

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

To: Councillor Dew (Executive Member)
Date: Thursday, 12 April 2018
Time: 2.00 pm
Venue: The Thornton Room - Ground Floor, West Offices (G039)

AGENDA

Notice to Members – Post Decision Calling In:

Members are reminded that, should they wish to call in any item* on this agenda, notice must be given to Democracy Support Group by **4:00 pm on Monday, 16 April 2018.**

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

Written representations in respect of items on this agenda should be submitted to Democratic Services by **5.00pm on Tuesday, 10 April 2018.**

1. Declarations of Interest

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

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

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

2. Minutes

(Pages 1 - 4)

To approve and sign the minutes of the decision session held on 15 March 2018.

3. Public Participation

At this point in the meeting, members of the public who have registered to speak can do so. The deadline for registering is **5.00pm** on **Wednesday, 11 April 2018**. Members of the public can speak on agenda items or matters within the Executive Member's remit.

To register to speak please contact the Democracy Officer for the meeting, on the details at the foot of the agenda.

Filming, Recording or Webcasting Meetings

Please note that, subject to available resources, this meeting will be filmed and webcast, or recorded, including any registered public speakers who have given their permission. The broadcast can be viewed at <http://www.york.gov.uk/webcasts> or, if recorded, this will be uploaded onto the Council's website following the meeting.

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

The Council's protocol on Webcasting, Filming & Recording of Meetings ensures that these practices are carried out in a manner both respectful to the conduct of the meeting and all those present. It can be viewed at

https://www.york.gov.uk/downloads/file/11406/protocol_for_webcasting_filming_and_recording_of_council_meetings_20160809

4. Fossgate Experimental Traffic Regulation (Pages 5 - 26) Order

This report sets out the representations made during the six month period of the Fossgate Experimental Traffic Regulation Order and asks the Executive Member to decide how this scheme should proceed.

**5. St Aelred's Safe Routes to School Parking (Pages 27 - 46)
Restrictions - Traffic Regulation Order**

This report presents responses received following the advertisement of no stopping restrictions in Penyghent Avenue and Darnbrook Walk, forming part of a 'safe routes to school' scheme for St Aelred's Primary School, and seeks approval for the advertised restrictions.

**6. Turner Close & Huntington Road: Proposed (Pages 47 - 54)
Amendment to the Traffic Regulation Order**

This report seeks permission to advertise waiting restrictions on the recently adopted development of Turner Close, and additional restrictions on Huntington Road.

7. Strensall Road Speed Limit - Update (Pages 55 - 68)

This report presents the results of an investigation into reducing the speed limit on the rural road between Earswick and Strensall to 40 mph, and asks the Executive Member to decide whether the limit should be reduced.

**8. Removal of Parliament Street Fountain and (Pages 69 - 82)
Saint Sampson Square Toilets**

This report presents options for the redundant Parliament Street fountain and St Sampson Square toilet block, recommending that both be removed and the fountain replaced by a temporary feature.

**9. Local Bus Services to Wheldrake and villages (Pages 83 - 104)
to the South East of York**

This report responds to a decision by East Yorkshire Motor Services to discontinue the route 18 bus service and presents options for the replacement of this service, to retain bus links between the city centre and villages to the south east of York.

**10. Highway Maintenance Delivery Report for (Pages 105 - 112)
2017/18**

This report provides a review of the highway maintenance programmes undertaken over the past financial year.

11. Urgent Business

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

Democracy Officer:

Catherine Clarke and Louise Cook (job share)

Contact details:

- Telephone – (01904) 551031
- Email catherine.clarke@york.gov.uk and louise.cook@york.gov.uk
(If contacting by email, please send to both Democracy Officers named above).

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

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

Contact details are set out above.

This information can be provided in your own language.

我們也用您們的語言提供這個信息 (Cantonese)

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

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

Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)

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

 **(01904) 551550**

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City of York Council

Committee Minutes

| | |
|-----------|--|
| Meeting | Decision Session - Executive Member for Transport and Planning |
| Date | 15 March 2018 |
| Present | Councillor Gillies (substitute for Cllr Dew) |
| Apologies | Councillor Dew |

63. Declarations of Interest

The Executive Member confirmed that he had no personal interests that were not included on the Register of Interests, nor any prejudicial or disclosable pecuniary interests, to declare in the business on the agenda.

64. Minutes

Resolved: That the minutes of the Decision Session held on 15 February 2018 be approved and signed by the Executive Member as a correct record.

65. Public Participation

It was reported that there had been four registrations to speak under the Council's scheme of public participation.

Cllr S Barnes presented a petition from patrons and supporters of the Sun Inn on Acomb Green. He explained that the proposals to relocate a bus stop to outside the pub's beer garden would cause pollution and noise problems to patrons, as well as blocking their view. The petition included 181 signatures.

Cllr D'Agorne asked that the way in which petitions for residents parking schemes be reviewed to reduce the length of time new schemes took to be investigated, for the process to be simplified, and for the cost of permits to be reduced.

Two members of the public were invited to speak under agenda item 5 (minute 67 refers).

66. Parking Issues, Scarcroft Primary School

The Executive Member considered the officer's report and recommendation. The officer had no further updates. The Executive Member expressed his view that the proposed parking restrictions would be beneficial to residents and the school, and thanked officers for their work to find a suitable compromise to suit the area.

Resolved: To advertise a proposal to amend the York Parking, Stopping and Waiting Traffic Regulation Order to:

- i. Introduce a timed parking area on Scarcroft Road: 30 minute between 7.30am and 6pm (no return within 60 minutes).
- ii. Introduce a 6.7m disabled parking bay on Moss Street, to operate Monday to Friday between 8am and 5pm. Outside these times the bay would remain a R16 Residents' Priority Parking Area.

Reason: To reduce congestion and improve safety by encouraging parents to drop off and pick up away from the school entrances and to provide a disabled parking amenity for parents and children with mobility impairment.

67. Consideration of Petition Received from residents of 15-37 Albermarle Road requesting Residents' Priority Parking

Sandra Coates, lead petitioner, spoke under the Council's scheme of public participation. She expressed her concerns about pedestrian safety issues caused by poor parking and asked that the Executive Member approve option one of the report (to add Albermarle Road to the residents priority parking waiting list).

Jane Simms, resident, asked that the area for investigation be extended beyond number 37 Albermarle Road as she felt any partial scheme would exacerbate existing parking problems on the remainder of the street, caused in part from users of a nearby facilities during the day.

The Executive Member responded to the comments made and added his own concerns of the knock-on impact of using resident parking schemes.

Resolved: That Albemarle Road be added to the Residents' Priority Parking waiting list (area to be determined by officers) and a formal consultation be undertaken when the item reaches the top of the list.

Reason: To respond to the residents' concerns in the order they are raised and can be progressed depending on funding available each financial year.

