



## Notice of meeting of

### Decision Session - Cabinet Member for City Strategy

**To:** Councillor Merrett (Cabinet Member)

**Date:** Tuesday, 26 July 2011

**Time:** 4.30 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 25 July 2011** if an item is called in before a decision is taken, or

**4.00pm on Thursday 28 July 2011** 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 22 July 2011**.

### **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 Decision Session held on 28 June 2011.

- 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 25 July 2011**.

Members of the public may register to speak on item on :-

- an item on the agenda;
- an issue within the Cabinet Member's remit;
- an item that has been published on the Information Log since the last session. Information reports are listed at the end of the agenda.

Please note that no items have been published on the Information Log since the last Decision Session.

- 4. University Related Parking in Nearby Residential Areas**  
(Pages 9 - 44)

The purpose of this report is to agree a strategy for dealing with the increased parking issues that are arising in the residential areas in the vicinity of the University of York as its planned programme of expansion is developed.

- 5. City Strategy Capital Programme - 2011/12 Consolidated Report** (Pages 45 - 66)

This report identifies the proposed changes to the 2011/12 City Strategy Capital Programme to take account of carryover funding from 2010/11, and to include additional funding from the Local Sustainable Transport Fund (LSTF) and other sources. It also proposes adjustments to scheme allocations to align with the latest cost estimates and delivery projections. Further changes will be made at future Decision Sessions as the implications of the LSTF funding are confirmed and coordination with the maintenance programme is developed.

**6. 20mph Speed Limit Pilot Area** (Pages 67 - 78)

This report identifies a proposal to progress the creation of an extended area of 20mph speed limits to the south west of the city centre as part of the development of a citywide 20mph speed limit policy. The report also considers the possibility of using Murton as a 20mph speed limit pilot for villages.

**7. Urgent Business**

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

Democracy Officer:

Name: Jill Pickering

Contact Details:

- Telephone – (01904) 552061
- Email – [jill.pickering@york.gov.uk](mailto: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
- Written Representations
- Business of the meeting
- Any special arrangements
- Copies of reports

Contact details are set out above

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### Further information about what's being discussed at this meeting

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## **Holding the Cabinet to Account**

The majority of councillors are not appointed to the Cabinet (39 out of 47). Any 3 non-Cabinet councillors can 'call-in' an item of business from a published Cabinet (or Cabinet Member Decision Session) agenda. The Cabinet 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 Cabinet 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

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City of York Council

Committee Minutes

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MEETING	DECISION SESSION - CABINET MEMBER FOR CITY STRATEGY
DATE	28 JUNE 2011
PRESENT	COUNCILLOR MERRETT (CABINET MEMBER)
IN ATTENDANCE	COUNCILLOR DOUGLAS

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### 1. **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.

Councillor Merrett declared a personal non prejudicial interest in relation to Agenda item 5 (City Strategy Capital Programme – 2010/11 Outturn Report) insofar as it referred to cycling as the York Cycling Champion.

### 2. **MINUTES**

RESOLVED: That the minutes of the Decision Session – Executive Member for City Strategy, held on 1 March 2011 be approved and signed by the Cabinet Member as a correct record.

### 3. **PUBLIC PARTICIPATION/OTHER SPEAKERS**

It was reported that there had been 2 registrations to speak at the meeting under the Council's Public Participation Scheme. The Cabinet Member had also granted a request to speak from a Council member.

A Howard Link resident spoke in relation to Minute 66 – Evening and Sunday Bus Services to Rawcliffe and Skelton considered at the last meeting of the City Strategy Decision Session held on 1 March 2011. She disputed a number of comments made at the meeting in respect of the frequency of bus services in the Rawcliffe/Skelton area. Reference was also made to the new 50p charge for residents with bus passes for P & R journeys

and it was suggested that some of the money raised should be invested in the provision of regular bus services. She requested the Cabinet Member to reverse the earlier decision made in relation to tendered bus routes to allow fair and open consultation on bus services.

A organiser of the petition spoke in respect of Agenda item 4 – Petition Concerning Existing 20mph School Safety Zone on Haxby Road. He confirmed that he lived adjacent to the school safety zone and experienced noise and ground borne vibration from the speed table. Noise and vibration from heavy vehicles was alarming and had intensified following the breaking up of the surface and increased traffic. He confirmed that there had been more than a slight increase in noise levels and he requested the Cabinet Members approval of Option 2 to progress the petitioners suggestions.

Councillor Douglas, as Local Member, also spoke in relation to Agenda item 4 and thanked Officers for their comprehensive evaluation of the options. She confirmed that she strongly disagreed with the Officers recommendation to do nothing. She referred to the nuisance factor for residents and to damage caused to adjacent property. Heavy vehicles were able to straddle the speed cushions on their approach to the table which resulted in them bumping off the table. She went onto question the data collection and produced photographs of damage to an adjacent residents property. She requested the Cabinet Member to support Option 2 to remove the speed table and create a signalised crossing. This would provide a safe crossing point for pedestrians with the loss of only one residents parking space.

**4. PETITION CONCERNING EXISTING 20MPH SCHOOL SAFETY ZONE ON HAXBY ROAD**

The Cabinet Member considered a report which had been prepared in response to a petition received from residents, requesting the removal of existing road humps within the Haxby Road Primary School Safety Zone and the introduction of a signalised pedestrian crossing to benefit the schools and local shops.

In respect of the speakers comments Officers confirmed that the speed measures in place within the school safety zone had been proven to be the most effective in reducing speed.



Although these measures had been in place since 2004 it was only recently that residents had raised issues. She went onto outline the results of the analysis of each of the options considered. It was confirmed that Officers had visited adjacent homes to inspect damage however it had not been clearly shown that this was due to vehicle vibration.

Officers confirmed that following the meeting they would re examine the profile of the speed table and undertake repairs if found necessary. <sup>1.</sup>

The Cabinet Member confirmed that although he sympathised with residents he had to take account of both financial and safety considerations. He did however state that if property damage was found to be caused by vehicles Officers would re examine this issue. He then went onto consider the following options:

Option One – note the contents of the report but take no further action;

Option Two – request that Officers progress one or more of the suggestions made by the petitioners.

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

- i) Note the contents of the petition but agree that no further action should be taken at this time.
- ii) Request Officers to reply to the lead petitioner. <sup>2.</sup>

REASON: i) To maintain a safe road environment around Haxby Road Primary School and the nearby shops.

ii) To inform them of the Cabinet Member's decision.

Action Required

1. Arrange for an examination to be made of the Haxby Road speed table.

LR

2. Inform lead petitioner of decision.

LR

**5. CITY STRATEGY CAPITAL PROGRAMME - 2010/11  
OUTTURN REPORT**

The Cabinet Member considered a report, which detailed the outturn position for schemes in the 2010/11 capital programme, including the budget spend to 31 March 2011, and the progress of schemes during the year. Annexes 1 to 3 of the report detailed scheme progress and outturns.

It was confirmed that the actual in year spending was £4,875k from an approved 2010/11 Planning and Transport capital programme budget of £5,926k giving an under spend of £1,051k. Further details of the financial implications including funding sources and carryovers were set out in paragraphs 25 to 32 of the report.

The Cabinet Member commented on a number of issues including:

- Property Capital Programme (paragraph 31 of the report), which was no longer within his portfolio. Officers confirmed that they would clarify how this budget would be dealt with in future.
- A19 Roundabout Improvements (Annex 1 paragraph 8) questioned details of the increased works required and final cost. Officers confirmed that as yet they had no firm details as the works had only recently been completed.
- Blossom Street Multi-Modal Scheme (Annex 1 paragraph 9) issues had been raised regarding the new traffic arrangements at this junction. In particular to the length of time between the pedestrian phases, which resulted in pedestrians crossing before it was safe to do so. Officers confirmed that the scheme was shortly due for review and would ensure that this issue was included and consider whether any further action was required. Officers also stated that there were early indications that the accident levels at the junction had reduced but the full implications of the scheme would only become apparent in the fullness of time.
- Bus Location and Information Sub-System (BLISS) (Annex 1 paragraph 23) raised the issue of 'ghost buses' which disappeared from the information displays at the Rougier Street bus stops which he felt reduced the

credibility of the system. Officers confirmed that they would examine this issue.

- Minor Cycle Schemes (paragraph 48) questioned possible changes to barriers on off-road routes to accommodate disabled tricycles.

Following further discussion it was

RESOLVED: That the Cabinet Member agrees to:

- i) Note progress achieved in delivering schemes in the capital programme as indicated in Annexes 1 to 3 of the report.
- ii) Approve the proposed carryovers as outlined in paragraphs 25 to 30 of the report, subject to the approval of the Cabinet.<sup>1</sup>

REASON: To enable the effective management and monitoring of the council's capital programme.

Action Required

1. Refer carryovers to Cabinet.

TC

CLLR D MERRETT, Chair

[The meeting started at 4.30 pm and finished at 4.55 pm].

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**Decision Session –  
Cabinet Member for City Strategy**

26<sup>th</sup> July 2011

Report of the Director of City Strategy

**University Related Parking in Nearby Residential Areas**

**Summary**

1. The purpose of this report is to agree a strategy for dealing with the increased parking issues that are arising in the residential areas in the vicinity of the University of York as its planned programme of expansion is developed.

**Recommendations**

2. In order to develop a robust parking strategy aimed at alleviating the growing parking issues affecting those living in the residential areas close to the University, it is recommended that the Cabinet Member approves the following:
  - The adoption of the strategy outlined in paragraph 38 when reviewing or considering new emerging parking issues.
  - The introduction of an experimental Traffic Regulation Order as detailed in paragraph 39.
  - The introduction of a clearway order along Field Lane.
  - Continue close liaison with the University representatives.

**Reason:**

To reduce non-residential parking in the area, to ensure parking doesn't transfer to the main road network and to provide a more rapid response to issues that escalate quickly due to the University development.

**Background**

**The Heslington East Campus**

3. The University's Heslington East Campus, which is adjacent to the Badger Hill estate, was subject to a public enquiry. Concerns regarding parking were raised as an issue and the Planning inspectors report (paragraph 719 highlighted in Annex B) states, with regards to the possibility of the implementation of a residents

parking scheme, *“that the costs of that scheme would be met by the University and that local residents would not be charged for permits”*. The conclusions of inspectors report were used to inform the conditions attached to the Planning consent and the Section 106 agreement.

4. The Heslington East Campus Outline Consent Planning Conditions (see Annex C, condition 10 and Section 106 agreement) state what surveys will be carried out and the consequences of what is to be done if University related parking increases by more than 20% in the vicinity of the University Development. This is for a period of 15 years from the first occupation of the Development, which takes the end date of the University’s commitment to October 2024.
5. The whole Heslington East Campus was envisaged to be developed over a 15 - 20 year timescale, however a robust assessment of what further elements and when they might be implemented beyond those listed below is not available.
6. The University's capital programme for the next four years within the Heslington East campus includes the following elements:
  - Social and Catering building granted approval last autumn and due for occupation in October 2011
  - Sports Village with 207 space car park for public and student/staff use, due to be opened December 2012.
  - A combined heat and power plant serving the campus, due for use in 2012.
  - Langwith College providing 650 beds, due for occupation in 2012.
  - 150 space car park for staff, available from October 2011, and accessed from Grimston Bar Park and Ride entry
  - Internal road network, including cycle and pedestrian routes to support these developments.

### **Responsibilities**

7. The University are responsible for:
  - Carrying out and analysing parking surveys,
  - the cost of traffic management measures necessary to tackle parking and if permits are required they would be at no cost to the local residents,
  - The cost of providing enforcement presence in the area (a figure of 20% of a fte Civil Enforcement Officer has been suggested as appropriate),

8. The City of York Council are responsible for:
  - Introducing schemes to control parking
  - returning the income from enforcement action (less a reasonable administration fee) to the developer
  - taking on all responsibilities after 15 years following first occupation

### **Existing Situation**

#### **Badger Hill Estate**

9. The area referred to as the Badger Hill area in this report includes the properties bounded by Hull Road and Field Lane and Archbishop Holgate's school. The bulk of the area is in the Hull Road Ward and Central York Parliamentary area, but two of the roads are in the Heslington Ward and Outer York Parliamentary area. As always, issues that are in, or very close to, two or more wards are tackled as a single issue.
10. The Badger Hill area is a modern housing estate, properties have off street parking spaces, and hence there are lots of private accesses along every street. There is a parade of shops with unregulated on street parking facilities in front, a primary school and a secondary school are also in the area. On street residential parking demand is low in comparison to traditional terraced streets and the roads are narrow (4.7m) so only single sided parking is possible. The number of accesses off the highway to residential properties further limits this.
11. Complaints about excessive parking and obstruction to property entrances on the Field Lane slip road and in Low Mill Close began to be received and as it became apparent this wasn't down to isolated instances but rather a change to the ongoing parking situation remedial actions were put forward.

#### **Actions Taken so far**

12. The first batch of parking surveys carried out as a consequence of the University development highlighted that the trigger point for the University to fund remedial works had been hit for University Road and part of the Badger Hill Estate (Annex D shows the parking survey zones). Widespread restrictions along University Road were relatively uncontroversial and unlikely to adversely affect local residents (in terms of yellow lines preventing parking outside their home); hence they have been implemented following the usual traffic regulation order process. Some yellow lines have also been put in place at some junctions within the Badger Hill estate and another short section is in the process of being taken forward to

improve forward visibility. It should also be noted that some white bar markings (which have no legal backing) have been put in place to discourage parking that obstructs driveways.

13. Following the analysis of the parking surveys the University's traffic consultants put forward a draft suggestion for a residents parking scheme covering much of zone 9. This outline proposal was a very broad brush solution put forward without taking into account the road width / environment, ongoing cost implications, etc. and did not explore other restriction options.
14. Observations carried out suggest (and seem to be confirmed by the complaints received) the bulk of the University related parking is in the two streets closest to the University. Any large scale action taken on these two streets in isolation would likely merely result in the parking relocating to the next nearest street. A petition has also been received from the residents of Low Mill Close (see Annex E) requesting the introduction of a residents parking scheme.
15. Observations have been carried out to determine to what extent parking on Field Lane itself is taking place or what the likely impact large scale parking along this key route would have. Whilst there is currently no parking taking place, given the very adverse impact such a transfer of parking would have on the main road network in the area is it considered essential to implement restrictions to prevent this from taking place.

### **Discussion**

16. It is clear from paragraph 719 of the Inspector's report that car parking within the vicinity of the campus was a problem that he recognised. As the paragraph makes clear, the need for residents only parking, if required, was accepted by the University who undertook to meet the costs. It was also confirmed that no costs were to fall on local residents.
17. Condition 10 of the consent is tied to the obligations in the 106 Agreement. In the Condition, the University was required to carry out an initial survey before the commencement of development and then every year after that. The review of each annual survey have to be submitted to the Council and remedial measures are to be introduced if the results show an increase of more than 20% over what was identified in the first annual survey.
18. The Section 106 obligation is that if the survey confirms that the increase arises from University use, the University is require to pay the cost of introducing parking and waiting restrictions in each of those areas affected. The University are also required to fund the payment of some individual to enforce the controls introduced and



they in turn are due the proceeds of enforcement action after an allowance for costs.

19. It is important to bear in mind that the choice of restrictions put forward to tackle any parking problems is not limited to some form of residents parking. Hence options are put forward to try to resolve the bulk of the parking issues that will be cost effective in terms of implementation, ongoing maintenance, administration and enforcement operations. It should also be noted that regardless of where parking issues originate the Highway Authority is not able to implement restrictions that would return an area to how it used to be. All that can reasonably be achieved for residents and other highway users is that the road is not unduly obstructed and can be negotiated safely by drivers taking reasonable care.

