for Fulford Cross and Danesmead P19-30	Dr Candida Spillard Danum Road resident Cllr R Potter Spokesperson for the Labour Group	I am concerned at the speed of traffic near the Steiner School, as well as with other potential accident spots on the A19/Fulford Road. I am writing therefore in support of lowering the speed limit in the area of the Steiner School, and possibly near Aldi and Maple Grove, to 20 mph. The continued support from local residents for 20mph speed limits in residential area is very welcome. It shows how important this issue is to local residents. It really is time to look at a citywide approach and follow the good practice of other local authorities in this Country who have taken this view. This prioritises community safety, environmental concerns and addresses the needs of local residents.
6	A19 Fulford Road Corridor Improvements P31-56	Dr Candida Spillard Danum Road resident	I am concerned at the speed of traffic near the Steiner School, as well as with other potential accident spots on the A19/Fulford Road. I am writing therefore in support of lowering the speed limit in the area of the Steiner School, and possibly near Aldi and Maple Grove, to 20 mph.

6	A19 Fulford Road Corridor Improvements (cont.) P31-56	Mrs A Marshall Fostergate, Cawood	<p>I understand from articles in the York Press that you are reconsidering the layout of the Fulford Road near the Imphal Barracks.</p> <p>I regularly visit Maple Grove and find manoeuvring in and out of the entrance very difficult and dangerous. When entering Maple Grove I am always really concerned that I may not have spotted a cyclist as I turn left as I feel the turn is too wide. When exiting my line of sight of traffic driving through the traffic lights from Fishergate is severely restricted, particularly if cars are queuing right up to the 'Keep Clear' box at the Maple Grove junction. There have been several occasions when I have judged it safer to turn left and turn round in Hospital Fields Road. At night time, in winter with wet weather or fog I think that the current layout represents a very real hazard as the cycle lane and the bus lane combined is too wide to be safe.</p> <p>On Friday evening my husband was driving into York and a car leaving the city turning right into the Aldi Supermarket was occupying the inbound lane thus driving head on into oncoming traffic. Their assumption seemed to be that the bus lane was for all incoming traffic and they were in a right turn lane. This manoeuvre appeared correct to them due to poor road and inconsistent road markings.</p> <p>I do hope you will find these comments helpful and trust that changes are made to the current layout which I believe to be unnecessarily hazardous to both cyclists and motorists. There is a limit to what can be expected of the average motorist - the road markings are counter intuitive - and a high percentage of motorists may well be visitors and unfamiliar with the traffic flow and cyclists using cycle lanes. Is it worth taking the risk of more accidents and potential fatalities?</p>
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<p>A19 Fulford Road Corridor Improvements (cont.) P31-56</p>	<p>4 residents have contacted the report author by email following the Fishergate Ward Committee meeting</p>	<p>All indicated support for Option 3A with consideration given to an additional island if possible. One of these offered additional comments as follows:</p> <p>“Firstly, kudos on the upgrades in most places, particularly along the straight between Cemetery Road and the Sainsburys Local, which is a pleasure to cycle on. Ignoring when cars park in the middle of the cycle lane, which occasionally happens if too many are trying to use Sainsburys, it's nice and easy - and if cars are in the way, the traffic facilitates cyclists well.</p> <p>The bus lane and many changes are confusing and potentially dangerous, however, with bottlenecks commonplace and many cyclists (especially those not used to the roads) unsure of whether they're supposed to be on the pavement or road. Today I was met by a Chinese student cycling on the pavement on the wrong side of the road (on Heslington Road, uphill) and it seems like a lot of people really don't know what they're supposed to do - and I do not see arrows or signs as being able to rectify it without a clearer layout.</p> <p>I also experience problems with cycling southbound during major traffic, and find that a proper road cycling path would be a great improvement to safety and efficiency. My only query is with proposal 3, in which the cycle path ends at the second Barracks entrance, how it would feed onto the path again. There are a few diagonal joints between pavement and road that confuse people and especially next to junctions these could be problematic.</p> <p>Nonetheless, all of the above shows why I am in support of getting rid of the bus lane (though I am a big fan of the buses!), moving the island *if necessary* and ensuring a complete cycle lane runs down both sides.”</p>
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	<p>A19 Fulford Road Corridor Improvements (cont.) P31-56</p>	<p>Cllr A D'Agorne Fishergate Ward Member and Leader of the Green Group</p> <p>Cllr D Taylor Fishergate Ward Member</p>	<p>While we support the principle of bus priority measures, the constraints of three junctions in close proximity, lane widths and cycle lanes at this location create the serious hazards highlighted by the stage 3 safety audit. On this basis we support Option 3 or 3A, ideally with provision for an additional pedestrian refuge at a location to be determined by subsequent consultation. While inevitably some of the concerns stem from lack of awareness of drivers, we do not feel that Option 1 will be a long term solution to safety concerns especially for cyclists remaining on road in a southbound direction and those attempting to turn right.</p> <p>In view of the acknowledgement in the report of the hazards created for army vehicles and cyclists we support the reinstatement of a central hatched area and provision of an on road southbound cycle lane as quickly as possible. If consultation and budget considerations affect Option 3A and the pedestrian island we would rather that option 3 be implemented first with the question of the islands being resolved as a second stage.</p> <p>We support the advertising of TRO's for limited stretches of double yellow line at the junctions of Fulford Rd with Moorlands, Derwent and St Oswalds Rds the interests of pedestrian and cycle safety and clear sight lines. From the point of view of a coherent scheme promoting cycling to school, (even though it is just into Fulford ward), I would want to support the southward extension of the road cycle facility on Main St to formalise the current use of the path by many children cycling to Fulford School in the morning along here - together with clear 'end of route' signing to discourage cycling on the narrow footway on Heslington Rd.</p>
		<p>Cllr C Vassie Wheldrake Ward Member</p>	<p>I support the prioritisation of bus movements along the A19 and Fulford Road.</p> <p>I want to add my voice, again, to those calling for a continuous southbound on-road cycle facility.</p> <p>He has no comments on the recent works at Naburn but is keen to see the works at Howden Dyke implemented, noting these are not part the Fulford Road corridor improvements.</p> <p>He also offered extensive comments relating to the Cycling Strategy for York.</p>

<p>A19 Fulford Road Corridor Improvements (cont.)</p> <p>P31-56</p>	<p>Cllr I Gillies</p> <p>Leader and Spokesperson for the Conservative Group</p>	<p>I will make no comments save to say that I am happy to support any agreement made between the officers and local councillors.</p>
	<p>Cllr R Potter</p> <p>Spokesperson for the Labour Group</p>	<p>I am happy to support option 3A.</p>

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