68. York Outer Ring Road Improvements - Proposed A1237/B1224 Wetherby Road Junction Upgrade – Approval of Layout

The Executive Member considered the report on the proposed Wetherby Road Junction Upgrade. In response to his questions, it was confirmed that the new cycle route would make use of the existing underpass, and that the new section of path would come with a maintenance plan while the existing bridleway sections would continue to be maintained in conjunction with other paths in the city.

The Executive Member also asked officers to give some consideration to the design and upkeep of the green spaces on the city's roundabouts.

Resolved: (i) To confirm that the results of the consultation process have been considered and incorporated in the design where possible.

(ii) To note the general arrangement design for the junction upgrade and give approval for preparations and implementation of construction as shown in Annex 1 of the report.

Reason: (i) To enable the detailed final design of the Wetherby Road junction upgrade.

(ii) To enable arrangements to be made to commence construction of the Wetherby Road junction upgrade.

69. Transport Capital Programme – 2018/19 Budget Report

The Executive Member considered a report which presented the largest Transport capital programme of works undertaken by the Council.

A programme of temporary repairs was being undertaken to address damage to roads caused by the recent snow and bad weather, and a decision on the experimental changes to traffic regulations on Fossgate would come to a future Decision Session.

Resolved: To note the proposed programme of schemes to be delivered in 2018/19

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

Cllr I Gillies, Chair

[The meeting started at 2.00 pm and finished at 2.30 pm].



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

12 April 2018

Report of the Corporate Director of Economy and Place

Fossgate Experimental Traffic Regulation Order Representations

Summary

1. To report the representations made during the initial six month period of the Fossgate Experimental Traffic Regulation Order (TRO) and decide on how this scheme should proceed.

Recommendations -

2. It is recommended that the following option is taken forward:
 - Option 1 - Make permanent the Experimental TRO (the reversal of the one way and change to the access restriction in Fossgate).

Reason: Because the experiment has achieved the objective of reducing the volume of through traffic. In addition, there has been very little in the way of representations against the experiment.

Background

3. There has been a long standing desire to expand pedestrianisation into the Fossgate area. Following some initial consultation with local businesses and residents an Experimental TRO that reversed the one way traffic flow and introduced a less restrictive pedestrian zone regulation than in the rest of the city centre was approved for taking forward.
4. The Experimental TRO was made for a maximum of 18 months to provide opportunity to make amendments if considered necessary. No changes have been made to the experimental scheme since its implementation on 17th September 2017. Because this is over 6 months without change there is scope to consider making the experiment permanent.

5. Vehicle surveys carried out before and after the experimental scheme was put in indicate that traffic usage of the street has reduced broadly by around two thirds.

| Before | After |
|-------------------------------|--------------------------------|
| Tue 7 th June 2016 | Tue 28 th Nov. 2017 |
| 1533 | 567 |

24 hour traffic counts. Both before and after figures include vehicles travelling the wrong way in the street.

6. It should be noted that there were several reports early on about drivers not realising the one way had been reversed. This was to be expected as drivers got used to the new arrangements. The after figure of 567 includes 8 cars and 3 light goods vehicles travelling the wrong way. In addition to the 11 motor vehicles there were a very disappointingly high number of cyclists - 112 - who travelled the wrong way. It is reasonable to assume many will be regular users of the route and some enforcement action by the police might bring about greater compliance.
7. Parking surveys were not carried out because there were no changes put forward to the parking regulations. However, anecdotally there has been a very noticeable reduction in the number of vehicles parked in the street. The photo comparisons in Annex A give a good representation of the change to the street scene and, again anecdotally, that pedestrians are becoming more dominant in the carriageway.
8. An element of the experiment that has not gone as well as hoped for is the lack of highway cafe take up. Early indications were that about half a dozen businesses were interested in having table, chairs and barriers in the carriageway but this failed to materialise. Some businesses put a couple of chairs out to start with but then returned them to the footway. What we needed them to do was “claim” the space from vehicles by placing barriers around the area allocated to them in order to deter drivers from parking, but this didn’t happen. There have been several low level complaints from members of the public about the tables and chairs on the footway causing an obstruction. Hence it is considered appropriate to re-engage with businesses to encourage compliance. This may be best carried out during and following works aimed at improving the street scene.
9. Funding is in place for significant permanent works to be carried out that will further enhance the street scene. Whilst these works do not depend

entirely on the direction of traffic flow it does seem more appropriate to plan the works in consultation with residents and businesses knowing the basic traffic management arrangements for the street are in place.

Consultation

10. The experimental change to the TRO in Fossgate has been in place for over six months without alteration – started 17th September 2017. Although not required as part of the legal process, because there had been very few representations made a letter was delivered to each property along and with access off Fossgate after 5 months of the experiment highlighting the opportunity to make a representation. All the representations received regarding this experiment have been included in Annex B1 and B2 along with officer comments.
11. The main reason given in objection was concerns about the operation of the Fossgate/Pavement/ Piccadilly junction either due to the difficulty in exiting Fossgate because of queuing traffic across the junction or because some drivers are still driving the wrong way down Fossgate. Consideration can be given to the introduction of keep clear markings at the junction. This would be best taken forward as part of the ongoing discussions/consultation on potential physical changes to the street to improve its appearance. The other representations made do not raise any fundamental issues that give cause for concern for the experiment to not be made permanent. It should also be noted that there have been 25 representations in support of the experiment and 8 objections (plus a couple of comments/suggestions).
12. Because the experiment has now been in place for over 6 months, if the Executive Member considers it appropriate to overturn the objections made the Experimental TRO can be made permanent and the consultation process for the TRO can be completed.
13. Funding for making a permanent change to Fossgate has been set aside as part of the Capital programme. This funding includes for works aimed at upgrading the physical appearance of the street and quality of materials. The outcome of consultation on these proposals will be subject to a further report at a later date.

Options for Consideration

14. Option 1 – Make the Experimental TRO permanent. This is the recommended option because the experiment has achieved the desired outcome of reducing the volume of traffic using Fossgate and no fundamental issues have been raised in opposition to the experiment.

15. Option 2 – Continue with the experiment for an additional period of time and re-assess at a later date (but within the 18 month maximum period). This is not the recommended option because the value of additional information is doubtful and would delay the implementation of permanent physical measures that will enhance the look of the street.
16. Option 3 – Cancel the experiment. This is not the recommended option because the old system had already failed to manage the traffic flow in Fossgate.

Council Plan

17. The above proposal contributes to the City Council's draft Council Plan of:
 - A prosperous city for all,
 - A council that listens to residents

Implications

18. This report has the following implications:

Financial – None.

Human Resources – None

Equalities – None.

Legal – Before an Experimental TRO can be implemented the correct legal procedure has to be gone through.