### **Residents Parking Schemes in York**

20. Because a Residents Parking scheme has been raised as a possibility at various times in relation to the University development it is important to have an appreciation of how these schemes began and operate in the wider York area.
21. Residents parking schemes began in York in the traditional terraced property streets close to the central area with the aim of providing residents with greater priority to park by allowing unlimited duration of stay in parking bays whereas non-residents were limited to a maximum stay of 10 or 60 minutes. Because this is a service provided to residents at their request (established by consultation to be the majority of residents in an area) and is not available to all residents in the city, the existing schemes are self-financing so that costs do not fall on the general council taxpayer. The cost of permits covers the issue and administration of the permit, plus the regular patrols throughout the week and year by the council's Civil Enforcement Officers. None of the residents parking schemes in York are free of charge to residents or paid for by other organisations.
22. There are currently 2 types of residents parking scheme in York:
  - The standard type where residents are able to get up to 4 household permits (at an escalating cost for each successive permit) and 200 visitor permits per year,
  - The special conditions type where residents are only allowed 1 household permit and no visitor permits. This type of zone is where there is virtually no off street parking and the number of parking spaces available on street in the area is very low in comparison to the number of properties.

23. The design of bays and waiting restrictions for different road widths and junctions has been worked out with the emergency services to ensure the fire service are able to attend properties unhindered by vehicles parked in officially marked out bays.
24. In recent years there have been changes in traffic signing regulations that allow for a different style of residents only parking scheme than is currently in use in York (at present special approval to use this type is still required). The change allows the use of an entry sign only without the need for bay markings, but only in a cul-de-sac and not roads open to use by through traffic, hence its widespread use in an area is not an option. This new style of residents parking scheme also imposes other limitations such as not allowing non-permit holders the ability to park for short periods of time. Whilst the cost implications for introducing such a scheme would be reduced the ongoing costs for administration and enforcement would remain.

### **Consultation**

25. Based on previous correspondence, opinions expressed at Ward meetings and from ad-hoc observations made, the bulk of the concerns raised indicated that the problems stem from the all day or longer term parking in the area by students and university staff. There are a number of routes that could be taken to try to resolve these issues, some being quite a low level of regulation and others being more strictly regulated. Three broad initial proposals were developed that could be considered to tackle the parking:
  - Double yellow lines at junctions and single yellow lines elsewhere for a period of time during the middle of the day.
  - A controlled parking zone – very similar to the above but potentially has a reduced need for signing along the individual streets and should be simpler and more cost effective to amend times or expand the zone.
  - A residents only parking scheme of some description.
26. Because some of the parking is student related and students don't necessarily attend lectures all day, the time and duration of daytime only restrictions is more open to question than areas close to the city centre, for example, where parking for shoppers could reasonably be expected to take place at all times throughout the day.
27. Informal consultation has been carried out with Badger Hill residents (that is: long term residents, students living in the area and local community groups) by way of a questionnaire (see annex D) outlining a number of options for consideration. It should be borne in

mind that this consultation needs to be viewed as a “straw pole” to determine the level of concerns rather than a firm vote for one or other option. Concerns over the validity of the consultation results have been raised due to there being no mention of who would fund the cost of any permits for residents. The inclusion of information on funding of permits in the consultation was considered, however cost is only one of the issues that needs to be considered by residents (other issues for consideration being: number of permits available, position of parking bays, duration of non-permit parking, how building works / carers / HMO’s / landlords / Businesses are accommodated) and including partial information was considered liable to possibly influence a residents decision more than if just the broadest of questions was put forward. It is fully accepted that some residents may have responded differently if information and questions had been worded differently, but this doesn’t invalidate the consultation returns because as mentioned above this doesn’t tie either residents or the council to one course of action it merely indicates the level of feeling locally and should act as a guide to officers and members as to what might be an acceptable way forward taking into account the balance between tackling external parking, minimising inconveniencing to local residents and keeping long term ongoing costs to the authority under control.

28. The views of residents in response to the questionnaire are shown in Annex E. The headline results of the initial consultation indicate that:
- the majority of residents prefer the option of a controlled parking zone
  - the preferred time band for restrictions is 10am to 2pm, but there is also a reasonably strong demand for a longer period of restriction (see Annex E)
  - there is also a reasonable degree of support for residents parking.
29. The level of support for the options put forward varies throughout the estate depending on the streets location. It has been suggested that some responses will have been put forward with a view to not risking the parking problems relocating closer to their property or street. It’s reasonable to suppose this view has some justification and emphasises the need to have a strategy for tackling the estate as a whole rather than merely selecting individual streets.

### **Options and Analysis**

30. It is important to bear in mind that whilst the area would benefit from being considered as a whole, the restrictions do not need to be uniform across the estate and there is scope to use a “pick and mix”

approach to the options available to try to achieve the best outcome for residents. Once a suitable set of restrictions has been established these could then be rolled out through the estate if parking problems are identified. It should also be stressed that where reference is made below to the use of officers delegated powers this would be to allow proposals to be put out to residents. If as a consequence of the proposals there were objections raised these would have to go through the normal process of being formally considered before any action was taken. The purpose of the delegated powers would be to speed up the process for taking action to resolve residents concerns, hence the importance of developing a strategy for the area.

#### Types of Traffic Regulation Order

31. Permanent Traffic Regulation Order - To take forward a permanent TRO proposal the formal consultation required involves advertising the proposals in a local paper giving a 3 week period that allows groups or individuals an opportunity to make representation. Any objections received during the 3 week period have to be considered and either dismissed or upheld. If the objection is upheld a lesser restriction than the one advertised may be implemented without further consultation. If, however, a revised set of restrictions are put forward as a result of objections that would result in a greater restriction than advertised previously, the proposals would have to be re-advertised and the whole process would start again.
32. Experimental Traffic Regulation Order - An experimental TRO allows restrictions to be put in place for up to 18 months without having to carry out formal consultation in advance. During the first 6 months of the experiment objections can be made. Alterations to the experiment if considered desirable can be made relatively quickly. Before the 18 month experimental period expires a decision has to be formally made after considering all the objections made as to whether to make the experiment permanent or to bring it to an end.
33. **Option 1** - Parking restrictions. These can either be:
  - A. approved individually if problems occur in the estate, or
  - B. if problems are identified officers could use delegated authority to propose restrictions in line with those used elsewhere in the estate. For example, No waiting at any time up to 20m from a junction and daytime restrictions elsewhere.

Option 1B is favoured due to the ability to respond more rapidly to changing conditions whilst maintaining elected member input if objections are raised.

34. **Option 2** - The day time parking restriction (a single yellow line) options are:

A. 8am to 6pm

B. 10am to 2pm – This is the preferred option to begin with because it ties in well with residents views.

C. 10am to 4pm

These single yellow lines could operate:

D. 7 days per week

E. Monday to Friday - This is the preferred option to begin with because it reduces the impact on residents, but it can be extended if desirable.

F. All year -.

G. September to June

All the sub-options above could be implemented as part of a Restricted Parking Zone. Options 2 B and G are favoured because they tackle both term time parking and staff parking outside of term time whilst minimising the adverse impact on residents. The options also tie in well with the residents preferred options as set out in the questionnaire, however the hours could be extended if desirable at a later date.

35. **Option 3** - Parking near the shops:

A. Restrictions could be considered that would allow parking for up to 3 hours. This time limit is thought appropriate because there are currently 3 hairdressers in the area whose appointments may be adversely affected if the time limit were shorter.

B. Take no action at present but if problems should occur regularly the action as outlined above could be taken forward.

Because the University parking problems have not been identified at the shops Option 3B is the preferred option.

36. **Option 4** - Residents parking:

A. A standard residents parking scheme as used generally elsewhere in the city. This has high implementation and ongoing cost implications. The ongoing cost implications are a key factor to consider for the authority once the University obligations are ended, and because this would understandably likely result in residents in other parts of the city to expect the same benefits at no cost unlike at present.

B. A special conditions residents parking scheme. Again, this has high implementation and ongoing cost implications.

C. A new “cut down” residents parking scheme as now permitted by the revised regulations (but only in a cul-de-sac). Implementation costs are much lower and depending on what conditions are settled on, ongoing costs should also be much reduced. The option of cutting out some through route movements by implementing road closures could be considered to permit the use in more streets. The issuing of permits and enforcement needed for this cut down residents parking scheme should be covered entirely within the 20% funding by the University of a council Civil Enforcement Officer (see above paragraph 7 above). Hence, the scheme could be provided whilst the University have their obligation under the Planning Approval at no cost to residents or the City Council. Please note: a scheme of greater duration as used elsewhere in the city would have cost implications for local residents. In addition, after the 15 year agreement period a decision will have to be considered to bring this scheme into line with other residents parking schemes in the city.

Conditions put forward for a new style of residents parking zone:

- C1. Issue a maximum of one household permit,
- C2. No visitor permits,
- C3. Restrictions in force for the same period outlined in option 3 above,
- C4. The ultimate extent of a zone is determined by geographical area at the outset. Hence, if parking problems migrate new streets can be added into the zone rather than having to create a new zone or negotiate with the residents to permit the additional streets to become part of their zone.

Although the questionnaires returned by residents indicate that the Restricted Parking Zone is the preferred option there has been a sustained expectation expressed by groups representing residents and at meetings that there will be some form of residents parking scheme put in place (see Annex E). Hence, it is suggested that this be tried in the cul-de-sacs as part of an experiment and if it fails to meet expectations the Restricted Parking Zone option can be reconsidered.

### 37. **Option 5 – Field Lane**

- A. restrict parking using yellow lines. These restrictions are well understood but would be an expensive method of restricting parking and yellow lines are usually kept for use in a more urban environment.

- B. restrict parking using a rural clearway restriction. This involves the use of small signs placed at regular intervals.

Option 5B is the cheaper option in both the short and long term.

### **Summary of Recommended Options**

- 38. Bearing in mind the outcome of the initial consultation carried out the proposed options put forward as a strategy for the Badger Hill area are:
  - A. Delegate authority to officers to formally propose restrictions in line with those used elsewhere in the estate (Option 1 B)
  - B. Approve a Restricted Parking Zone using daytime parking restrictions between 10am and 2pm, Monday to Friday, all year round (Options 2 B, E and F).
  - C. Take no action at present in the vicinity of the shops (Option 3B), but review if long term University related parking becomes a problem.
  - D. Approve a “new style” residents parking scheme for Cul-de-sacs with the option of implementing road closures where desirable. Conditions to be: one permit per property, no visitor permits, restrictions in force 10am to 2pm Monday to Friday all year round and that the zone be expanded to include other streets in the badger Hill area if necessary (Option 4 C and C1, 2 3 & 4).
  - E. Approve the use of a rural clearway on Field Lane (Option 5 B).
- 39. The above strategy of recommended options translates to an initial experimental TRO to implement (see also plan in Annex F):
  - 24 hour waiting restrictions at the Deramore Drive / Yarborough Way junction,
  - A controlled parking zone to cover Deramore Drive between Field Lane and Yarborough Way,
  - A road closure at the Badger Wood Walk end of the Field Lane service road to create a cul-de-sac and then implement a “new style” cul-de-sac residents parking zone covering Field Lane service road, Badger Wood Walk and Low Mill Close, and
  - A permanent TRO to implement a clearway on Field Lane from the A1079 Hull Road roundabout to Heslington village.

### **Corporate Strategy**

- 40. Considering this matter does not impact on the corporate strategy.

## Implications

41.

<b>Legal</b>	There are no legal implications.
<b>Financial</b>	Implementation costs will be funded by the University. Ongoing maintenance costs will become part of the annual Highway Maintenance burden. Under the Planning Agreement terms, income from parking tickets in this area will have to be forwarded to the University, less a suitable administration fee.
<b>Human Resources</b>	There will be a contribution for funding 20% of an fte Civil Enforcement Officer.
<b>Crime and Disorder</b>	There are no Crime and Disorder implications
<b>Sustainability</b>	There are no sustainability implications
<b>Equalities</b>	There are no equalities implications
<b>Property</b>	There are no property implications

## Risk Management

42. In compliance with the Council's risk management strategy there are no risks associated with the recommendations in this report.

## Contact

### Details:

#### Author

Alistair Briggs  
Traffic Engineer  
Tel No. (01904) 551368

#### Chief Officer Responsible for the Report

Richard Wood  
Assistant Director City Strategy

**Report  
Approved**



**Date** 11/7/2011

Wards Affected: Hull Road and Heslington

All

For further information please contact the author of the report

## Annexes

- Annex A - Plan of area
- Annex B - Condition 10 and Section 106 agreement
- Annex C - The Planning inspectors report (paragraph 719 highlighted)
- Annex D - Copy of questionnaire sent out to local residents
- Annex E – Questionnaire results
  - E1 - Low Mill Close representation
  - E2 - Badger Hill Residents Community Group representation
  - E3 - Précis of Residents comments



Annex F – Plan of Recommended options

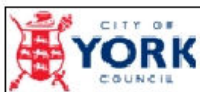
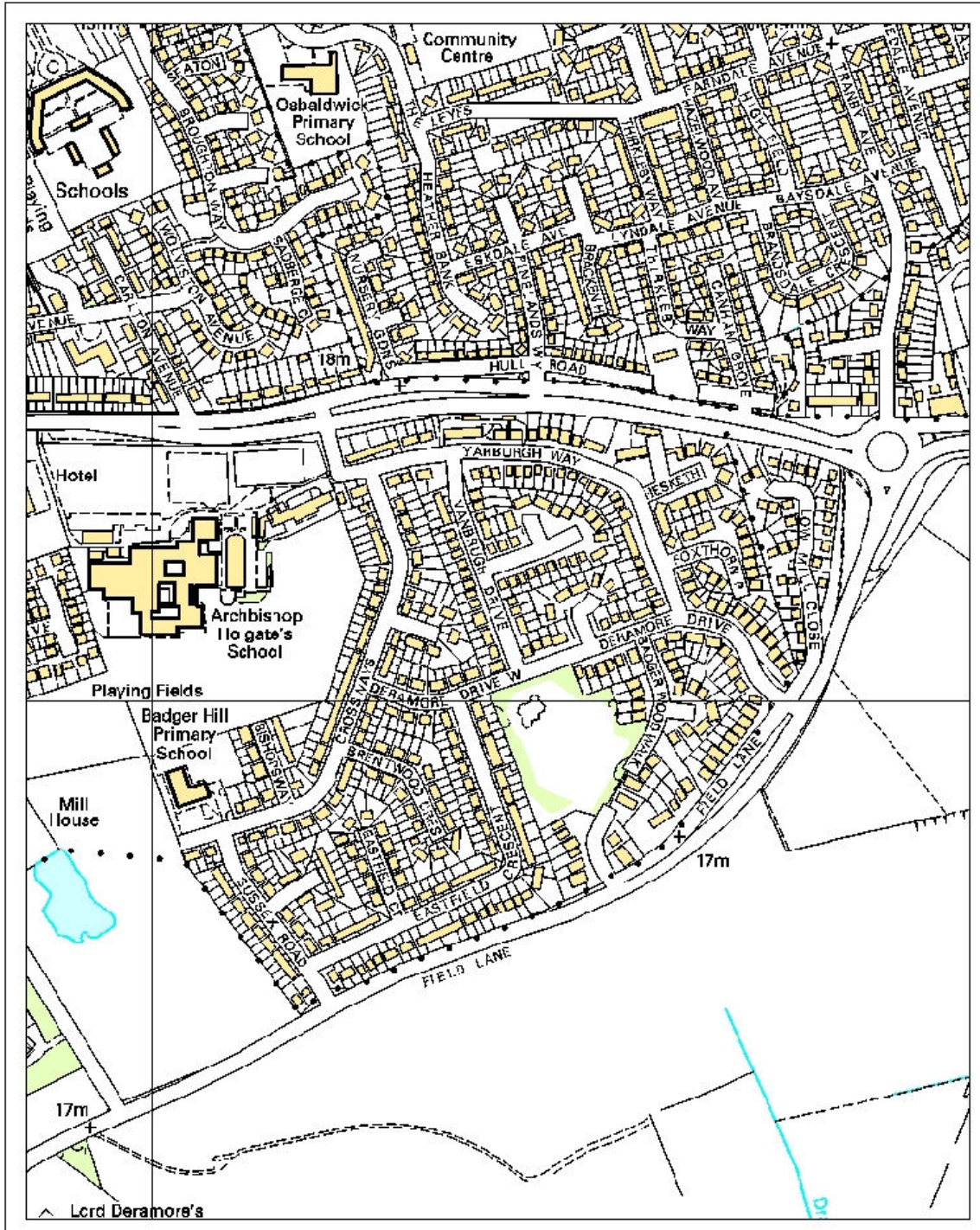
Background Information

Questionnaire returns

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# Annex A

## Plan of Area



Network Management

SCALE: 1:5,000 DRAWN BY: DATE: Drawing No.