Crime and Disorder – None

Information Technology - None

Property – None

Other – None

Risk Management

19. None.

Contact Details

Authors:

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Traffic Team Leader
Dept. Transport
Tel: (01904) 551368

Chief Officer Responsible for the report:

Neil Ferris, Corporate Director of Economy and
Place

Date: 17/3/2018

Specialist Implications Officer(s)

None.

Wards Affected: Guildhall

All

For further information please contact the author of the report.

Background Papers: None.

Annexes:

Annex A Before and after Photo Comparisons

Annex B1 Representations

Annex B2 Representations made after the reminder was issued

Annex A

Photo Comparisons





Annex B1

Representations - before the reminder was issued

| Representation | Officer response |
|--|---|
| <p>Fossgate is on their preferred cycle route and the alternative is along Pavement and Piccadilly which they considered to be more hazardous.</p> | <p>Whilst a personal perception of hazards can't be argued with the experimental scheme does now allow cyclists to travel the opposite way along Fossgate instead of having to cycle along Piccadilly and Pavement. In addition the removal of the through traffic in Fossgate should lead to a reduction in hazards in Fossgate for vulnerable road users such as pedestrian and cyclists.</p> |
| <p>From a Fossgate business:</p> <p>Seems to be a large decrease in traffic on the street, inc. past 6pm. The street is much more pleasant.</p> <p>Some cars going the wrong way down the street, but has decreased over time.</p> <p>People using Fossgate as a footstreet all the time now. Reversing the traffic has made more people think of it as pedestrianised, especially on weekends.</p> <p>It is too cold and wet to have anything outside at this time but we will be using our cafe licence when the weather gets better. However, the road is too uneven to achieve this at present. Cafes have told me that cars are still going too fast to have people sitting in the road. Also, if there are deliveries opposite the cafes it is creating gridlock due to delivery drivers parking on the part of the road for vehicles. Suggest designated delivery bays?</p> | <p>Support noted.</p> <p>Noted.</p> <p>Noted</p> <p>Noted.</p> <p>Noted.</p> <p>Further discussions on this matter are considered appropriate.</p> |
| <ul style="list-style-type: none"> • Turning Fossgate around was the dumbest thing I've ever seen. Friday tea time traffic was backed up to the black Swan because no one can go down Fossgate. • Well said that man • I totally agree on Fossgate. How do we | <p>This exchange of views was forwarded on from the Castle Gateway Communications team during their consultation project in November. Whilst clearly not in favour of the experiment the exchange is more a series of brief personal opinions by several people than a formal objection.</p> |

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| <p>feed back in this change please as I gather it's just a trial?</p> <ul style="list-style-type: none"> • Its one of those trials that the majority don't get a say in. Ycc do what they want for the minor not the majority | |
| <p>A suggestion to the highways department please. Would they put a yellow hatched area at the top of Fossgate with the junction of pavement, Fossgate. Traffic is constantly blocking the exit from Fossgate.</p> | <p>A tweet message forwarded.</p> <p>This is not a comment on the one way experiment. However the yellow box request can be considered if the experiment is made permanent.</p> |
| <p>Tables and chairs outside various premises on Fossgate and Walmgate causing an obstruction on the footpath.</p> | <p>Phone message forwarded.</p> <p>This is not a comment on the one way experiment.</p> <p>No action has been taken so far to remove the obstructions.</p> |

Annex B2

Representations - after the reminder was issued

In support of the experiment

| Representation | Officer response |
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| <p>In our view it has improved our experience of using this street for visits to cafes and pubs whilst in York. It used to be 'hemmed in' by cars and vans but is now a little more appealing. It has encouraged us to explore the area more and discover many delightful businesses in the area. We would prefer to see less traffic when shopping in York and have often suffered from the poor air quality. Every step of this type is a step in the right direction. We would welcome more similar schemes.</p> | Support noted. |
| <p>I think the reversal of the one-way on Fossgate has been a great success! It is now much safer to cross the road at the top of Fossgate where it intersects with Stonebow. Furthermore, this has reduced the number of taxis using it as a cut through to skip the lights on Piccadilly.</p> <p>I think this should definitely be made permanent and that further steps can be made to improve the area for pedestrians by removing the parking spaces on the road all together.</p> <p>I hope that this will sway your decision in the direction of keeping the reversal on Fossgate as I feel this has been an important change to York infrastructure.</p> | <p>Support noted.</p> <p>The removal of parking is not being considered</p> |
| <p>I support the temporary changes on Fossgate. It has always been one of my favourite streets because of the variety of independent shops and it's great to visit when the whole street is cordoned off and stalls are allowed on the road. With the current traffic arrangements its much safer to walk down the street and the atmosphere is very calming. I hope these changes will become permanent.</p> | Support noted. |
| <p>The street is a lot better like this and you should keep the changes. It was to busy before with traffic and is better now.</p> | Support noted. |
| <p>I am fully in favour of the experiment to reduce traffic by reversing the one way direction and I am glad it may become permanent. I also hope that we can eventually go further by closing the road to motor vehicles, allowing pedestrians to fully enjoy the street and its various businesses without fear of vehicles.</p> | Support noted. |
| <p>The changes have vastly improved Fossgate and I support them. MORE importantly the temp (hopefully permanent) changes have improved Walmgate. Quite simply both Streets are no longer the</p> | Support noted. |

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| <p>traffic rat run they once were for vehicles exiting York from Whip ma whop ma Gate towards Hull Road. I estimate Walmgate to have 20/25 % less vehicles on it than before. Get rid of the Buses and Walmgate too might become a decent St. Further, Fossgate feels much much nicer. Happy to support something when it so clearly works.</p> | |
| <p>I support the aims of the temporary TRO of reversing the traffic flow to make the route less attractive to drivers who otherwise ignored the restricted access.</p> <p>The temporary TRO has been successful. However, too many drivers are still ignoring the restrictions. Last week, in the course of walking along Fossgate at lunchtime, five private motor cars drove the length of the road without stopping.</p> <p>Whilst I support making the TRO permanent, I believe that extra measures should be taken to make route less attractive to unauthorised traffic. My experience of York is that the council cannot rely on the police to uphold the law. Physical restraint is necessary. I would suggest that the additional measures include making the access to Pavement left-turn only, outdoor cafes and street events.</p> | <p>Support noted.</p> <p>There is potential for further works in Fossgate.</p> |
| <p>I feel that Fossgate is one of the most attractive streets in York, and with much potential to be even better. It was, before the trial, ruined by cars constantly cutting down Fossgate from the Stonebow / Whip-me-whop-ma-gate end.</p> <p>The trial stopped all that, and the traffic flow seems to have greatly decreased. This is a boon to the street, and people do seem to enjoy walking in the street as well as on the pavement.</p> <p>I nervously add - and I feel sure this will be controversial - that the negative aspect of all this is the very many disabled-badge cars that continue to park along Fossgate. I appreciate the needs of disabled people, but I feel that a total carte blanche is a step too far, particularly as the presence of so many cars, both parked and manoeuvring, makes Fossgate continue to feel less safe than it should.</p> <p>On balance though, even without a change in the rules for disabled badge vehicles parking on the street, I very much favour the trial conditions being allowed to continue permanently/indefinitely. In fact, I feel that there is a strong case for going further and closing the whole street to all vehicles. On the few Sundays in summer that this has happened in the past few years, the street has been utterly transformed in an extremely positive way.</p> <p>I hope that we may see the council becoming a bit bolder in</p> | <p>Support noted.</p> <p>The removal / control of parking in Fossgate is not a primary aim of the experiment.</p> |