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# Annex B

## Condition 10 and Section 106 Agreement

### Heslington East Campus Outline Consent Planning Conditions

#### Condition 10

Before the commencement of development, the developer will carry out a survey of current on-street parking on highways within the area shown on plan 3 and thereafter repeat the survey annually. The surveys shall be carried out to a specification and at a time agreed with the LPA.

Within three months of the annual survey being carried out, the developer will review the on-street parking survey results and submit the review to the LPA to demonstrate whether the volume of on-street parking in any of the areas shown on the plan has increased by more than 20% of the first annual survey as a consequence of the development.

#### Section 106 Agreement

- 3.1.1 fund a detailed survey to be undertaken to a specification to be agreed with the Council to identify the origin of the increase in on street parking so identified;
- 3.1.2 in the event that the detailed survey identifies that such increase is caused by students attending the University of York, employees working at or visitors visiting any building situated upon any part of the Site or the land shown on Plan 4, pay to the Council the costs incurred by the Council in introducing a scheme of parking and waiting restrictions to cover the area or areas where on street parking has increased and an area 100 m around that affected area or areas;
- 3.1.3 if a scheme of parking or waiting restrictions is implemented under paragraph 3.1.2 above, pay to the Council the costs incurred by the Council in employing a presence in the area to enforce the parking regulations for a period of 15 years from the first occupation of the Development;
- 3.2 If a scheme of parking or waiting restrictions is implemented under paragraph 3.1.2 above, then the Council shall pay to the Developer a sum equivalent to income from any penalty charge notices (less a reasonable administrative charge), for a period of 15 years from the first occupation of the Development.

## Annex C

### The Planning Inspectors Report (paragraph 719)

719. Residents are also concerned that the restriction of car parking within the campus could encourage parking to take place within Heslington Village and Badger Hill. There is some dispute between residents and the CoYC as to the degree to which existing on-street parking within Heslington is generated by the University. However, the current level of on-street parking is not a justification for withholding planning permission for the proposed development. The suggested conditions require that regular surveys be undertaken of on-street parking within defined zones within Heslington and Badger Hill and should on-street parking increase by more than 20% within a particular zone, residents only parking areas would be introduced [231]. It was confirmed at the inquiry, that the costs of that scheme would be met by the University and that local residents would not be charged for permits should such a scheme be introduced. The threshold figure is in my view appropriate having regard to the evidence presented regarding existing fluctuations in on-street parking levels. The methodology and timing of surveys would be within the control of the Local Planning Authority. I do not consider that the surveys should be undertaken on a street by street basis. If that were to be the case, in certain streets even a small increase in the actual number of vehicles parking on the highway could exceed the threshold and result in unnecessary parking restrictions being implemented. Furthermore, the introduction of parking restrictions on a single street could well result in parking being displaced to adjoining streets. I am satisfied that overspill car parking could be controlled through planning conditions and the undertaking contained within the S106 Agreement.



## Annex D

### Copy of Questionnaire sent out to Local Residents



City Strategy  
9 St Leonard's Place  
YORK  
YO1 7ET

Date: 23/5/2011

All properties

Badger Hill Estate

Dear Resident,

#### **Parking Issues- Badger Hill Estate**

As I'm sure many residents in the area will be aware there has been an increase in the level of parking associated with the expansion of the University in some areas of the Badger Hill estate.

The likelihood of increased parking was anticipated during the planning process, and in accordance with the planning conditions for the new development, the Council and the University are committed to introducing measures to alleviate these problems. With this in mind a number of options are being considered to address the parking issues and we are seeking the views of all residents in the Badger Hill area who may be affected by any proposals. The views of residents will be an important factor in these considerations.

The parking problems associated with the University's expansion are mainly restricted to those locations nearest the new developments. To address these locations in isolation is likely to only result in the parking problems moving to the next available road. Any proposals therefore need to be effective and adaptable to changing circumstances as the University expansion continues.

The majority of the parking tends to be during the working day and there are also reported problems of vehicles being parked for several days at a time during term time. The options outlined in the attached questionnaire are aimed at tackling these particular issues with restrictions initially covering the main part of the day.

The three options under consideration essentially consist of:

Option A – The use of traditional double yellow lines to prevent parking at any time along with much more extensive use of single yellow lines to cover the main middle part of the day. These restrictions require an extensive system of small signs at regular intervals throughout the relevant streets and equally apply to residents and their visitors during their hours of operation.

Option B – The introduction of a "Parking Zone" this is similar to the above option of using yellow lines but can cover an area or zone. These would be more readily adaptable to alterations/ additions and do not need signing once a zone has been entered.

Option C – A Residents Parking Scheme. Specific locations or “parking bays” have to be marked out with these schemes that show where parking is allowed. It also requires an ongoing administration for the provision of permits for both residents and their visitors.

The precise hours of operation for any of the above options can be varied greatly and the attached questionnaire asks for views on this with some suggestions for when this may be. At one extreme it could be in force for a very short mid-day period that would still address the day long parking and at the other end of the scale it could be in force all day. A day long restriction would obviously have wider effects on residents and their visitors. Any times of operation can be reviewed and amended at a future date.

It is the Council’s intention to include the results of this questionnaire in a detailed report for consideration by the appropriate Executive member following the recent Council elections. Once the strategy has been agreed further detailed proposals will be consulted upon with those directly effected. It is envisaged that the agreed measure would be introduced in time for the start of the new academic year after the summer break. However, there are legal processes and procedures that need to be followed before this can be achieved that can be subject to formal objections, which may add to this timescale.

I should be grateful if you would complete the attached questionnaire and return by Monday 13<sup>th</sup> June. Due to the extensive consultations being carried out it will not be practical to respond individually to any views expressed, they will however be included as part of the considerations in the report referred to above.

Yours sincerely,

Alistair Briggs  
Traffic Engineer

## Badger Hill Estate Parking Options Questionnaire

**Q1. Option A      Double/ Single Yellow lines.**

Place double yellow lines at junctions to prohibit parking 24 hours a day and use single yellow line to prohibit parking for the main "middle" part of the day in streets affected by parking. These restrictions require a system of small signs placed at regular intervals throughout the relevant streets. They would also apply to residents and their visitors during their times of operation.

**Advantages**

- these restrictions are readily understood by drivers
- compliance can be expected to be high
- ongoing costs are low
- relatively easy to enforce

**Disadvantages**

- the restrictions also apply to residents and their visitors as well as those attending the University
- extensive signing requirements are required at regular intervals throughout the streets affected
- signs can look unsightly

Do you support Option A?  
-----

Yes

No

**Q2. Option B      Create a controlled "parking zone".**

This would be similar to option A in that there would be yellow lines on the carriageway, the main difference is there would only be signs at each entry point to the zone, although they would be larger there is no need for signs within the zone. Again, ongoing costs would be low and compliance should be high. The zones could also be more easily altered with minimal costs in the future, as only the entry signs would need moving in line with changes to the traffic regulation order.

**Advantages**

- these restrictions are readily understood by drivers
- compliance can be expected to be high
- ongoing costs are low
- relatively easy to enforce
- Less onerous signing requirements within zones
- Amendments to scheme easier to undertake

**Disadvantages**

- the restrictions also apply to residents and their visitors as well as those attending the University

Do you support Option B?  
-----

Yes

No



**Q3. Option C Create a Residents Only Parking Scheme.**

This option results in formal white parking bays being marked out where parking is permitted and also requires yellow lines to be put where bays cannot be marked out. This option tends to work best in streets that are wide enough to accommodate parking on both sides (a 6.6m wide carriageway). However in streets like in the Badger Hill estate area where the carriageway is relatively narrow (around 4.7m) and where there are lots of accesses / driveways on to the road, the number of parking bays that could be provided would be significantly less than the existing lengths of road utilised for parking.

**Advantages**

- Restrictions apply to anyone who does not have an appropriate permit
- Less onerous signing requirements within zones

**Disadvantages**

- Ongoing administrative burden for issuing of permits
- All areas within zone not marked with parking bay have to have yellow lines to prevent parking.
- On street parking capacity reduced due to marking requirements during times of restriction
- Likely to require higher level of enforcement

Do you support Option C

Yes	No

**Q4. Hours of operation**

For all of the options it is proposed to initially introduce the times of restrictions for a short period so that it will have minimal effect on residents but still address the daytime parking issues associated with the University. The suggested alternative times for this are given below. Please note, these times could be adjusted if found not to be effective. It is also suggested that the restrictions are only in force from September to June to cover the term time periods.

**Do you have any preference for the hours of operation of any proposals? (please tick box or suggest alternative)**

10am to 2pm

11am to 2pm

Other - please state


**Q5. Name:**

**Street:**

**House No:**

**If there are any further comments you wish to make for consideration please attach them on a separate sheet.**

Thank you for taking the time to complete this questionnaire.  
Please return in the envelope provided by 13<sup>th</sup> June.

## Questionnaire Results

	No. of prop's	Returns		Q. 1		Q. 2		Q. 3		Q. 4	
		No.	%	Y	N	Y	N	Y	N	10to2	11to2
Anon.		20		5	2	<b>16</b>	2	1	2	3	0
Badger Court		2		0	2	<b>1</b>	1	1	1	0	1
Badger Wood walk	25	18	72	6	5	<b>7</b>	5	3	6	2	2
Bishopsway	12	6	50	1	2	<b>5</b>	1	0	3	0	2
Brentwood	31	8	26	1	3	<b>7</b>	0	0	2	1	0
Crossways	91	21	23	1	10	<b>14</b>	4	3	9	10	3
Deramore Drive	39	18	46	2	9	<b>15</b>	2	3	9	7	1
Deramore Drive West	17	6	35	0	2	<b>5</b>	0	1	2	3	1
Eastfield Court	21	7	33	<b>3</b>	2	<b>3</b>	1	0	2	1	1
Eastfield Crescent	92	26	28	4	14	<b>12</b>	9	6	11	13	3
Fernway	10	3	30	1	1	1	0	0	1	2	0
Field Lane	14	13	93	1	8	<b>8</b>	3	4	3	1	0
Foxthorne Paddock	18	7	39	0	5	<b>6</b>	1	1	4	5	1
Hesketh Bank	11	2	18	0	0	<b>2</b>	0	0	0	1	0
Kimberlow Wood Hill	24	8	33	2	3	<b>6</b>	0	1	3	4	1
Low Mill Close	28	10	36	1	3	<b>6</b>	3	3	2	2	0
Pinewood Hill	9	4	44	0	2	<b>4</b>	0	0	2	1	0
Sussex Close	14	2	14	0	0	<b>1</b>	0	0	0	1	1
Sussex Road	32	10	31	3	2	<b>9</b>	0	0	2	9	2
Vanburge Drive	38	9	24	3	2	<b>8</b>	0	1	4	2	2
Yarburgh Way	68	25	37	5	12	<b>17</b>	4	5	9	11	0
	<b>526</b>	<b>225</b>	<b>43</b>	<b>39</b>	<b>89</b>	<b>153</b>	<b>36</b>	<b>33</b>	<b>77</b>	<b>79</b>	<b>21</b>

**Q4.** cont. Other time options put forward by residents have been grouped as follows:

24 hour	<b>8</b>
Morning and afternoon – various times between 6am and 7pm	<b>45</b>
Morning to mid afternoon – various times between 8.30am to 3pm	<b>5</b>
Mid morning to early afternoon – various times 9.30am to 2.30pm	<b>17</b>
Mid morning to late afternoon - various times 10am to 6pm	<b>10</b>

**Note**

Whilst there is some quite strong support for a complete prohibition on parking during the day there is a clear majority view expressed for restrictions to be just within the middle of the day.

# Annex E1

22 Low Mill Close  
York  
YO10 5JN  
17 January 2011

## **Residents of Low Mill Close, Heslington, York.**

Low Mill Close is a small domestic cul-de-sac located between Field Lane and the Badger Hill Estate.

It is in close proximity to the recently developed Heslington East Campus and consists of 28 dwellings, each one being at least a four bedroom detached property.

Until the development work on the Heslington East Campus, Low Mill Close had not experienced any parking problems since its inception in 1987 and later adoption by the local authority.

The layout at the entrance of Low Mill Close is a crossroads governed by give way lines in Low Mill Close and the Old Field Lane, and Deramore Drive. The geometry of Low Mill Close is for a single carriageway residential road some 4.9m wide with a curve to the left reducing the sight line of the road into the estate which opens up after some 60m.

The houses at this point are on the western side of the street with the first house being placed 40m from the junction mouth.

Since the opening of the Heslington East Campus in the summer of 2010 each day has seen an increase in the number of cars and often vans being parked in the cul-de-sac starting at the entrance on Deramore Drive and along the western kerb line.

A daily residents' survey is taking place to support the contents of this letter and will be made available on request.

Each weekday vehicles arrive in the Close just after 8am and start parking from the junction with Deramore Drive along the western kerb line continuing past houses 1 to 19 making it difficult to enter the Close as any traffic exiting cannot be seen until the road opens out. The parked vehicles make the remaining road width narrow and effectively one car's width on the offside.

There have been a number of residents reporting that as they enter the Close they have been forced to reverse the length of parked cars onto the crossroads area at Deramore Drive. This is to allow vehicles to exit the close but puts the reversing vehicle in danger from other traffic on Deramore Drive as well as endangering the increased number of pedestrians and cyclists in the area.

It is understood that an application for double yellow lines at the entrance to the close has been processed by the City of York Council, Highways Department and the placement of these lines will alleviate the parking problems at the entrance.

However, ongoing parking problems still exist with vehicles parking on both sides of the road further into the Close and more often using the pavement to park on during the day time with a small number parking up on a weekly basis.

From the survey evidence exists to prove that these vehicles parking in the Close are all associated with the University Campus ranging from academic and administration staff through to students and site visitors.

The use of the Close as overflow University parking has developed since summer 2010 and can only be seen to be getting worse with the ever expanding development at this site.

Owing to the parking problems a meeting was held on Monday 22 November where the legal parking options available were discussed by the residents of 14 households of Low Mill Close.

As a result of that meeting it was decided that the best option available to restrict parking in the close without unduly affecting the use by residents or detracting from the aesthetics, would be the introduction of a Controlled Parking Zone with certain restrictions.

The proposal was for it would operate between the 8am and 6pm, Monday to Friday, with parking allowed for up to 2 hours, with no return within 1 hour.

Residents parking permits and scratch cards to be available for those residents requiring longer on-street parking and for the use of bona-fide visitors, when off-street parking is not available.

It was understood that this type of restriction had been introduced in other parts of the City and especially within Heslington to deal with previous parking problems associated with the University.

It was also felt that Low Mill Close warranted being dealt with as a single entity owing to its position and not to be included in any other CPZ that may be considered for the area.

It was agreed to circulate to every house in Low Mill Close the notes of the meeting held along with a simple voting slip indicating if the residents were in favour of the introduction of a CPZ with the above restrictions.

**The results were 22 in favour, nil against and 6 not returned.**

This is an overwhelming indication that the residents wish to have Low Mill Close operate as a Residents only CPZ and an application to be made to the City of York Council for its introduction within the shortest possible time frame in order to reduce the danger to road and pavement users.

Support for the introduction of parking restrictions has been forthcoming from Heslington Parish Council and the introduction of a CPZ is seen as the most cost effective method of controlling parking as it would only require the placement of two signs at the entrance to Low Mill Close at the termination of the proposed double yellow lines.

We ask that the members of the City of York Council look upon this application favourably and expedite the introduction of the CPZ without delay in order to remove the dangerous situation and alleviate the difficult parking problems which are already manifesting themselves and can only get worse.

For and on behalf of the residents of Low Mill Close

Martin Hemenway

**E-mail from the Badger Hill Residents Community Group**

Dear Alistair,

Please find below a summary of the discussion at our meeting (attended by 81 residents and our two councillors [Fiona Fitzpatrick and Neil Barnes]) on the proposed parking control mechanisms for Badger Hill. I hope this is useful in considering the way forward.

Yours sincerely,

\*\*\*\*\*

**John Nixon, Ph.D**

Secretary

Badger Hill Residents Community Group (BHRCG)

Email:\*\*\*\*\*

url:[www.bhrcg.org.uk](http://www.bhrcg.org.uk)

\*\*\*\*\*

**BHRCG - working for a balanced, safe and pleasant environment for all**

**Disclaimer:**

*This message is from the Badger Hill Residents Community Group and may contain legally-relevant or confidential information not for general distribution.*

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**Badger Hill Traffic Options Questionnaire**

The parking questionnaire was on the agenda of the Open Meeting of the Badger Hill Residents Community Group held at Heslington Church on Friday 17th June at 7.00 p.m.

This meeting was attended by 81 residents. The debate was wide ranging and the suggested schemes voted upon.

**The following points were made during the discussion:**

1. Badger Hill residents have a strong desire to return to the situation that prevailed before the occupation of the academic buildings on the Heslington East Campus, when residents and their visitors could park unrestricted on the roads in front of their own properties but without the additional 'nuisance' parking generated by the university and without the presence of unsightly street furniture and/or the visual pollution of yellow lines. None of the suggested schemes offered to residents by CYC offer this as a possibility so in this respect no residents are entirely satisfied with the options on offer. A re-think is required to produce a scheme that more closely meets these requirements.
2. Prior to the occupation of the departmental buildings on the Heslington East Campus any problems associated with excessive on-street parking on Badger Hill occurred only in the vicinities of HMOs, so the present increased levels are entirely the result of staff, visitors and students travelling to the the new campus. The responsibility for the problem therefore rests entirely with the university.
3. Major contributors to the excessive on street parking on Badger Hill are the university's payment policy for on-campus parking and the restricted number of parking places available on campus. A similar effect occurred when parking charges were introduced on the Heslington West Campus. At the Public Inquiry the university pledged to construct peripheral car parks, which in conjunction with the UTS would remove the burden of on street parking from neighbouring communities. Now this problem has arisen the university has argued that the time for the construction of these is not yet justified. Clearly this is a nonsense; the construction of the Grimston Bar peripheral car park would attract vehicles away from the streets of Badger Hill. It should be constructed immediately.
4. The university and CYC have been slow to react to this problem and have had almost 8 months to devise a satisfactory solution for this problem. The consultation has come late and residents feel they are being rushed into responding to the 'consultation' questionnaire so we trust this feedback will be informative and possibly prompt more consultation and clarification (particularly about university funding for option C, which the university appears to now avoid despite pledges at the Public Inquiry on Heslington East).

5. Many residents returned the questionnaires as requested but their returns can not be regarded as indications that they are content with the schemes they selected. Some residents disagreed so strongly with all the schemes offered that they refused to make a selection.

6. Shopkeepers from the Badger Hill shops were extremely unhappy that their needs had not been addressed at all. The reduction of family occupation of dwellings on Badger Hill has resulted in them not being able to survive on estate custom alone and they are increasingly dependent on visiting custom. Car parking provision is especially important in this respect. The spaces provided in front of the shops were constructed for customer parking but they are suffering from vehicles being parked there all day. Some shops need short stay parking for quick turnover and others, such as hairdressers, require long stay parking of up to 2 - 3 hours. There are 3 hairdressing salons .

**7. The results of the voting for each of the schemes was as follows:**

6 residents voted for Scheme A (7.4%)

40 residents voted for Scheme B (50%)

13 residents voted for Scheme C (16%)

11 residents stated that they had refused to vote for any of the schemes (14%)

11 residents abstained (14%)

## ANNEX E3

## Précis of Residents Comments

Residents comment	Officers response
If restrictions are put in place drivers will use field lane verges	The proposals put forward will tackle this should it take place.
The council are totally out of touch with the planning / parking situation.	Views noted.
<p>Parking is a problem at all times of day and night, both short term and long term.</p> <p>Yellow lines are unsightly and would devalue the area.</p>	<p>The options put forward would tackle the bulk of the parking taking place.</p> <p>Views noted.</p>
<p>The problems are not all due to University students and staff. Garages have been converted to rooms, grown up children staying at home longer, houses of multiple occupancy, parents collecting from the 2 schools.</p> <p>Consideration should be given to converting verges into lay-bys.</p> <p>The city council permits too many properties to be made into houses of multiple occupancy.</p>	<p>This is understood and the options put forward are aimed at tackling the University related problems.</p> <p>This is outside the scope of the responsibilities of the University and City Council.</p> <p>The city council cannot prevent redevelopment without a defensible reason.</p>
Does not believe restrictions would be enforced. The police say they don't have the resources and council staff have never been seen enforcing parking too close to junctions.	If formal restrictions are put in place council officers will include this area on their rounds and issue tickets as necessary.
None of the options are satisfactory. The parking problems are due to the council's decision making. Parking should	Parking levels within the development were established during the Planning process in accordance with local and national



be made available on the University site.	policy.
Drivers will park on the verges if restrictions are put on the road.	Any restrictions put in place will apply to the verges as well.
The University should provide more parking spaces.	Parking levels within the development were established during the Planning process in accordance with local and national policy.
Consideration must be given to enforcing parking already taking place on verges.	Where there are no restrictions parking on a verge is not enforceable, but there may be scope to take action if damage is done, though this can be very difficult to prove.
Badger Hill should not be blighted with yellow lines. The university should provide parking.	Views noted.  Parking levels within the development were established during the Planning process in accordance with local and national policy.
The proposals discourage University development and will merely move the problem elsewhere. Wait for the localism Bill and develop a strategy for greener travel to the University. Build a car park with charges linked to CO2 emissions and incorporate electric charging points. If problems persist then introduce residents parking.	Some parking is likely to relocate.  Local residents are keen for action to be carried out sooner rather than later.  Noted.
Hopes the restrictions will go at least as far along Deramore Drive to the park.	Views noted.

<p>None of the suggestions are suitable because they will affect friends and family.</p> <p>Would like a multi storey car park at the University.</p> <p>Convert verges to lay-bys.</p>	<p>The proposals as outlined are aimed at minimising the inconvenience to residents.</p> <p>This is outside the scope of the responsibilities of the University and City Council.</p>
<p>Does not think HMO's should be consulted.</p>	<p>Views noted.</p>
<p>The University plans shouldn't have been passed without the provision of adequate parking.</p> <p>The police should issue tickets for obstruction.</p>	<p>Parking levels within the development were established during the Planning process in accordance with local and national policy.</p> <p>We have been advised this is not a practical option.</p>
<p>The problems are a result of council policy and the University charging for what parking there is.</p>	<p>Parking levels within the development were established during the Planning process in accordance with local and national policy.</p>
<p>The problem should have been resolved at the planning stage.</p>	<p>Parking levels within the development were established during the Planning process in accordance with local and national policy.</p>
<p>Parking is not the only problem, others are:</p> <p>Inconsiderate driving schools,</p> <p>Parking on grass verges</p> <p>Drivers meeting up to use one car to drive elsewhere</p> <p>HMO properties not being well tended.</p>	<p>There are no powers available to limit use of an area by learner drivers.</p> <p>See above.</p> <p>The options put forward may reduce this happening.</p> <p>Views noted.</p>
<p>The restrictions should initially only be put in place on streets</p>	<p>This approach may well be taken forward.</p>

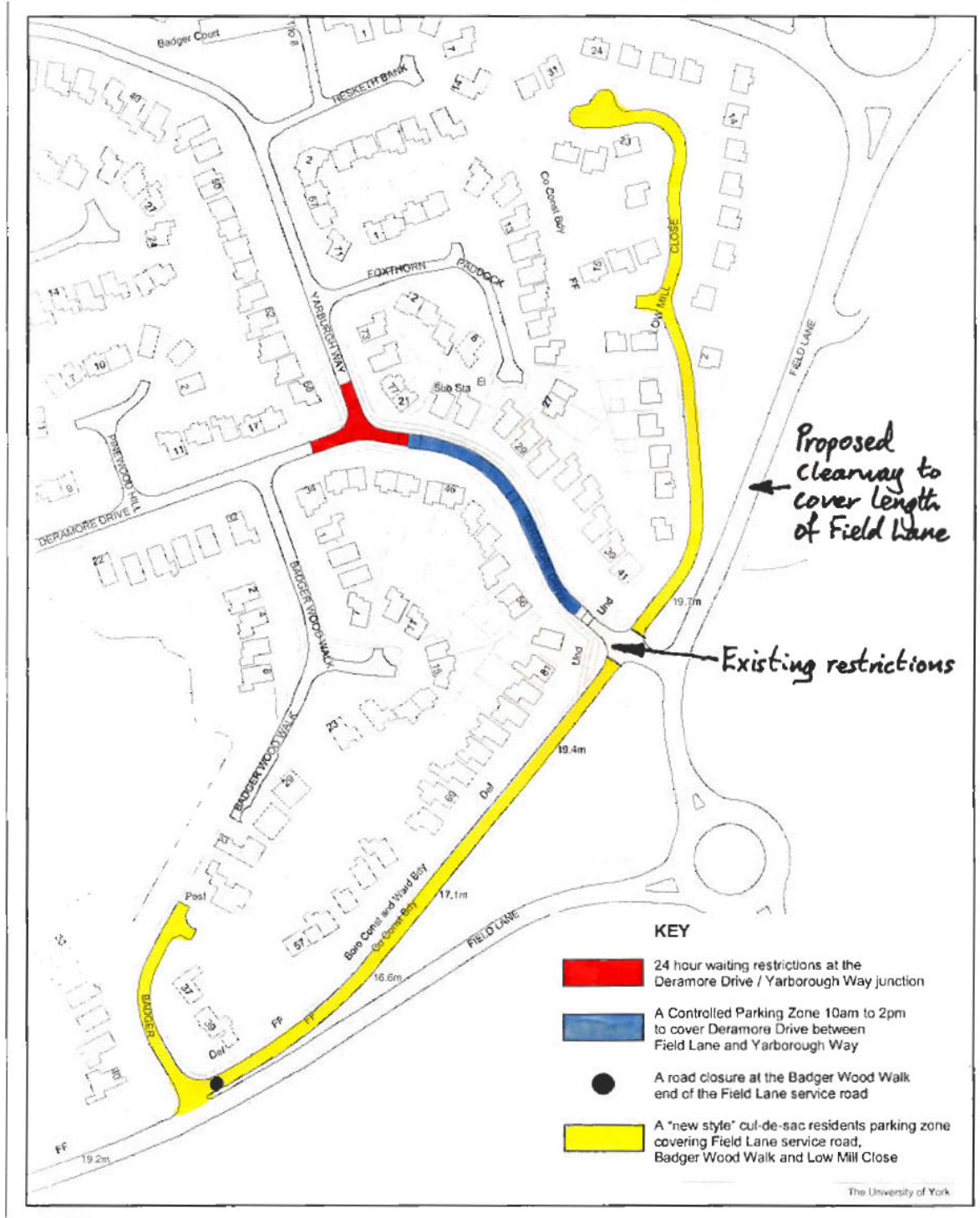
currently having the problem.	
<p>The restrictions should be 6am to 6pm year round.</p> <p>The parking is making it very difficult to get out of our driveway and is dangerous.</p>	<p>Views noted.</p> <p>The proposals put forward will hopefully resolve these difficulties</p>
<p>Was told by a council representative at a previous meeting that the problems would not materialise.</p> <p>The problems have been caused by the University and Council's inability to foresee and plan against the obvious.</p> <p>Wants residents parking but without all the signs and lines.</p> <p>Different streets will have different problems and may need different solutions.</p>	<p>Unable to comment.</p> <p>Parking levels within the development were established during the Planning process in accordance with local and national policy.</p> <p>This may be achievable in Cul-de-sacs.</p> <p>This approach may be taken.</p>
Where is the parking expected to go? Is the University going to provide additional parking.	Parking levels within the development were established during the Planning process in accordance with local and national policy.
The University should provide sufficient parking for staff and students.	Parking levels within the development were established during the Planning process in accordance with local and national policy.
The restrictions are needed every day.	Views noted.
Why should residents be penalised because the University will not provide enough parking spaces at reasonable cost.	Parking levels within the development were established during the Planning process in accordance with local and national

Does not want restrictions or permits.	policy. Views noted.
Envisage further problems when the campus expands further.	Views noted.
<p>The problems are exacerbated by the University charging for permits and refusing to issue permits to some part time staff.</p> <p>Concerned that students and landlords may try to block changes.</p> <p>Want the restrictions for the full day throughout whole year.</p> <p>Parking for the shops needs to be retained.</p>	<p>Parking levels within the development were established during the Planning process in accordance with local and national policy.</p> <p>Concerns understood.</p> <p>Views noted.</p> <p>The needs of the local area will be taken into account.</p>
<p>Parking on the verges needs to be tackled.</p> <p>The University should pay all costs in perpetuity.</p> <p>Permits should only be available to council tax payers.</p>	<p>Any restrictions put in place will apply to the verges as well.</p> <p>There is an agreement that responsibility for costs will be for 15 years.</p> <p>Views noted.</p>
<p>Deramore Drive is so narrow that cars parked opposite driveways obstruct access. Also parking demand used to be very low.</p> <p>Permits should be restricted to one per property.</p> <p>The turnover of HMO residents will mean people who have moved out of the area will continue to use the permits.</p>	<p>Noted.</p> <p>Views noted.</p> <p>Although there are ways of tackling this it may become a problem.</p>
<p>None of the options are ideal and leave residents worse off than at present.</p> <p>The problems have been caused</p>	<p>Views noted.</p> <p>Parking levels within the</p>

<p>by the parking policy imposed by the University and supported by the city council.</p>	<p>development were established during the Planning process in accordance with local and national policy.</p>
<p>Does not support the suggestion the restrictions should operate September to June.</p>	<p>Views noted.</p>
<p>There just needs to be additional parking created on the University site. Restrictions will just move the problem to the next street.</p>	<p>Parking levels within the development were established during the Planning process in accordance with local and national policy.</p>
<p>The University have ample space to accommodate parking for students and staff.</p>	<p>Parking levels within the development were established during the Planning process in accordance with local and national policy.</p>
<p>Why were the University granted permission without adequate parking for staff and students.</p>	<p>Parking levels within the development were established during the Planning process in accordance with local and national policy.</p>
<p>Will parking still be allowed on grass verges?</p>	<p>Any restrictions put in place will apply to the verges as well.</p>
<p>The introduction of restrictions will lead to more parking on verges and this also needs to be banned.</p>	<p>Any restrictions put in place will apply to the verges as well.</p>
<p>Residents parking in cul-de-sacs can be achieved without the need for signs and lines within the road.</p>	<p>At present special authorisation from the DfT is needed.</p>
<p>The University should be providing the parking.</p>	<p>Parking levels within the development were established during the Planning process in</p>

	accordance with local and national policy.
Will the scheme have a traffic warden?	The area will be included on the rounds of the councils Civil Enforcement Officers.
Restricting parking on the campus doesn't remove the need for parking it simply shifts it to the surrounding streets. The problems are not just during term time and cars are sometimes left for weeks at a time.	Parking levels within the development were established during the Planning process in accordance with local and national policy. Views noted.