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| <p>considering where else in the city centre it might limit traffic, to make more of the centre as good as Fossgate on a "no traffic" Sunday.</p> | |
| <p>I think it is a good move which could only be bettered by making it traffic-free altogether. It feels quieter and more relaxed, in keeping with the sort of city we want for ourselves and our visitors. I assume air quality has also improved, no small matter in such a narrow street.</p> <p>The trial has, of course, covered only the autumn and winter and so the all the benefits to tourists and traders will be much greater later in the year as visitor numbers rise. For my part, it is so much better that I often now walk into town that way (via Merchant Adventurers' Hall), which I very rarely did before.</p> | Support noted. |
| <p>I think the change to the one way direction has been a great success and has made the road quieter and safer for residents and visitors to the street. I live at Franklin's Yard and hope that the current situation will become permanent.</p> <p>The main problem we now have is cyclists, mainly the Deliveroo riders storming down the wrong way endangering pedestrians who need to use the road because of the smokers gathered on the paths in groups outside the various bars. I am a cyclist myself and it irritates me that others do not follow the traffic regulations. There is little we can do about that however. Overall the street has been improved by the change which is a good thing.</p> | <p>Support noted.</p> <p>The incorrect use of Fossgate by some cyclists has been noted.</p> |
| <p>We moved our workplace to Merchantgate in November last year, and we were very happy to see the change of direction of traffic in Fossgate. It has made a huge difference to crossing the street in Merchantgate - only having to look one way (although from the Piccadilly side the vehicles can come from north and south, it really helps only having to check that side).</p> <p>Also - walking along Fossgate to get to Colliergate and beyond is more pleasant. It would be even better if the road and pavement were on the same level and then people could get past each other without the danger of falling off the footpath. And the bollards could do without them as well. I have seen people with wheelchairs, pushchairs and walkers struggle to get round them, added to the danger of falling off the pavement.</p> | <p>Support noted.</p> <p>There is potential for further works in Fossgate.</p> |
| <p>I would like to support the changes to Fossgate traffic flow and I hope the change made permanent. My only complaint relates to the enforcement of the new rules, it is not unusual to see vehicles use the road during the restricted times without stopping for deliveries or access - but perhaps this will reduce over time as people become more familiar with the layout.</p> | Support noted. |

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| <p>I use the street at least twice a week as a pedestrian.</p> <p>The recent change of direction for traffic has improved the feel of the street considerably. Pedestrians are now able to use the whole street which encourages people to spend more time in Fossgate. I used to try to get out of Fossgate as quickly as possible because mixing the crowds of pedestrians with cars meant there was little space to enjoy the street and the businesses along it. Now I find myself lingering.</p> <p>I hope that by making the scheme permanent there will be additional changes to the street scene which will make it even more welcoming for people. Removing kerbs and including permanent outdoor cafe spaces could really signal that Fossgate is a street for people rather than cars.</p> <p>I have noted that there has been continued misuse of Fossgate during the access only hours although this is less than previously. This will hopefully reduce with a change in street scene however CYC should be prepared to manage the misuse to make sure it does not continue.</p> <p>I am very happy to support this scheme and hope that more forward thinking ideas for a people centric York can be put in place in the future.</p> | <p>Support noted.</p> <p>Proposals could be developed for consideration.</p> |
| <ol style="list-style-type: none"> 1) The street has been transformed, especially on Saturday and Sundays. With the reversal of traffic flow members of the public are now entering Fossgate from Pavement end and walking in the road, just like the other pedestrian areas in York. It has been very noticeable and a major improvement to how the street feels and is used by the public. 2) There seems to be quite a bit less traffic on Fossgate and it appears it is no longer being used as a 'rat run' by drivers, especially taxis and delivery wagons. 3) The traffic does not appear to be travelling at a slower speed than before. 4) The experiment started at the beginning of winter months. This has meant that I have not purchased my outdoor furniture as it wouldn't have been used until the spring when folk want to sit outside. As a result I don't think I have seen the major benefits to business I was looking for. However, when the weather gets better it will be interesting to see if the cafe licence can be utilised to good effect and I'm looking forward to finding out, however. 5) The road surface outside is unfortunately unsuitable for chairs and tables. I borrowed two different sets of furniture to test them and they were unstable for drinks to be placed on. Without the surface being flattened out there will be breakages of glass on | <p>Support noted.</p> <p>Proposals are being developed for consultation.</p> |

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| <p>the road and this will cause issues for drivers and pedestrians alike.</p> <p>6) Asides from delivery drivers moaning about change at the beginning of the experiment none of my deliveries have been affected and it's business as usual in this respect.</p> | |
| <p>As a long term resident of Fossgate, I'd like to express my support for the change of direction in traffic on the road, and for it remaining on a permanent basis. I think Fossgate has been quieter and safer in terms of vehicles, and more welcoming to pedestrians and patrons of local businesses.</p> | Support noted. |
| <p>As a business that has been here for four years we are extremely supportive of the new one way system since it began. It has reduced the flow of traffic, made the street feel like less of a rat run and has made it a better place for the customers who visit.</p> | Support noted |
| <p>I would just like to give my support for the permanent change in the one way traffic regulation along Fossgate.</p> <p>The change in direction has dramatically reduced the volume of unauthorised traffic in this access only street with far less confrontation and vehicles becoming stuck due to illegally parked cars. There are still some vehicles going down the wrong way, particularly if they are using Lady Peckitts Yard and cyclists completely ignore the regulations.</p> <p>The blue badge holders are still a concern and have started to return to the area again parking towards the top of Fossgate, this issue still needs to be addressed.</p> <p>I also understood that tables and chairs would not be allowed on footpaths but this is still happening.</p> <p>If the council is not prepared to pedestrianise the street as has been promised for numerous years now, this regulation is a step in the right direction and should be made permanent but policed to eliminate the above issues.</p> | Support noted. |
| <p>The change to traffic flow greatly reduced the amount of traffic and I think that it should be made permanent. However, as the trial has gone on, traffic has steadily increased as drivers get used to the changes.</p> <p>The street was great when traffic reduced considerably at the beginning of the trial. To achieve that again we will need to consider ways of continuing to reduce the traffic flow. I should be happy to contribute ideas to consultations that could help achieve that end.</p> | Support noted. |
| <p>I support making the traffic measures trialled over the last 6 months in Fossgate permanent.</p> | Support noted. |