Plan of Recommended Options



**YORK COUNCIL**

**Network Management**

*Experimental Traffic Regulation Order*

SCALE: 1:2,000      DRAWN BY: \_\_\_\_\_      DATE: \_\_\_\_\_  
 Drawing No: \_\_\_\_\_

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**Decision Session – Cabinet Member for City Strategy****26 July 2011**

Report of the Director of City Strategy

**City Strategy Capital Programme – 2011/12 Consolidated Report****Report Summary**

1. This report identifies the proposed changes to the 2011/12 City Strategy Capital Programme to take account of carryover funding from 2010/11, and to include additional funding from the Local Sustainable Transport Fund (LSTF) and other sources.
2. The report also proposes adjustments to scheme allocations to align with the latest cost estimates and delivery projections. Further changes will be made at future Decision Sessions as the implications of the LSTF funding are confirmed and coordination with the maintenance programme is developed.

**Recommendations**

3. The Cabinet Member is requested to:
  - i) Approve the carryover schemes and adjustments set out in Annexes 1 and 2.
  - ii) Approve the increase to the 2011/12 City Strategy capital budget, subject to the approval of the Cabinet.

Reason: To enable the effective management and monitoring of the council's capital programme.

**Background**

4. The City Strategy Capital Programme budget for 2011/12 was confirmed as £1,999k at Full Council on 24 February 2011. This includes the Integrated Transport & City Walls schemes, and is funded through £1,549k of Local Transport Plan (LTP) funding,

£300k funding from developer contributions, and £150k CYC funding.

5. The Accommodation Review and the Stadium schemes being progressed by the City Strategy Directorate are reported separately.
6. Table 1 shows the current approved capital programme.

**Table 1: Current Approved Capital Programme**

	<b>Gross Budget</b>	<b>External Funding*</b>	<b>Capital Receipts</b>
	<b>£000s</b>	<b>£000s</b>	<b>£000s</b>
Planning & Transport	1,999	1,849	150
<b>Current Approved City Strategy Capital Programme</b>	<b>1,999</b>	<b>1,849</b>	<b>150</b>

\*External funding refers to government grants, non government grants, other contributions, developer contributions and supported capital expenditure.

### **Summary of Key Issues**

7. As stated in the 2011/12 Budget Report, the LTP Integrated Transport funding available for future years is significantly lower than previous allocations, with £1,549k available in 2011/12 compared to £2,986k at the start of 2010/11.
8. A number of schemes were not completed at the end of 2010/11, and need to be added to the 2011/12 programme. However, due to the underspend at the end of 2010/11, there is £721k of funding to be carried forward, which will be used to fund the completion of the carryover schemes from 2010/11. There is also £257k additional funding from developer contributions and grants, and £44k of additional CYC funding following a successful CRAM bid.
9. It was announced on 5 July 2011 that the council's bid for additional funding from the Local Sustainable Transport Fund (LSTF) had been successful, and £4.645m has been awarded to improve sustainable transport in the city over the next four years. This includes both capital and revenue funding, and £189k of additional capital funding has been added to the 2011/12 capital programme. This will fund several public

transport, walking, and cycling schemes in 2011/12. Development of the key projects planned for delivery later in the LSTF programme such as the provision of a new cycle route between Haxby Road and Clifton Moor will also be commenced in 2011/12.

10. A review of the proposed programme has been carried out to take account of the carryover schemes and funding, and details of the Safety Schemes programme and Safe Routes to School programme have been added.
11. The current approved budget and proposed adjustments are indicated in Table 2. Additional information, including details of the proposed changes to scheme allocations, is provided in the Annexes to the report.

**Table 2: Capital Programme Budget 2011/12**

City Strategy Capital Programme	2011/12 Programme	Paragraph Ref
	£000s	
<b>Current Approved City Strategy Capital Programme</b>	<b>1,999</b>	
<b><u>Adjustments:</u></b>		
Additional Funding (Carryover from 2010/11)	+52	21
Regional Funding Allocation (Carryover from 2010/11)	+669	21
Proposed Section 106 Funding increase	+230	22
Cycle Challenge Grant Funding	+27	22
Local Sustainable Transport Fund	+189	23
CYC Funding – City Walls	+44	24
<b>Revised City Strategy Capital Programme</b>	<b>3,210</b>	

## **Scheme Specific Analysis**

12. The key proposed changes included in the report are summarised below and are detailed in Annex 1.

- Increased allocation using carry over funds for the A19 Roundabout Improvements scheme for completion of the scheme in 2011/12, following delays to the scheme in 2010/11. Subject to the final resolution of claims, it is anticipated that the overall cost for the scheme will be within the original budget allocation.
- Reduction to the Blossom Street Phase 2 allocation following review of the cost estimates for the scheme.
- Reduction of the allocation for the Fishergate scheme to allow for further investigation and confirmation of the traffic impact of the proposal.
- Allocation added for the carryover costs of the Fulford Road (Cemetery Road to Fishergate) scheme, which was completed in April.
- Increased allocation for the Library Square Improvements scheme, due to the increased carryover cost.
- Increased allocation, using carry over funding, for the completion of Cycling City Schemes including the completion of the Orbital Cycle Route, Beckfield Lane cycle route, and the Station Access Ramps in 2011/12.
- Allocation added for the proposed South Bank 20mph limit pilot scheme and the development of the scheme to introduce city-wide 20mph limits.
- Inclusion of the details of the Safety Schemes and Safe Routes to School schemes in the 2011/12 programme.
- Inclusion of additional public transport, walking, and cycling schemes following the success of the council's LSTF bid.

## **Consultation**

13. The capital programme was developed under the Capital Resource Allocation Model (CRAM) framework and was agreed by the council on 24 February 2011. Whilst consultation is not undertaken on the capital programme as a whole, individual scheme proposals do follow a consultation process with local councillors and residents.

## Corporate Priorities

14. The capital programme is decided through a formal process, using a Capital Resource Allocation Model (CRAM). CRAM is a tool used for allocating the council's scarce capital resources to schemes that meet corporate priorities.
15. The City Strategy Capital Programme supports the Sustainable City, Thriving City and Safer City elements of the Corporate Strategy.
16. **Sustainable City** We aim to be clean and green, reducing our impact on the environment while maintaining York's special qualities and enabling the city and its communities to grow and thrive. Improvements to cycle routes, walking routes and public transport will help to meet this objective.
17. **Thriving City** We will continue to support York's successful economy to make sure that employment rates remain high and that local people benefit from new job opportunities. Improvements to the city's sustainable transport network including the improvements to the Park & Ride service will assist the economy by reducing the impact of congestion.
18. **Safer City** We want York to be a safer city with low crime rates and high opinions of the city's safety record. Improvement schemes and speed management measures are targeted at prioritised sites to reduce casualties. Education and enforcement campaigns complement the highway improvement works.

## Implications

19. The report has the following implications:
  - **Financial** – See below
  - **Human Resources (HR)** – The size of the engineering design team has been reduced to match the lower funding levels.
  - **Equalities** – There are no equalities implications
  - **Legal** – There are no legal implications
  - **Crime and Disorder** – There are no crime and disorder implications
  - **Information Technology (IT)** – There are no IT implications
  - **Property** – There are no property implications

- **Other** – There are no other implications

### **Financial Implications**

20. The LTP allocation for 2011/12 was confirmed by the Department for Transport on 13 December 2010. The City Strategy Capital Programme budget was agreed by the Budget Council as part of the overall CYC capital programme on 24 February 2011.
21. As stated to the Cabinet Member in the Outturn Report to the June Decision Session, the underspend at the end of 2010/11 allowed £669k of the RFA supplement funding to be slipped into 2011/12. An additional £52k of funding was also slipped into 2011/12 following the Corporate Outturn Report.
22. The Section 106 allocation has been increased, and the remaining 'Cycle Challenge' grant funding has been added to the programme to part-fund the completion of the Station Access Ramps scheme.
23. An additional £189k of funding from the Local Sustainable Transport Fund has been added to the programme following the success of the council's bid for additional funding.
24. Additional CYC funding for the City Walls restoration was approved through the CRAM process in early 2011. The additional £52k allocated has been reduced to £44k to accommodate the overspend against the City Walls scheme in 2010/11.
25. If the proposed changes in this report are accepted, the total value of the City Strategy Planning & Transport Capital Programme for 2011/12 would be £3,611k including overprogramming. The overprogramming level of £401k is considered appropriate for the level of funding available in 2011/12 and the anticipated lower funding allocations in future years. The budget would increase to £3,210k, and would be funded as follows.

Planning & Transport Capital Programme	Current Budget	Proposed Alteration	Proposed Budget
	£000s	£000s	£000s
LTP Settlement	1,549		1,549
Extra Funding	-	+52	52
Regional Funding Allocation	-	+669	669
Developer Contributions	300	+230	530
Other Grant Funding	-	+27	27
Local Sustainable Transport Fund	-	+189	189
CYC Resources – Library Square	60		60
CYC Resources – City Walls	90	+44	134
<b>Total</b>	<b>1,999</b>	<b>1,211</b>	<b>3,210</b>

### Risk Management

26. The Capital Programme has been prepared to assist in the delivery of the objectives of the Local Transport Plan. Owing to the lower availability of funding there is a risk that the targets identified within the plan will not be achievable. Alternative funding sources such as the Local Sustainable Transport Fund and Major Scheme process are being targeted to meet the shortfall.

**Author:**

Tony Clarke  
Capital Programme  
Manager  
City Strategy  
Tel No.01904 551641

**Chief Officer Responsible for the report:**

**Richard Wood**  
Assistant Director Strategic Planning  
and Transport

**Report  
Approved**

**Date** 14 July

Co-Author  
Patrick Looker  
Finance Manager  
City Strategy  
Tel No. 01904 551633

**Report  
Approved**

**Date**

**Specialist Implications Officer(s)** N/A

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

**All**

**For further information please contact the author of the report**

**Background Papers**

City Strategy Capital Programme: 2011/12 Budget Report – 1  
March 2011

City Strategy Capital Programme: 2010/11 Outturn Report – 28  
June 2011

**Annexes**

Annex 1: 2011/12 Consolidated Report – Scheme Progress Report  
Annex 2: Current and Proposed Budgets



## **2011/12 Consolidated Report – Scheme Progress Report**

1. This annex provides an update on the progress of schemes within the City Strategy Capital Programme, and details a number of proposed changes to the programme. This annex only reports by exception i.e. when alterations to scheme allocations or delivery programmes are proposed. It is currently anticipated that all other schemes will progress as indicated in the budget report.
2. Details of the current and proposed allocations for all schemes in the programme are set out in Annex 2.

### **Transport Schemes**

3. A19 Roundabout Improvements (OR01/09) - £50k. As reported in the 2010/11 Capital Programme Outturn Report, work on this scheme has taken longer than expected due to the length of time required for utilities diversions and additional works due to unforeseen ground conditions. It is proposed to increase the allocation by £569k to fund the completion of the scheme in 2011/12. This will be funded by the Regional Funding Allocation underspend from 2010/11. The scheme is now complete, however the resolution of contractor claims is still ongoing.
4. Blossom Street Multi-Modal Scheme (Phase 2) (MM01/11) - £300k. Further review of the proposed scheme to improve the Blossom Street/Holgate Road junction has been undertaken to confirm costs. It is anticipated that the scheme can be delivered for approximately £200k. The possibility of including an advance stop line for traffic on Holgate Road to overcome a pinch point for cyclists is being investigated.
5. Fishergate Gyrotory Multi-Modal Schemes (MM01/08) - £200k. Additional modelling work is being undertaken to confirm the impact on traffic flows of the proposed signalised crossings to the central island. The delay will mean that it is unlikely that the remainder of the scheme will be delivered in 2011/12. Therefore the allocation in 2011/12 for the remainder of the gyrotory scheme has been reduced to £20k.
6. Fulford Road (Cemetery Road to Fishergate) (MM01/10). Work on the improvements to the section of Fulford Road between the Cemetery Road junction and Fishergate School started on site in February and were completed in April. It is proposed to add an

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allocation of £65k to the 2011/12 programme to fund the carryover costs of this scheme. The scheme cost has increased from the original estimate due to the increased costs of implementing the new 20mph limit, additional drainage and maintenance work identified while the scheme was being constructed, and the need to implement the scheme during the road closure for the Yorkshire Water maintenance work.

7. Air Quality Monitoring Station – New Scheme. It is proposed to add an allocation of £5k for the installation of a microparticle (PM<sub>2.5</sub>) monitor at the existing air quality monitoring station on Gillygate, to provide baseline information against the additional EU guidelines.
8. Street Furniture Review – New Scheme. It is proposed to add an allocation of £10k for a review of street furniture to be carried out in the city centre and along Tadcaster Road. This will allow any unnecessary items to be identified and removed in order to reduce ‘street clutter’ and improve the public realm.
9. James Street Link Road Phase 1 (JS01/10). It is proposed to add an allocation of £15k for the payment of the final retention for the scheme and some additional landscaping work.
10. Enforcement of Coppergate Restrictions – New Scheme. An allocation has been included in the programme to introduce measures to enforce the Coppergate bus priority measures.
11. Following the success of the council’s bid for extra funding from the Local Sustainable Transport Fund, it is proposed to allocate £115k for additional public transport schemes in 2011/12. This funding will be used for further work on the Bus Location and Information Sub-System (BLISS), including completion of the BLISS roll-out and new Real-Time Passenger Information displays in the city centre, the northern area of the city, and University.
12. Taxi Cards (PT06/10). It is proposed to allocate £26k for the purchase of card readers for taxis in 2011/12, which will allow National Transport Tokens to be replaced with stored-value cards for the concessionary fares entitlement. This scheme has been slipped from 2010/11 as the card readers were not delivered until April 2011. The scheme is now in operation.
13. The allocation for Minor Walking schemes has been split to allocate £15k for Minor Walking Schemes, which will be used to implement

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minor pedestrian schemes across the city, and £15k for the Dropped Crossing Budget, which will be used for the installation of new dropped kerbs at junctions across the city following requests from residents.

14. City Centre Accessibility (Museum Street/ Library Square) (PE04/10) - £70k. Work on the improvements to Library Square, including the footway improvements at the entrance to the Museum Gardens and the Museum Street/ Lendal junction, started in late 2010/11 and were completed in May. It is proposed to increase the allocation for this scheme to £100k to fund additional carryover costs from 2010/11, as the total scheme cost is greater than originally estimated.
15. City Centre Accessibility (Footstreets) (PE02/11) - £50k. The allocation for the implementation of schemes from the Footstreets Review has been split to allocate £30k for the Footstreets schemes including Pavement/Piccadilly junction improvements, and £20k for investigating improvements to the Rougier Street/ Station Road junction.
16. It is proposed to add £26k to the Walking section of the capital programme from the LSTF grant to fund improvements to the pedestrian route between New Earswick and Huntington, and improvements to pedestrian and cycling facilities in Clifton Moor and Monks Cross.
17. Improvements to Hungate Bridge Approaches (PE06/10). It is proposed to add an allocation of £20k to the programme to carry out improvements to cycle and pedestrian facilities on the approaches to the new bridge, which is being constructed as part of the Hungate development. The new bridge is expected to be completed in the autumn.
18. The allocation for Minor Cycle Schemes/ Cycle Scheme Development has been split to allocate £20k for Minor Cycle Schemes for the implementation of small-scale schemes across the city, £15k for Cycle Scheme Development to develop schemes for implementation in future years, and £15k for the installation of new cycle parking across the city. The development allocation will be used to progress the improvements to the Rawcliffe to Monks Cross cycle route being delivered as part of the LSTF project.