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| <p>The 6 month trial has seen a marked improvement in the ambience of Fossgate through the reduction in motorised traffic. In addition to making the street safer for pedestrians and cyclists, the air quality has improved.</p> <p>Two specific points:</p> <p>The reversal of the traffic flow along Fossgate has significantly reduced its use as a rat - run.</p> <p>There has been a marked reduction in the incidence of vehicles, mostly vans, obstructing the narrow pavements whilst making deliveries.</p> <p>For the above reasons I support making the Fossgate traffic measures permanent.</p> | |
| <p>Since your intervention I have noted a demonstrable reduction in traffic leading to a more pleasant walking / shopping experience. I would be keen for York Council to consider other proactive approaches to reduce congestion in the city centre.</p> | Support noted. |
| <p>Read in The Press that the reversal of one way in Fossgate has reduced traffic which used to contravene the access only restrictions.</p> <p>However it has made a useful cycle access route through the city centre less useful out of Footstreet hours. Cyclists are now faced with a diversion mixing with buses down Pavement and Piccadilly or take their chance and cycle contra flow down the street (as some used to the other way before the change).</p> <p>If the one way reversal is kept please consider exempting cyclists as is now easier to do legally and without physical measures required under previous DfT guidance. Except cyclists plates under the No Entry signs, some cycle logos on the carriageway and signs telling drivers cyclists will be present are all that is now needed.</p> <p>However I think Fossgate needs including in to the Footstreets to support the businesses in the street. When the street is closed for the car free Sundays it is much more pleasant and vibrant place with seats in the street and people spending more time and money in businesses.</p> <p>So keep the one way reversal as its been effective but consider exempting cyclists from this restriction as has been done in a number of city's including Leeds, Bristol, London and in Brussels.</p> | <p>Comments noted</p> <p>No feasibility work has been carried out.</p> <p>This is a step towards achieving this aim.</p> |
| <p>A follow up message from someone copied into the above response - Sensible and constructive proposal indeed.</p> | Comment noted |

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| <p>As a business on Fossgate we are in favour of the improvements to the current experiment on flow of traffic to be made permanent.</p> <p>We have noticed that the street attracts more people as the traffic flow has been greatly reduced and the speed of transiting vehicles has also reduced helping pedestrians feel more safe.</p> <p>We would however like you considered some assistance with the current licenses that have been issued, enabling us and others to place outside seating on the street. Currently we find it difficult as access time restrictions are often ignored, meaning that businesses opposite have to move tables to allow vehicle through.</p> <p>This is only an issue as badly parked cars parked opposite seating areas make it impossible to pass without moving the tables.</p> <p>At our own shop, often cars parked in our permitted seating area make it again impossible to put out seating</p> <p>Otherwise we believe the scheme is a good one and should continue</p> | <p>Support noted.</p> <p>Further work on this issue has been identified</p> |
| <p>The scheme is a great idea - don't change it!</p> <p>Couple of things, though:</p> <ol style="list-style-type: none"> 1. CCTV would be a good, it's such a busy street these days. 2. Cyclists are paying no attention whatsoever to the new system. They are cycling downhill at speed so you have to look both ways to avoid a collision. <p>A few random police 'stops' could spread the word and help - especially with the Deliveroo boys.</p> <p>Otherwise - an excellent move!</p> | <p>Support noted.</p> |
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Objecting to the experiment

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| <p>Personally I think reversing the traffic <u>flow direction</u> was a big mistake, I have seen problems with vehicles trying to enter Stonebow/Pavement from Fossgate and seeing as how it is a major bus route and not forgetting heavy goods vehicles reversing into M&S warehouse, it is no way as good as it used to be, turning into Fossgate from Stonebow/Pavement easy and exiting Fossgate into Walmgate easy, what was the problem.</p> <p>You know the old fashioned saying and I really believe in it, <u>“If it’s Not Broken, Don’t Fix It”</u></p> | <p>Opinion of problems at the Fossgate / Pavement junction noted and further works can be considered.</p> <p>The experiment was put in place because the restriction on through traffic was largely ignored.</p> |
| <p>I would like to object to the continuation of the change in traffic flow.</p> <p>I use the route through Stonebow many times a day whilst going to my business on Coppergate to deliver goods and to go to work.</p> <p>The change of direction has not only increased traffic queues on Stonebow it has made the journey more dangerous.</p> <p>I predominantly use a Motorcycle to access my property on Coppergate and have been involved in numerous near misses from traffic emerging from Fossgate whilst traffic is queued as when they pull across the traffic to turn right out of Fossgate they cant see approaching vehicles. This is bad enough in a car but on a motorbike or bicycle is potentially lethal.</p> <p>There are numerous instances of traffic coming from Colliergate and attempting to drive the wrong way down Fossgate as the change of flow is simply not known by many drivers especially if they are using older maps on sat navs.</p> <p>The flow of traffic makes no difference to pedestrians on the street, they already have to walk on the road due to the amount of tables and chairs outside</p> | <p>The through traffic that formally used Fossgate as a short cut will be using the preferred route of Pavement / Piccadilly.</p> <p>If made permanent the design of the junction can be investigated as part of a next phase considering the physical appearance of the street.</p> <p>These occurrences appear to have reduced as the experiment has progressed.</p> <p>There are 2 no entry signs and a large white No entry on the carriageway.</p> <p>Opinion noted.</p> |

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| <p>shops and bars. Perhaps if this were addressed the street would be better to use as a pedestrian.</p> <p>The flow of traffic should be reinstated as it was previously to help reduce the build up of traffic on Stonebow, if traffic goes down Fossgate from Stonebow it makes more sense than having traffic emerging from both sides of Stonebow (Fossgate and Whip-ma whop-ma gate at the same time as Stonebow/Pavement isn't designed to take this extra flow and it causes chaos for drivers and pedestrians alike.</p> | <p>A large percentage of the traffic previously using Fossgate was doing so illegally.</p> |
| <p>Because of street regulations in York, despite being disabled with a blue badge I rarely come into York during the day. On a night however my wife and I like to go to the theatre and the cinema. Having a through route through the city is an advantage to us for parking. However since the Fossgate alterations have been in place, the route through the city has become so complicated we simply have not bothered coming into York. I can understand putting traffic regulation on the street, but changing the direction has to me and many of my friends been a complete waste of effort. Why, when the whole ethos of keeping traffic moving and getting traffic out of the city was Fossgate altered to actually bring traffic into the city? This must have been a nightmare for business deliveries? My opinion, for what it's worth, Fossgate should have the same traffic restrictions as other city centre streets during the day, but its direction should be put back the way it was to ease any traffic flow out of the city, and maintain the one "through" route from Bootham Bar to Walmgate Bar the City has had for years.</p> | <p>The change of direction should only require a minor change in route used for travelling through the city on an evening from Bootham bar to Walmgate Bar – that is Pavement, Piccadilly, Merchantgate.</p> <p>Opinion noted.</p> <p>This is not the case.</p> <p>Businesses appear to generally support the experiment.</p> |
| <p>We are based just off Fossgate, in Franklins Yard & sales wise we haven't noticed any change, however, we park our car in front of the shop & when we leave we need to turn right at the top of Fossgate on to Stonebow & frankly this has become increasingly dangerous & something will need to be done at this</p> | <p>If made permanent the design of the junction can be investigated as part of a next phase considering the physical appearance of the street.</p> |

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| <p>junction should the flow of traffic stay how it is now. The main problems are that there are cars coming from Peasholme Green end, usually driving quite fast & you can't see them coming around the bend until you start to pull out, all whilst trying to look to make sure there is nothing coming from the left, & also from Whip-Ma-Whop-Ma-Gate - on quite a few occasions cars haven't realised that the flow of traffic has been reversed & they can't go straight on into Fossgate. I've had one very near miss to a head on collision whilst waiting to get out of Fossgate (this driver also told me off for "going the wrong way" so obviously hadn't noticed the road markings or signs which is worrying). Pedestrians also are an additional problem on busy days, especially leaving on a Saturday at 5pm, they stand at the junction & severley block drivers vision when trying to look left & right which when combined with the above is an accident waiting to happen. Another annoyance is that as it's not marked as a yellow box junction cars & buses on Stonebow/Pavement continually block the Fossgate exit - I timed this the other day & was sat waiting for 12 minutes for a Park & Ride bus to move so unblock Fossgate. Basically if you keep the flow of traffic as it is, fine, but it's essential to put traffic lights & a yellow box on the junction to keep things moving & prevent a very serious accident.</p> | <p>These occurrences appear to have reduced as the experiment has progressed.</p> <p>One of the aims was to give pedestrians greater priority in the street.</p> <p>See previous comment, this can be considered.</p> |
| <p>I have used Fossgate only twice since the trial was introduced & each time pedestrians at the Walmgate entry were totally confused & panicked about which direction to go to get out of the way.</p> <p>At the Stonebow end there was a major problem when the traffic was backed up from the traffic lights blocking the exit from Fossgate & there were vehicles backed up to Barnett's along Colliergate due to builder's vehicles blocking the exit & which also prevented traffic from travelling towards Hungate. This resulted in a traffic jam at the traffic</p> | <p>Opinion noted.</p> <p>If made permanent the design of the junction can be investigated as part of a next phase considering the physical appearance of the street.</p> |

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| <p>lights which stretched up Coppergate.</p> <p>I have seen several near misses when vehicles have tried to exit Fossgate through backed up traffic at the lights. Based on the incidents I have seen the trial should be abandoned & the original direction of travel should be reintroduced.</p> | <p>This seems at odds with the opening statement of only using the street twice since the trial started.</p> |
| <p>As business owners on Fossgate, we do not think there has been any decrease in the volume of traffic since the reversal took place. In fact we would say the level of parking is much worse than previously.</p> <p>Since the traffic has switched around there have been many occasions when the street is gridlocked because no vehicles can exit Fossgate onto the Pavement because there is no yellow hatched area. Buses and other vehicles just block the top of the street therefore causing gridlock.</p> <p>Even though the reversal of the flow of traffic has been in place for some time, many vehicles still come the wrong way down the street. Personally on two occasions as I entered Fossgate over the bridge from Merchantgate I nearly crashed into vehicles coming the wrong direction.</p> <p>We believe the flow of traffic should have been left the existing way around but after 10am a bollard should be placed at the top so no vehicles could access Fossgate (i.e. Stonegate).</p> <p>The level of vehicles parked has greatly increased with vans being left there all day outside our shop to unload to the Merchants Adventurers Hall. We are shocked that</p> <ul style="list-style-type: none"> • they are allowed to park there all day • no-one is monitoring this | <p>This view is not widely shared by others or what is indicated by the survey carried out.</p> <p>If made permanent the design of the junction can be investigated as part of a next phase considering the physical appearance of the street.</p> <p>Anecdotally the instances of drivers travelling the wrong way has reduced over time.</p> <p>Opinion noted.</p> <p>Changes to the parking were not put forward for this scheme but its been reported that parking levels have reduced.</p> <p>This has been reported to Parking Services for consideration when allocating their resources</p> |

We are supposed to place our outside tables and chairs on the road surface, to free up the pavement. We tried this for two weeks initially but it was downright dangerous. During one lunchtime period a customer was eating lunch and a lorry came along and could not pass the vehicles parked on the other side of the street. Therefore the driver came into the shop and asked us to remove the tables (and customer) so that he could get past! Very few customers would sit outside on the road because they said it felt far too dangerous.

We hope that all the above issues will be rectified. The situation at present is unworkable, especially regarding our outside furniture.

Further work on enabling street cafes has been identified as being required.

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

12 April 2018

Report of the Corporate Director of Economy and Place

**St Aelred’s Safe Routes to School, Parking Restrictions – Traffic
Regulation Order**

Summary

1. This report provides details of objections raised to the advertisement of no waiting and no stopping restrictions in Penyghent Avenue and Darnbrook Walk in Heworth Ward. The restrictions form part of a safe routes to school scheme for St Aelred’s Primary School.

Recommendations

2. The Executive Member is asked to approve:

Option 1: Approve the scheme as advertised shown in **Annex B**.

Reason: To regulate parking at the junction of Penyghent Avenue / Darnbrook Walk in order to improve the route to school for pupils and encourage safer walking.

Background

3. Parents and Guardians are choosing to park on Darnbrook Walk and close to its junction with Penyghent Avenue. This is the pedestrian route to St Aelred’s Primary school and the school is concerned that the level of parking is likely to result in an accident. Additionally vegetation adjacent to the footways is overhanging and obstructing the footway, forcing pedestrians to walk in the road, bringing them into direct conflict with vehicular traffic. Following a review of the issues a scheme has been developed to improve the route to school for pupils and encourage walking.

4. Proposals

The proposals (as shown in **Annex A**) comprise:

- Additional “no waiting at any time” parking restrictions (double yellow lines) to be provided to ensure the junction of Darnbrook Walk and Penyghent Avenue is kept free of parked vehicles.
- Additional part-time no waiting restrictions, (single yellow lines) and associated signs to be provided on Penyghent Avenue opposite the junction with Darnbrook Avenue to improve visibility for crossing pedestrians.
- New sign to be installed on existing lighting column to ensure the school keep clear zig-zag markings can be enforced. The restriction specifies no stopping Mon-Fri 8am-4pm.
- Removal of thorny shrubs on Darnbrook Walk verges to ensure the full width of footways are suitable for use. These shrubs are to be replaced with more suitable planting.