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19. The current allocation for the Links to University Cycle Routes schemes has been reviewed, and reduced from £200k to £160k. An allocation of £20k has been made for the development of an off-road cycle route along University Road, to be implemented in future years, and £140k has been allocated for the implementation of an off-road cycle route along Heslington Lane, which will include a link to Fulford School from the existing off-road route.
20. The total cost of the Heslington Lane cycle route will be £230k, but £90k of funding from Sustrans has been made available following a successful bid to the Sustrans Links to Schools programme. The receipt of the additional funding is subject to final agreement on the conditions of the grant. Innovative delivery mechanisms will be developed where possible to reduce costs and encourage youth training and employment.
21. It is proposed to add £48k to the Cycling block from the LSTF grant to provide match funding for schools and businesses to install cycle facilities, and to carry out an audit and upgrade to existing cycle infrastructure across the city.
22. Orbital Cycle Route - James St to Millennium Bridge (CC03/09). Work on the new cycle facilities between James Street and New Walk Terrace began in early 2011 and was completed in May. It is proposed to add an allocation of £120k to the programme for the carryover costs of the work at the James Street/ Lawrence Street junction (including new traffic signals) and other minor work along the route. The overall scheme cost is £310k, compared to the original scheme budget of £350k in 2010/11.
23. Orbital Cycle Route - Clifton Green to Crichton Avenue (CC01/09). Work on the new cycle facilities between Clifton Green and Crichton Avenue began in January 2011 and was completed in May. It is proposed to add an allocation of £100k to the programme for the carryover costs of this scheme, which includes a £10k contribution to improvements to the footpath along the centre of the Kingsway North central land. The overall scheme cost is £325k, compared to the original scheme budget of £350k in 2010/11.
24. Orbital Cycle Route - Hob Moor to Water End (CC02/09). Work on the new cycle facilities between Hob Moor and Water End began in January 2011 and was completed in May. It is proposed to add an allocation of £67k to the programme for the carryover costs of the

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new toucan crossing on Acomb Road, and other minor work completed in early 2011/12. The overall scheme cost is £198k, compared to the original scheme budget of £180k in 2011/12.

25. Beckfield Lane Phase 2 (CY07/09). Work to install a new toucan crossing and section of shared-use path started on site in March and has carried over into 2011/12. Completion of the scheme has been delayed due to problems arranging the power supply for the new signals. It is proposed to add an allocation of £45k for the carryover costs of the scheme in 2011/12.
26. Station Access Ramps (CY04/09). The implementation of this scheme was delayed in 2010/11 until the legal agreement between the council and East Coast had been signed, and work started on site at the end of March to create new pedestrian/cycle accesses to the station. The council has agreed to contribute £200k to the scheme, with East Coast contributing a similar amount. It is proposed to add an allocation of £160k to the programme to fund the remaining payment of £110k to East Coast and the minor highway works proposed at the new accesses. This will be part-funded by the 'Cycle Challenge' grant for improving access to the station, which was received several years ago and has been held waiting progression of this scheme.
27. Cycle Route Maintenance (CC10/09). Although the cycle route maintenance work was completed in 2010/11, some of the work was not charged during the year. It is proposed to add an allocation of £20k for the outstanding cost of this work in 2011/12.
28. Cycle Route Signing (CC07/09). The design of the new signing for the Orbital Cycle Route was completed in 2010/11. It is proposed to allocate £25k for the purchase and installation of the signs in 2011/12.
29. Clifton Green – Possible Reinstatement of Left Turn Lane – New Scheme. An allocation has been provided to enable the implementation of any changes which are identified in the scheme review. The review of the scheme is due to be submitted to the 27<sup>th</sup> September Decision Session.
30. Village Access Schemes (VA01/11). It is proposed to reduce the allocation for this scheme to £10k, as no further work will be progressed on the A1079 Common Lane Dunnington scheme due to the high cost of implementing this scheme. Owing to overall

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budget reductions, the Howden Dike footpath improvements scheme has been removed from the 2011/12 programme. Any additional local contributions to the cost of the scheme will be considered and may enable the project to be reinstated into the programme.

31. At the time of writing the 2010/11 Budget Report, the programme of Safety/ Danger Reduction schemes was still being developed and a detailed programme was not included in the report to Decision Session in March. A programme of schemes has now being developed, and is included in Annex 2.
32. The allocation for Speed Management schemes has been increased to allow £10k to be allocated for minor works following the completion of the Review of Speed Limits on A and B Roads, which has carried over from 2010/11 as it was not completed during the year.
33. An allocation of £40k has been added to the programme to implement the 20mph limit in the South Bank area, which was approved early in 2011. Subject to approval of the proposal at this meeting, the extent of the 20mph area will be increased to cover the area between the river, Campleshon Road, Tadcaster Road and the Inner Ring Road. An increased allocation is provided to cover the additional works.
34. 20mph Limit Scheme Development & Implementation – New Scheme. It is proposed to allocate £100k for development and implementation of citywide 20mph speed limits. A review of possible measures to reduce speeds to a lower level in the city centre will be undertaken. A report will be submitted for approval at the October Decision Session setting out the new policy and proposed delivery programme.
35. Details of the full Safe Routes to School programme has been added to the programme and are shown in Annex 2 to this report. This includes 11 new schemes, and five schemes that were not completed in 2010/11 and require funding for the carryover costs of the schemes in 2011/12.
  - Hempland Primary SRS: Completion of the Stockton Lane zebra crossing - £25k.

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- Heworth Primary SRS: Implementation of new 20mph limit outside school - £12k.
  - Naburn Primary SRS: Installation of new signs carried over from 2011/12 - £6k.
  - Applefields/ Burnholme SRS: Pedestrian improvements at entrance - £8k.
  - Burton Green Primary SRS: Amendments to parking restrictions at entrance - £5k.
36. A separate allocation of £25k has been included for the installation of cycle parking at Elvington School, and additional cycle parking and scooter parking at other schools in the city where required.

### **City Walls**

37. The CRAM bid for an additional £52k CYC funding for the City Walls Restoration scheme was approved earlier in the year. However, due to the £8k overspend on the City Walls scheme in 2010/11, this will be reduced to £44k, which increases the allocation for City Walls Restoration to £134k in 2011/12.

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Scheme Ref	2011/12 City Strategy Capital Programme	2011/12 Budget (Total)	Consolidated Budget (Total)	Scheme Type	Comments
		£1000s	£1000s		

Access York Phase 1					
AY01/09	Access York Phase 1	80.00	80.00	Study	
	Askham Bar Expansion/ Relocation				
	A59 (Poppleton Bar)				
	Wigginton Road (Clifton Moor)				

<b>Access York Phase 1 Programme Total</b>	<b>80.00</b>	<b>80.00</b>
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Access York Phase 2					
AY01/10	Transport Model Upgrade - Completion	50.00	50.00	Study	
OR01/09	A19 Roundabout Improvements	50.00	619.00	Works	Allocation Increased - Carryover of funding from 2010/11 to complete scheme

<b>Access York Phase 2 Programme Total</b>	<b>100.00</b>	<b>669.00</b>	Programme Increased
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Multi-Modal Schemes					
MM01/11	Blossom Street Phase 2	300.00	200.00	Works	Allocation Reduced - Scheme cost anticipated to be lower than originally estimated
MM02/11	Fishergate (Pedestrian Route to Barbican)	200.00	200.00	Works	Traffic impact of scheme to be reviewed
MM01/08	Fishergate Gyrotory Multi-Modal Scheme	200.00	20.00	Study	Allocation Reduced - Feasibility and design only in 2011/12
Carryover Schemes					
MM01/10	Fulford Road (Cemetery Road to Fishergate)		65.00	Works	Allocation Added - Carryover cost of scheme completed in April

<b>Multi-Modal Schemes Programme Total</b>	<b>700.00</b>	<b>485.00</b>	Programme Decreased
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Air Quality & Traffic Management					
AQ01/11	Urban Traffic Management & Control (UTMC) Projects	75.00	75.00	Works	
AQ02/11	Air Quality Diffusion Tubes	20.00	20.00	Works	
AQ04/11	Air Quality Monitoring Station		5.00	Works	New Scheme - Purchase of new air quality monitoring equipment
JS01/09	James Street Link Road Phase 2	50.00	50.00	Study	
AQ03/11	Electric Vehicle Charging Points	30.00	30.00	Study/ Works	
TM01/11	Street Furniture Review		10.00	Works	New Scheme - Review of existing street furniture and removal of unnecessary items
Carryover Schemes					
JS01/10	James Street Link Road Phase 1		15.00	Retention Costs	Allocation Added - Final retention payment and minor landscaping works

<b>Air Quality &amp; Traffic Management Programme Total</b>	<b>175.00</b>	<b>205.00</b>	Programme Increased
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Scheme Ref	2011/12 City Strategy Capital Programme	2011/12 Budget (Total)	Consolidated Budget (Total)	Scheme Type	Comments
		£1000s	£1000s		

<b>Park &amp; Ride</b>					
PR01/11	Park & Ride Site Upgrades	50.00	25.00	Works	
PR02/11	P&R City Centre Bus Stop Upgrades		25.00	Works	

<b>Park &amp; Ride Programme Total</b>	<b>50.00</b>	<b>50.00</b>			
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<b>Public Transport Improvements</b>					
PT01/11	City Centre Bus Stop Improvements	50.00	50.00	Works	inc. Stonebow area
PT02/11	Bus Location & Information Sub-System (BLISS)	75.00	75.00	Works	
PT03/11	City Centre Accessibility (Public Transport)	20.00	20.00	Study	
PT04/11	Rail/ Bus Interchange Signage Improvements	20.00	20.00	Works	
PT05/11	Route Reliability Review	20.00	20.00	Study/ Works	
PT06/11	Enforcement of Coppergate Restrictions		20.00	Works	New Scheme - Improvements to enforcement of Coppergate restrictions
PT07/11	LSTF - Further BLISS Roll-out		75.00	Works	New Scheme - Completion of roll-out to remaining bus operators
PT08/11	LSTF - Real-Time Passenger Information Roll-out		30.00	Works	New Scheme - New real-time passenger information displays
PT09/11	LSTF - Traffic Light Priority & Bus-SCOOT		10.00	Works	New Scheme - Improvements to junctions in the Northern Quadrant

<b>Carryover Schemes</b>					
PT06/10	Taxi Cards		26.00	Works	Allocation Added - Purchase of card readers for taxis

<b>Public Transport Improvements Programme Total</b>	<b>185.00</b>	<b>346.00</b>			Programme Increased
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<b>Walking</b>					
PE01/11	Minor Walking Schemes	30.00	15.00	Works	Minor improvements across the city
PE03/11	Dropped Crossing Budget		15.00	Works	Provision of dropped kerbs at locations requested by residents
PE04/10	City Centre Accessibility (Museum Street/ Library Square)	70.00	100.00	Works	Allocation Increased - Completion of improvements to Library Square
PE02/11	City Centre Accessibility (Footstreets)	50.00	30.00	Works	Allocation Reduced - Funding transferred to Rougier Street/ Station Road junction scheme
PE04/11	City Centre Accessibility - Rougier Street/ Station Road Junction Study		20.00	Study/ Works	New Scheme - Implementation of schemes from Footstreets Review and Accessibility Framework
PE07/10	Rawcliffe Recreation Ground Shared-Use Path	90.00	90.00	Works	Scheme Complete
PE05/11	LSTF - New Earswick to Huntington Walking Improvements		6.00	Works	New Scheme - Improvements to Public Right of Way
PE06/11	LSTF - Clifton Moor Pedestrian & Cycling Link Improvements		10.00	Works	New Scheme - Improvements to pedestrian and cycling facilities
PE07/11	LSTF - Monks Cross Pedestrian & Cycling Link Improvements		10.00	Works	New Scheme - Improvements to pedestrian and cycling facilities

Scheme Ref	2011/12 City Strategy Capital Programme	2011/12 Budget (Total)	Consolidated Budget (Total)	Scheme Type	Comments
		£1000s	£1000s		

### Carryover Schemes

PE06/10	Improvements to Hungate Bridge Approaches		20.00	Works	Allocation Added - Minor improvements to Navigation Road to link to new bridge
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### Walking Programme Total

**240.00**      **316.00**

Programme Increased

### Cycling

CY01/11	Minor Cycle Schemes	50.00	20.00	Works	Minor improvements across the city
CY04/11	Cycle Scheme Development		15.00	Study	Development of schemes for implementation in future years
CY05/11	Cycle Parking		15.00	Works	New cycle parking at locations across the city
CY02/11	Links to University Cycle Routes	200.00	20.00	Study	Feasibility and design for new off-road cycle route along University Road
CY03/11	Heslington Lane Cycle Route Phase 2		140.00	Works	Implementation of route from existing off-road path to Holmefield Avenue
CY06/11	LSTF - School Cycle Facilities Match Funding		15.00	Works	New Scheme - Match funding for schools to install cycle facilities
CY07/11	LSTF - Business Cycle Facilities Match Funding		18.00	Works	New Scheme - Match funding for businesses to install cycle facilities
CY08/11	LSTF - Cycle Infrastructure Audit		15.00	Works	New Scheme - Audit & upgrade of infrastructure

### Carryover Schemes

CC03/09	Orbital Cycle Route - James St to Millennium Bridge (formerly James St to Heslington Road)	150.00	120.00	Works	Allocation Added - Completion of James St/ Lawrence St junction improvements and other minor works
CC01/09	Orbital Cycle Route - Clifton Green to Crichton Avenue		100.00	Works	Allocation Added - Completion of Water Lane toucan crossing and Kingsway North cycle route
CC02/09	Orbital Cycle Route - Hob Moor to Water End		67.00	Works	Allocation Added - Completion of cycle route between Green Lane roundabout and Water End, including toucan crossing on Acomb Road
CY07/09	Beckfield Lane Phase 2		45.00	Works	Allocation Added - Completion of new toucan crossing and cycle facilities
CY04/09	Station Access Ramps		160.00	Works	Allocation Added - Remainder of contribution to East Coast for new accesses at Lowther Terrace and Post Office Lane
CC10/09	Cycle Route Maintenance		20.00	10/11 Costs	Allocation Added - Payment for works completed in late 2010/11
CC07/09	Cycle Route Signing		25.00	Works	Allocation Added - Purchase and installation of new signs for the Orbital Cycle Route
CY04/10	Clifton Green Cycle Lane Review	10.00	10.00	Study	
CY04/11	Clifton Green - Reinstatement of Left Turn Lane		40.00	Study/ Works	New Scheme - Possible reinstatement of left turn lane following report to Members in September

### Cycling Programme Total

**410.00**      **845.00**

Programme Increased

Scheme Ref	2011/12 City Strategy Capital Programme	2011/12 Budget (Total)	Consolidated Budget (Total)	Scheme Type	Comments
		£1000s	£1000s		