Consultation

5. Consultation with internal CYC officers, ward councillors, local residents and the school was undertaken and the results of the consultation are detailed in the briefing note attached as **Annex A**.
6. Following consultation the briefing note was drafted and considered by the Assistant Director for Transport, Highways and Environment in consultation with the Executive Member for Transport & Planning. A copy of the decision sheet is included in **Annex A**.
7. The decision granted approval for officers to advertise the Traffic Regulation Order to allow the introduction of the proposed parking restrictions. Any objections received would need to be reported to the Executive Member for Transport and Planning. If no objections were received the restrictions could be implemented.

Traffic Regulation Order advertisement

8. The traffic regulation order was advertised between 9th February and 2nd March 2018 with a notice in the local press. Notices were also displayed on street and letters with accompanying plans delivered to residents directly affected. A copy of the letter and plan is provided as **Annex B**.

9. A single objection was received which also included a series of photographs attached as **Annex C**.
10. The basis of the objection is outlined below, with officer responses to the individual points:

i) Cars parked by staff of St Aelreds School, on Darnbrook Walk, the parking takes place every week day close to the entrance of the school yet, the proposals, do not include formal School Keep Clear markings around either of the school entrances on Darnbrook Walk or at the main entrance, off Fifth Avenue.

Officer response: School Keep Clear markings were not proposed at the locations stated as the school access on Fifth Avenue is not adopted highway and no dangerous parking was observed at the pedestrian access on Darnbrook Walk. Therefore the proposals seek to restrict parking at the location where the vast majority of pedestrians cross Penyghent Avenue.

ii) The proposed 'No Waiting Times' 8am to 4pm Monday to Friday, will penalise residents. Some residents depend upon visiting family members to deliver shopping or provide care during the proposed times. Additionally other residents rely on carers and often have to summon emergency vehicles. As a person with disabilities, I am dependent on others for many of my care needs. The proposed time restrictions will make it difficult for others to help, as they will not be able to park close to my house to lift and carry my shopping in for me.

Officer response: The proposed times for the no waiting and no stopping restrictions are to also ensure that the school does not use Penyghent Avenue as a waiting area for coaches which are collecting or dropping off children for school trips etc. as was reported by residents. The restrictions do not include a loading ban so residents are still able to load and unload on the single or double yellow lines additionally if residents have a blue badge they can park on the no waiting restrictions for up to three hours.

iii) Request that the proposed yellow lines are extended to include the rest of Darnbrook Walk and the time of the restrictions are changed to between 8 and 9.30 am and 2.30 and 4pm.

Officer response: The TRO process does not allow for the extension of proposed restrictions. However, officers are aware of the residents'

concerns with regard parking further into Darnbrook Walk and the site is listed in the 18/19 Safe Routes to School Programme for further investigation.

Options

Option 1: Approve the scheme as advertised shown in **Annex B**.

Option 2: Approve the scheme with any amendments to the restrictions the Executive Member feels necessary.

Option 3: Do nothing.

Analysis

11. The single objection implies that the majority of residents support the scheme. The officers response included in this report details the reasons for the timing of the restrictions and gives detailed reasons why most of the stated objections to the scheme are not substantiated.
12. The remaining concerns raised during the process do not strictly relate to the proposed restrictions and cannot be considered under this order. Officers are continuing to work closely with the school and have already included the site in a future work programme. Therefore, no changes to the advertised restrictions are considered necessary.
13. Doing nothing will continue to leave pupils at the school vulnerable to a collision at the site installing the restrictions as part of the larger ongoing scheme for the school will help to keep children safe and encourage sustainable transport choices.
14. The school is an important part of the local community and in designing these parking restrictions, officers have been careful to try and balance the needs of the school with those of local residents. Unfortunately this sometimes means that parking directly outside a resident's property may have to be subject to restrictions. However, as discussed this does not impact loading or unloading and any blue badge holders can still park for up to three hours on single or double yellow lines. The single objection indicates that the majority of the local community including the school who have always supported the scheme are happy with the proposed additional parking restrictions.

Council Plan

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

A council that listens to residents: The school community raised concerns regarding parking at the junction and by initiating change through the safety schemes programme the council is listening to local residents wishing to make their community safer.

Implications

16. The following implications were considered during the development of the proposals:

- **Financial** – The cost of implementing the restrictions including the TRO advertisement is estimated at £1500 and is affordable under the 17/18 Safe Routes To School budget.
- **Human Resources (HR)** - There are no Human Resources implications.
- **One Planet Council / Equalities** - There are no One Planet Council / Equalities implications.
- **Legal** - There are no Legal implications.
- **Crime and Disorder** - There are no Crime and Disorder implications.
- **Information Technology (IT)** - There are no Information Technology implications.
- **Property** - There are no Property implications.
- **Other** – Parking services would be expected to carry out enforcement of any new restrictions. The Head of Parking Services was included in initial consultation and raised no concerns.

Risk Management

17. In compliance with the Council's risk management strategy, the following risks associated with the recommendations in this report have been identified and described in the following points, and set out in the table below:
18. Authority reputation – this risk is in connection with the schools perception of the Council if no restrictions are provided following consultation and is assessed at 10.

| Risk Category | Impact | Likelihood | Score |
|-----------------------------|--------|------------|-------|
| Organisation/ Reputation | Minor | Probable | 10 |

19. Health and Safety – this risk is in connection with the potential for a pedestrian accident at the junction if no restrictions are provided following concerns being raised by the school community and is assessed at 13.

| Risk Category | Impact | Likelihood | Score |
|----------------------|----------|------------|-------|
| Health and Safety | Moderate | Unlikely | 13 |

20. Both risks are reduced to an acceptable level by approving the restrictions and implementing as soon as possible.

Contact Details

Author:

Ben Potter
Engineer
Transport

Tel No. 01904 553496

Chief Officer Responsible for the report:

Neil Ferris
Corporate Director of Economy and Place

**Report
Approved**

Date

26.03.18

Specialist Implications Officer(s) List information for all

Parking Services
Graham Titchener
Head of Parking Services
Tel No. 01904 551495

Wards Affected: Heworth

For further information please contact the author of the report

Annexes

Annex A – Briefing Note and Assistant Director Decision Sheet

Annex B – TRO advertisement Letter, Notice and Plan

Annex C – Photos submitted to support the resident's objection

List of Abbreviations Used in this Report

CYC – City of York Council

TRO – Traffic Regulation Order

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Decision: Request approval to advertise Traffic Regulation Order and approve other minor aspects of the St Aelred's Safe Routes to School scheme. No 43

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|----------------------------------|-----|---|---------|---|
| Type of Decision: Officer | Key | N | Non-Key | Y |
|----------------------------------|-----|---|---------|---|

| Portfolio Area that decision relates to: | | | |
|---|-------------------------------------|----------------------------|--|
| Leader (inc Fin & Perf) | <input type="checkbox"/> | Culture, Leisure & Tourism | |
| Deputy L (inc ED & CE) | <input type="checkbox"/> | Adult Social Care & Health | |
| Environment | <input type="checkbox"/> | Education, Children & YP | |
| Transport and Planning | <input checked="" type="checkbox"/> | Housing and Safer Neigh. | |

Background

Parents and Guardians are choosing to park on Darnbrook Walk and close to its junction with Penyghent Avenue. This is the pedestrian route to St Aelred's Primary school and the school is concerned that the level of parking is likely to result in an accident. Additionally vegetation adjacent to the footways overhanging and obstructing footway, forcing pedestrians to walk in the road, bringing them into direct conflict with vehicular traffic. Following a review of the issues a scheme has been developed to improve the route to school for pupils and encourage walking.