<b>Safety and Accessibility Schemes</b>					
VA01/11	Village Access Schemes	50.00	10.00	Works	Allocation Reduced - Howden Dike Crossing scheme deferred
<b>Safety/ Danger Reduction</b>					
LS01/11	A19 Bootham / Clifton Route Assessment	80.00	5.00	Works	Review of road markings along route
LS02/11	Huntington Road Route Assessment		16.00	Works	Improvements at Fossway junction and Link Road junction
LS03/11	Elvington Lane Route Assessment		17.00	Works	Signing and lining improvements
LS04/11	Heworth Green / Dodsworth Avenue / Mill Lane LSS		10.00	Works	Review of traffic signals, signing, and lining at junction
LS05/11	Micklegate / Skeldergate LSS		4.00	Works	Review of signal timings at junction
LS06/11	Oak Rise, Acomb Roundabout LSS		10.00	Works	Improvements to roundabout to address safety issues
LS07/11	Piccadilly / Pavement LSS		3.00	Works	Review of traffic signals
LS08/11	2012/13 Programme Development		5.00	Study	Development of future years schemes
DR01/11	Reactive Danger Reduction		10.00	Works	Investigation and minor improvement work as required throughout the year
<b>Speed Management</b>					
SM01/11	Speed Management Schemes	20.00	20.00	Works	
SM01/10	Review of Speed Limits on A & B Roads		10.00	Study/ Works	Allocation Added - Completion of review and implementation of measures identified
SM03/10	20mph Limit Schemes - South Bank		40.00	Works	Allocation Added - Implementation of extended South Bank scheme
SM02/11	20mph Limit Scheme - Development and Implementation		100.00	Works	New Scheme - Implementation of Village Pilot scheme; consultation & commencement of citywide rollout

<b>Safety and Accessibility Schemes Programme Total</b>	<b>150.00</b>	<b>260.00</b>
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Programme Increased

Scheme Ref	2011/12 City Strategy Capital Programme	2011/12 Budget (Total)	Consolidated Budget (Total)	Scheme Type	Comments
		£1000s	£1000s		

School Schemes						
SR01/10	Acomb Primary SRS	175.00	5.00	Scheme	Improved warning signs outside school	
SR04/10	Danesgate/Steiner SRS		4.00	Scheme	Review of school safety zone	
SR05/10	Fulford Secondary SRS		28.00	Scheme	Review of parking restrictions; provision of cycle route to school	
SR06/10	Joseph Rowntree Secondary SRS		23.00	Scheme	Pedestrian crossing improvements	
SR07/10	Robert Wilkinson Primary SRS		6.00	Scheme	Improvements to footway on Sheriff Hutton Road	
SR08/10	St Aelreds RC Primary SRS		2.00	Scheme	Review of school safety zone	
SR09/10	Wheldrake Primary SRS		5.00	Scheme	Pedestrian improvements around school	
SR01/11	Hob Moor Primary SRS		2.00	Study	Review of area around Green Lane roundabout	
SR02/11	Our Ladies English Martyrs RC SRS		2.00	Study	Review of school travel issues at new school	
SR03/11	Various 20mph Speed Limits outside Schools		4.00	Study	Review of potential 20mph limits outside schools	
SR04/11	Various Parking Restrictions		4.00	Scheme	Review of parking restrictions at schools	
-	Safety Audit Works		5.00	Works	Minor works from Stage 3 Safety Audits of completed schemes	
Carryover Schemes						
SR02/09	Hempland Primary SRS		25.00	Works	Allocation Added - Stockton Lane zebra crossing completed in May	
SR09/09	Heworth Primary SRS	12.00	Works	Allocation Added - Implementation of new 20mph limit outside school		
SR04/09	Naburn Primary SRS	6.00	Works	Allocation Added - Purchase and installation of new signs outside school		
SR02/10	Applefields/ Burnholme SRS	8.00	Works	Allocation Added - Pedestrian improvements at entrance		
SR03/10	Burton Green Primary SRS	5.00	Works	Allocation Added - Changes to parking restrictions at school entrance		
School Cycle Parking						
SR05/11	School Cycle Parking Review	25.00	Study/ Works	Installation of cycle parking at Elvington Primary; additional cycle parking at other schools where needed		

<b>School Schemes Programme Total</b>	<b>175.00</b>	<b>171.00</b>	Programme Decreased
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Previous Years Costs					
-	Carryover Commitments from Previous Years	50.00	50.00	-	

<b>Previous Years Costs Total</b>	<b>50.00</b>	<b>50.00</b>
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<b>Total Integrated Transport Programme</b>	<b>2,315.00</b>	<b>3,477.00</b>
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Scheme Ref	2011/12 City Strategy Capital Programme	2011/12 Budget (Total)	Consolidated Budget (Total)	Scheme Type	Comments
		£1000s	£1000s		

<b>City Strategy Maintenance Budgets</b>
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City Walls					
CW01/11	City Walls Restoration	90.00	134.00	Works	Allocation Increased - Additional funding from CRAM bid


<b>Total City Walls</b>	<b>90.00</b>	<b>134.00</b>	Programme Increased
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<b>Total City Strategy Maintenance Programme</b>	<b>90.00</b>	<b>134.00</b>	Programme Increased
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<b>Total City Strategy Programme</b>	<b>2,405.00</b>	<b>3,611.00</b>	Programme Increased
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<b>Total Overprogramming</b>	<b>406.00</b>	<b>401.00</b>	Overprogramming Decreased
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<b>Total City Strategy Budget</b>	<b>1,999.00</b>	<b>3,210.00</b>	Budget Increased
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<b>Decision Session – Cabinet Member for City Strategy</b>	26 <sup>th</sup> July 2011
Report of the Director of City Strategy	

## 20mph Speed Limit Pilot Areas

### Summary

1. This report identifies a proposal to progress the creation of an extended area of 20mph speed limits to the south west of the city centre as part of the development of a citywide 20mph speed limit policy. Such an extension is in line with the Labour Party manifesto promise to introduce citywide 20mph speed limits on residential roads across York.
2. The introduction of a 20mph limit covering the majority of the South Bank area had previously been approved as part of a trial 20mph area however potential changes to policy could have led to abortive work being implemented. It is now proposed to use an extended area to facilitate the development of a new policy for the city. This new approach will enable practical delivery considerations to be incorporated into the policy development whilst addressing a clear desire by residents for slower speeds in the area.
3. Also for consideration is the possibility of using Murton as a 20mph speed limit pilot for villages. The report will also mention recently announced changes in signage requirements to 20mph speed limits. Annex A shows the proposed expanded 20mph speed limit area.
4. This new approach to delivering lower speeds in residential areas will involve promotion of the positive aspects of 20mph limits to encourage a change in attitudes and culture across the city. A policy and implementation strategy report is planned to be submitted to the Cabinet Member in October.

## **Background**

5. The South Bank 20mph speed limit trial Traffic Regulation Order (TRO) was advertised on 11th November 2010 and is ready for implementation. The boundary of the area covered is shown in annex A. The signage for that scheme is fully ordered and ready for installation, however, due to the change of council administration, it was felt appropriate to temporarily suspend the scheme as there was a risk of abortive work being undertaken. This decision was taken because an expanded scheme would significantly change the location of the entry signs.
6. Informal and formal consultation took place in the South Bank area prior to the scheme being readied for implementation. Informal consultation showed 75% of respondents to be in favour of the 20mph speed limits. The formal consultation yielded ten objections to the scheme; these were overturned at an Officer in Consultation meeting in January 2011.
7. A petition was presented at Council on 9th December 2010 requesting that Bishopthorpe Road and adjacent streets in the South Bank area be made subject to 20mph speed limits. When added to the South Bank trial site this petition creates a well-contained area that could be the beginning of a phased implementation of 20mph speed limits on residential roads across York.
8. Bishopthorpe Road is made up of a several distinct areas, including predominantly shopping and residential areas and a variety of widths ranging from narrow with no parking through to wide with parking on both sides of the road. There are also key pedestrian and cycling crossing points. e.g. Butcher Terrace area through to Millennium Bridge.
9. Murton is classified as a small village in the Draft Local Development Framework Sustainable Settlement Hierarchy. A petition was presented at Council on 7th October 2010 calling for 20mph speed limits in the village. This petition was exceptionally well supported, with a large majority of households in the village supporting a change of speed limit.
10. On previous 20mph speed limit schemes informal consultation has been undertaken to establish resident opinion in the area prior to advertising a TRO. The TRO advertisement is a legal



requirement and provides the formal element of speed limit consultation. In Murton, given the petition is so strongly supported, the TRO could be advertised without the need for the informal consultation.

11. There is a subtle difference between types of 20mph speed limit regulation. A brief overview is shown below to ensure clarity.
12. 20mph Speed Limit – A road, part of a road, or a number of roads that is/are subject to a maximum speed limit of 20mph and is indicated using 20mph signs at the entry points to the area covered by the speed limit in addition to smaller repeater signs within the area. No physical traffic calming (i.e. speed humps or chicanes) forms part of a 20mph speed limit. It is worth noting that should traffic calming be already in place then existing features can be retained if a 20mph speed limit is to be implemented on a road.
13. 20 mph Zone – A road, part of a road, or a number of roads that is/are subject to a maximum speed limit of 20mph and is indicated using 20mph signs at the entry points to the area covered by the speed limits and has traffic calming features at regular intervals within the boundary of the zone.
14. Traffic calming is the most effective way of controlling speed in urban areas (Mackie 1998). However, traffic calming has a high cost attached and for all residential roads in the city it would be unaffordable and also, undesirable (given the low popularity of speed humps and impact on key routes). 20mph speed limits typically achieve a small decrease in speeds. They are however, relatively cheap to implement and as such, can make it possible for larger areas to be subject to lower speeds.
15. The most recent Department for Transport (Dft) information on signage (9th June 2011) enhances the options available for implementing 20mph speed limits. Highway authorities will be able to use 20mph roundels painted on the road instead of repeater signs (where required) if Council authorises this approach. A basic 20mph roundel is of a similar cost to a repeater sign and can be used in areas where additional signage would be significantly detrimental to the environment. The recent Dft information does also state “It remains the decision of local councils to decide whether or not to use 20

mph schemes following robust cost-benefit analysis of any such proposals.”

16. Portsmouth, the location of the UK’s first citywide 20mph scheme, introduced 20mph speed limits in 2008. The following key lessons were identified in the evaluation report for the scheme:
- Publicity, using community engagement and the media, is pivotal to gaining public acceptance/support for the scheme;
  - Carrying out a survey and design of each road separately by staff with knowledge of the relevant legislation is key to ensuring suitability of the road environment for implementing 20 mph speed limits;
  - A comprehensive checking or sign review process should be put in place following implementation, to ensure that signs have been correctly installed and meet legal requirements;
  - Local authorities should ensure that appropriate governance arrangements are in place, for the robust management of the scheme. A Project/ Stakeholder Board should be set up at the outset to guide and direct the implementation of the scheme;
  - Engagement of stakeholders through the design and implementation of the scheme in order to gain public support and acceptance. For instance better engagement of bus operators and emergency services in order to identify key routes for a coordinated approach is encouraged which would in turn promote closer working relationships;
  - The scheme should be based on robust evidence of casualty saving benefits that should be outlined in the early stages of scoping the scheme; and
  - There should be a plan for facilitating post-implementation feedback for 20 mph limit only roads where initial speeds are high.<sup>1</sup>

### **Consultation**

17. It is proposed to consult residents of the area and key stakeholders on the principles of the expanded South Bank and Murton schemes as part of the policy development stage. Initial consultation with stakeholders would be progressed immediately.

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<sup>1</sup> Taken from: Interim Evaluation of the Implementation of 20mph Speed Limits in Portsmouth, Atkins, 2010.

## **Proposal**

18. Deliver 20mph speed limits in two pilot areas in the city as part of, and to inform, the development of the citywide policy. See Annex A.

## **Analysis**

19. The extended scheme provides a more complete boundary of the area to the South West of the city centre and allows for the inclusion of additional residential areas within the 20mph speed limit. This area could form phase one of citywide 20mph speed limits as much of the area is well advanced for implementation.
20. Bishopthorpe Road is a key radial route and as such, has high flows of traffic. Around 720 vehicles use the section of Bishopthorpe Road near the former Terry's factory between 8am and 9am on a weekday, rising to 1150 vehicles at Bishopthorpe shops. Scarcroft Road is also relatively heavily trafficked (approx. 650 vehicles per am peak hour) with a variety of road widths and surrounding environments including housing, parking areas, allotments, open space etc.
21. The average speeds on the section of Bishopthorpe Road included in the possible boundary are 26mph (northbound) and 29mph (southbound) measured close to Rectory Gardens.
22. As part of the consultation and design process imaginative ways to create an environment to reduce speeds in the area will be investigated. Initial investigation suggests that subtle changes in road character have successfully reduced speed levels on Fishergate. The most effective location for the 20mph speed limit entry points will also need to be determined.
23. It should be noted that in Portsmouth 62.5% of the roads with before average speeds of over 24mph did not have an average speed of less than or equal to 20mph after the 20mph speed limits were introduced.
24. 35% of motorists are already travelling above the existing 30mph speed limit heading out of the city. If the speed limit reduces to 20mph then it is possible that the numbers travelling above the limit will increase. The current dynamics and appearance of the road do not give the impression that it

would be suited to a 20mph speed limit. Further investigation will be needed to establish the most appropriate location of the entry sign position on Bishopthorpe Road and whether there are any low cost measures such as road markings which could be introduced to change the environment in the higher speed areas.

25. The area immediately around Bishopthorpe Road shops is a vibrant, well-used area and there are shops located on both sides of the road. Lower speeds on Bishopthorpe Road could enhance this shopping area.
26. The extended South Bank boundary would require statutory consultation with all households having a frontage onto the affected streets. The number of households (in addition to those within the already approved South Bank area) affect is approximately 2250. It is anticipated there will be no additional entry point signs required on top of the already approved scheme. Up to 50 further repeater signs will be needed to sign the area to enforceable requirements.
27. To introduce 20mph speed limits in Murton would require three entry points and approximately ten to twelve repeater signs. An additional cost would be incurred through the TRO process so the overall estimated cost for introducing 20mph speed limits in Murton would be £5,000.
28. The support within the village is very high for 20mph speed limits and the cost is relatively low so it could be a suitable village trial. However the speeds on Murton Lane, within the village, are relatively high as shown below:

<b>Direction</b>	<b>To Village</b>	<b>From Village</b>
<b>Date</b>	19 - 26 July 2010	19 - 26 July 2010
<b>Speed Limit</b>	30	30
<b>Mean Speed</b>	31	32
<b>85%ile</b>	36	38
<b>95%ile</b>	39	43
<b>Top Speed</b>	60	68
<b>% above limit</b>	50.5%	59.4%

29. The speeds in the table above show that the average is over the existing limit in both directions. These speeds are

relatively high when considering implementing 20mph speed limits. To bring speeds down from this level to 20mph it would be more effective to introduce traffic-calming features however these are unlikely to be supported by residents, would be expensive and difficult to justify in value for money terms. The possible use of less disruptive lower cost measures to reduce speeds such as road markings and surface treatments will be investigated.

30. The lessons from Portsmouth outlined above suggest that a project board be set up at the outset to ensure robust management of the work. It is important to include key stakeholders in the process at an early stage. This will be set up over the next few months to assist in the development of the strategy for rolling out 20mph speed limits across the city.
31. Establishing a project board at an early stage would allow for discussion on various factors that may hold potential for conflict throughout the process. The key issue surrounding the implementation of 20mph speed limits in the extended South Bank area is the current speed of traffic on part of Bishopthorpe Road. This is likely to be a problem in various other residential locations across the city and early agreement on criteria, surveying and justification (or not) of road inclusion is important.
32. A project board developing a strategy with a view to using the extended South Bank area and Murton as pilot areas in the first phase of citywide 20mph implementation would be the most inclusive and thorough way forward. This will enable the most rapid delivery of 20 mph limits in accordance with the desires of residents of the area whilst ensuring appropriate engagement with key organisations.

### **Corporate Priorities**

33. The contributions to the corporate strategy of 20mph speed limits are dependent on increasing walking and cycling levels. If this occurs then the outcomes of this report will contribute to the sustainable city and green city themes. There is also likely to be a decrease in slight casualties, which would benefit the safer city theme. The proposal will also improve the quality of life of residents in the areas currently blighted by inappropriate traffic speeds.

## Implications

34. The following implications have been considered:

- (a) **Financial** An allocation for the delivery of the first phase of the 20mph scheme is to be added to the Capital Programme, subject to approval by the Cabinet Member, at the 26 July Decision Session. Development and funding of the marketing strategy will be supported by the LSTF budget.
- (b) **Human Resources (HR)** No known implications
- (c) **Equalities** No known implications
- (d) **Legal** Traffic Regulation Orders will need to be raised for the proposed speed limit changes. Costs will be minimised by ensuring large areas are progressed at each time.
- (e) **Crime and Disorder** The police will be included at all stages in the preparation of the new policy.
- (f) **Information Technology (IT)** No known implications
- (g) **Property** No known implications
- (h) **Other** None

## Risk Management

- 35. Detailed risk assessments will be developed as the project is progressed. There are several potential risks associated with implementing the extended South Bank and Murton schemes. Successful delivery of the programme is dependent on good relationships with the main stakeholders such as the police and local residents. In particular the delivery of 20mph limits in areas where speeds are currently higher will need careful consideration and support of stakeholders
- 36. Setting up a project board and devising a clear strategy at an early stage will enable preparation work to be completed, stakeholders to be involved and a clear plan of action to be identified. This will minimise the potential risks to the successful delivery of the programme.

## Recommendations

37. The Cabinet Member is recommended to approve the progression of the South Bank and Murton areas as pilots to assist in the development of the new 20mph speed limit policy.

Reason: To ensure that 20mph speed limits are implemented in the city in the most inclusive, coordinated and appropriate way.

## Contact Details

<b>Author:</b>	<b>Chief Officer Responsible for the report:</b>		
Tom Horner Transport Planner Transport Planning 01904 551366	Richard Wood Assistant Director Strategic Planning and Transport		
	<b>Report Approved</b>	✓	<b>Date</b> 18/07/11
<b>Specialist Implications Officer(s)</b> <i>List information for all</i>			
<b>Wards Affected:</b> <i>Micklegate, Osbaldwick</i>			<b>All</b>
<b>For further information please contact the author of the report</b>			

## Background Papers:

Interim Evaluation of the Implementation of 20mph Speed Limits in Portsmouth, Atkins, 2010.

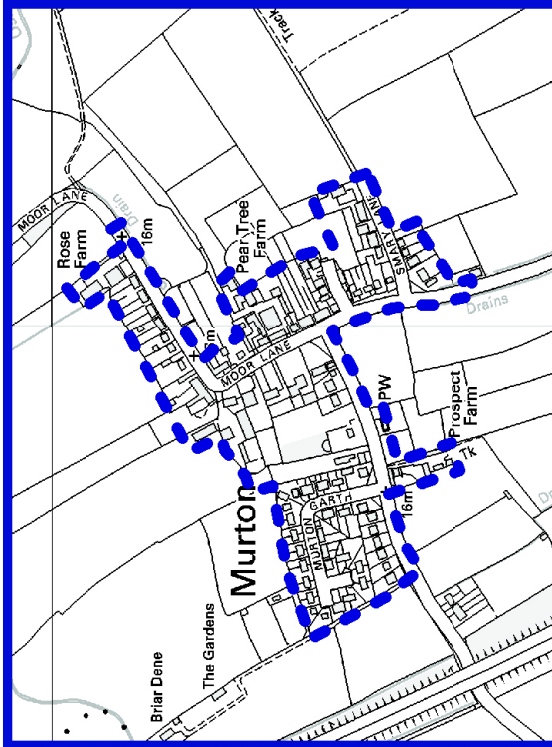
Mackie, A. (1998) Urban Speed Management Methods, TRL Report 363.

## Annexes

**Annex A** – Boundary plan for the two areas considered for 20mph speed limits.

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**Legend**

- Murton Boundary (Solid blue line)
- Extended South Bank Boundary (Dashed blue line)
- Original South Bank Boundary (Dotted blue line)

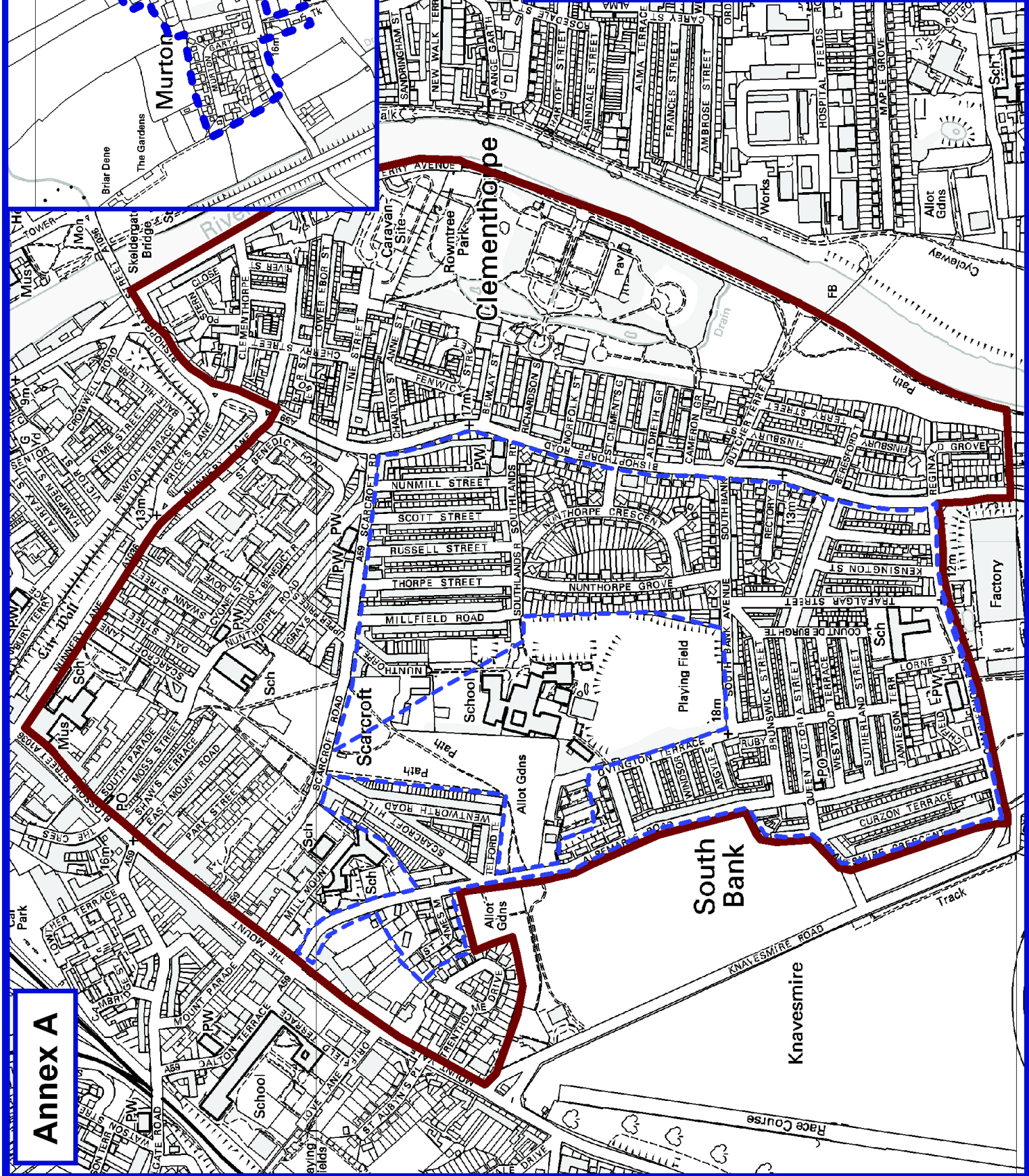
Produced by: Tom Horner  
Not Scaled

**Extended South Bank and Murton Potential 20mph Speed Limits: Boundaries**

**Transport Planning**

**CITY OF YORK COUNCIL**

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**Annex A**

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DECISION SESSION – CABINET MEMBER FOR CITY STRATEGY

TUESDAY 26 JULY 2011

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

Agenda Item	Report	Received from	Comments
4	University Related Parking in Nearby Residential Areas Pages 9 – 44	Cllr Keith Aspden  Fulford Ward Member	<p>In the Heslington Lane and Heath Moor Drive area of Fulford, residents have multiple problems with parking. These are caused by a number of factors, such as businesses, schools and University parking. After meeting with residents on a number of occasions we feel the best way forward is for the Council, Police and University to consider tackling the issues together, before the parking problems continue to increase.</p> <p>A number of suggestions have been put forward to council officers, including:                      Short Term: Good neighbour schemes, tougher contracts for students from the University to free up parking spaces on campus and action from the Parish Council and residents to promote considerate parking.                      Longer Term: To consult with residents including on resident only parking, single yellow lines and a reduction or freeze in University parking charges.</p> <p>Unfortunately the parking report considered on 26 July 2011 does little to address any concerns from Fulford residents regards University Related Parking, although I note the primary focus is on Badger Hill and Field Lane.</p> <p>I would welcome, for example through an investigation or report,</p>

			council officers and the Executive Member considering what actions could be taken to ease the problems experienced by residents in this area of Fulford? I look forward to any feedback on this issue.
6	20mph Speed Limit Pilot Areas Pages 67 - 77	Local resident	<p>I am concerned that the proposal to extend the South Bank 20 mph speed limit trial has been slipped onto the agenda without appearing in the Councils Forward programme until last Tuesday. Prior to that date a reference was made to a 20 mph speed limit trial in "Bishopthorpe". This gives Micklegate Ward residents very little time to make representations.</p> <p>As a local resident my priority is to see a reduction in the number of accidents in the City. I accept that speed can play a part in how serious an accident is and generally welcome a review of speed limits at accident black spots in the City.</p> <p>However, the proposals at agenda item 6 do not seem to address accident risk.</p> <ol style="list-style-type: none"> <li>1. No figures for the numbers of accidents on Bishopthorpe Road are quoted in the report.</li> <li>2. The speed of vehicles using Bishopthorpe Road is not tabulated (albeit there is a comment that 38% of drivers exceed the current speed 30 mph limit)</li> <li>3. There are no comments from the Police about how they will enforce a 20 mph limit (given that they clearly can't enforce a 30 mph limit)</li> </ol> <p>I would like to see the shopping area on Bishopthorpe Road (near Nunnery Lane) included in any 20 mph trial. This would be in line with the councils policy of focusing attention on locations with a clear potential for accidents.</p>

			<p>All in all, the proposal to include the whole length of Bishopthorpe Road in the trial seems to lack justification. Other methods of reducing speed (use of the police's new mobile speed cameras, VAS etc) should be tried first.</p> <p>In the end, residents need to be told the total number and cost of repeater signs - or road painted markings - that are planned for an area where the streetscape contributes so much to its environmental attraction.</p> <p>Advocates of 20 mph zones are now saying that a proliferation of 20 mph limits are counter-productive. Experts like University of London Professor John Wann have said that "too many 20 mph zones can dilute their effectiveness as motorists fail to recognise that they are in a high risk area".</p> <p>That view is also supported by the Institute of Advanced Motorists.</p> <p>Finally the Council must be frank with residents about its plans to have a City-wide 20 mph speed limit. If main arterial roads like Bishopthorpe Road are included in the definition of a residential area, then virtually every road within the ring road will be limited to 20 mph. Is that what the Council now intends?</p>
6	<p>20mph Speed Limit Pilot Areas Pages 67 - 77</p>	<p>Isobel Waddington Chairman, Murton Parish Council</p>	<p>The Parish Council continues to be very concerned about the volume and speed of traffic through the village and would be delighted to take part in the pilot project. There is still considerable concern about the traffic to such an extent that our Parish Council feels that the quality of life in the village is seriously impaired. We believe that there are very strong reasons for this proposal. They include:</p> <p><b>(i) Our Village Design Statement</b></p> <p>The City of York Council agreed to the Village Design Statement for Murton in 2005. The statement was based on extensive</p>

			<p>consultations and a detailed questionnaire.</p> <p>There are 117 households in the area covered by the VDS. We had 95 returns and of these 87 (ca 90%) were concerned with the speed of traffic through the village.</p> <p><b>(ii) A study on traffic control in 2008</b></p> <p>The Council arranged for a feasibility study into options to manage the traffic speeds. These options were based on a traffic census which consisted of readings for traffic at six points, 3 into and 3 out of the village. One of these showed that 77% of traffic exceeded the speed limit, with a top speed of 70 mph. Even the point that recorded the slowest traffic had 40% exceeding the limit and a top speed of 57 mph.</p> <p>Subsequently, the Council installed vehicle activated signs (VASs) on two of the three roads leading into and out of the village.</p> <p><b>(iii) Traffic Survey in 2009</b></p> <p>Another survey was carried out in July 2009. It showed that the VASs had helped marginally.</p> <p><b>(iv) A petition in 2010</b></p> <p>As several councils in the country have been experimenting with 20 mph limits, we invited the households in the village to say whether they would like to see such a limit imposed in the village.</p> <p>In August 2010, the Parish Council arranged for a petition to be signed by those who agreed. Of the 117 households, 8 were away</p>
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6	20mph Speed Limit Pilot Areas Pages 67 - 77	Cllr Ann Reid on behalf of the Liberal Democrat Group.	<p>I find this report unsatisfactory in a number of respects.</p> <p>The lateness of this report appearing on the Forward Plan and the late publication of a report that changes Council policy dramatically.</p> <p>Lack of information about recorded speeds on Bishopthorpe Rd. Para 21 talks about the average speed limits being below 30mph and para 24 says that 35% of vehicles are above 30 mph outbound but there is no detailed information to support the proposals.</p> <p>Lack of financial information. There are no costs at all in the report and no break down of individual elements or of the costs of the two areas. To find out how much has been allocated you need to go into the annex of the Capital Programme report, not very satisfactory for residents.</p>

			<p>There appears to have been no consultation with the Police. We need to know if they support these proposals and will therefore help enforce them.</p> <p>No breakdown of the number of signs/road markings needed to implement the scheme. The report admits that on Bishopthorpe Rd “the current dynamics and appearance of the road do not give the impression that it would be suited to a 20mph speed limit”. Residents need to know what it will mean in practice to make the necessary changes.</p> <p>Portsmouth is quoted as the model for this scheme but that was implemented in 2008. Has no Local Authority implemented a city wide scheme since then? There is no information as to what that scheme has achieved in terms of lower speeds and less accidents although para 23 implies that speeds have not reduced as much as one might expect. I understand that a report by Atkins for the DfT showed an increase in KSI accidents in Portsmouth from 18.7 prior to the scheme to 19.9 afterwards.</p> <p>Our view remains that scarce resources should be targeted at those areas with an accident record before a blanket 20mph speed limit is introduced across the City. The Cabinet Member needs to do more to justify this blanket approach which has little published evidence to support it. Full consultation with residents in the 2 pilot areas should be carried out which should include all relevant information about current speeds, likely outcomes, costs and likely effects on the streetscape through installation of myriad lines and signs.</p>
6	20mph Speed Limit Pilot Areas Pages 67 - 77	Josh Allen	Having read through the current consultation document I am surprised, as University member, that this report does not mention the Councils commitment to establish a "Park and Ride" link from the Designer Outlet to the University. If this alternative is provided for those who must use their cars to reach the Heslington campus, then employees would have less cause to park on the streets. Any bus service needs to be positively marketed with those visiting the



			University, so as to ensure the widest possible take up. That way we will be able to solve the University parking issue and keep York moving.
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