Full details of the scheme proposals and consultation results are attached as **Annex A – St Aelreds – Briefing Note Nov 17.**

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|---------------------------------------|-------------------------------------|------------|-------------------------------------|----------|-------------------------------------|
| Implications: Crime & Disorder | <input type="checkbox"/> | Equalities | <input type="checkbox"/> | Other: | |
| Human Resources | <input type="checkbox"/> | Legal | <input checked="" type="checkbox"/> | Highways | <input checked="" type="checkbox"/> |
| Financial | <input checked="" type="checkbox"/> | ITT | <input type="checkbox"/> | Property | |

Decision Date: 21 December 2017

| Wards Affected: | | | | | | |
|--------------------------|--------------------------|----------------------|-------------------------------------|---------------------------|--------------------------|--|
| All Wards | <input type="checkbox"/> | Fishergate | <input type="checkbox"/> | Holgate | <input type="checkbox"/> | |
| Acomb | <input type="checkbox"/> | Fulford & Heslington | <input type="checkbox"/> | Hull Road | <input type="checkbox"/> | |
| Bishopthorpe | <input type="checkbox"/> | Guildhall | <input type="checkbox"/> | Huntington & New Earswick | <input type="checkbox"/> | |
| Clifton | <input type="checkbox"/> | Haxby & Wigginton | <input type="checkbox"/> | Micklegate | <input type="checkbox"/> | |
| Copmanthorpe | <input type="checkbox"/> | Heworth | <input checked="" type="checkbox"/> | Osbalwick & Derwent | <input type="checkbox"/> | |
| Dringhouses & Woodthorpe | <input type="checkbox"/> | Heworth Without | <input type="checkbox"/> | Rawcliffe & Clifton | <input type="checkbox"/> | |
| | | | | Rural West York | <input type="checkbox"/> | |
| | | | | Strensall | <input type="checkbox"/> | |
| | | | | Westfield | <input type="checkbox"/> | |
| | | | | Wheldrake | <input type="checkbox"/> | |

Comments/Observations:

Decision:

1. Approval is granted to remove the shrubs and excavate trail holes to determine utilities locations and depths a suitable planting scheme to follow. Approval is also granted to install the bollards as shown on drawing no. TP/160006/Int/01/B.
2. Approval is granted to advertise the Traffic Regulation Order to allow the introduction of the proposed parking restrictions. Any objections received will need to be reported to the Executive Member for Transport and Planning via a Decision Session report. If no objections are received the restrictions can be introduced.

Decision Made by: James Gilchrist, Assistant Director Transport, Highways and Environment in consultation with the Executive Member for Transport & Planning.

Contact Details: Directorate of Economy and Place, West Offices

Tel No: 01904 552547, email: james.gilchrist@york.gov.uk

On behalf of: Neil Ferris, Corporate Director of Economy and Place

To be implemented by: Ben Potter

On Completion – Signed off by:

Date: 21 December 2017



James Gilchrist

Assistant Director Transport Highways and Environment

St Aelred's Primary School – SRTS Proposals

Background

Parents and Guardians are choosing to park on Darnbrook Walk and close to its junction with Penyghent Avenue. This is the pedestrian route to St Aelred's Primary school and the school is concerned that the level of parking is likely to result in an accident. Additionally vegetation adjacent to the footways overhanging and obstructing footway, forcing pedestrians to walk in the road, bringing them into direct conflict with vehicular traffic. Following a review of the issues a scheme has been developed to improve the route to school for pupils and encourage walking.

Proposals

The proposals (as shown in Annex A) comprise:

- Additional “no waiting at any time” parking restrictions (double yellow lines) to be provided to ensure the junction of Darnbrook Walk and Penyghent Avenue is kept free of parked vehicles.
- Additional part-time no waiting restrictions, (single yellow lines) and associated signs to be provided on Penyghent Avenue opposite the junction with Darnbrook Avenue to improve visibility for crossing pedestrians.
- New sign to be installed on existing lighting column to ensure the school keep clear zig-zag markings can be enforced. The restriction specifies no stopping Mon-Fri 8am-4pm.
- Removal of thorny shrubs on Darnbrook Walk verges to ensure the full width of footways are suitable for use. These shrubs are to be replaced with more suitable planting.

Consultation

Internal:

No concerns raised by CYC Officers.

Advice on planting was received from Harvey Lowson and Brian Williams. Due to the presence of utilities in the area, existing shrubs should be removed and trial holes excavated to determine the position and depth of services prior to a decision being made on the proposed replacement landscaping. Small trees or shrubs are to be considered as replacement planting.

Ward Councillors and School Governors -

Cllr. Funnell responded to the consultation advising that works were planned on the school site, and forwarded the details to the school governors. Jen Hurley, a governor at the school, contacted CYC about the proposals and a site meeting was held to discuss how the proposals would work in conjunction with the school's plans. The school supports the scheme proposals and would like to work with CYC after the

school works are completed to develop further proposals to improve road safety around the school site.

Residents -

Consultation letters were delivered to 28 properties, 4 responses were received.

3No. Darnbrook Walk residents responded with the following concerns:

- The current issues with parking on Darnbrook Walk, requesting further measures on the street. They considered that the level of traffic and parking has increased, including delivery vehicles to the school, and have witnessed several near misses.
- Pupils and parents / guardians walking in the road.

1No. Penyghent Avenue resident responded, stating that yellow line parking restrictions do not work as parents / guardians ignore them.

The proposed scheme seeks to address the concerns of local residents. Working with parking services and the school, the Transport Projects team will aim to reduce the abuse of parking restrictions close to the school and improve pedestrian access to the school.

Approvals required

Transport Board is asked to consider the proposals and authorise the actions below:

1. Give approval to remove the shrubs before the beginning of bird nesting season. This will increase the usable footway width and allow trial holes to be excavated. Planting to take place once utilities details are confirmed. The proposed bollards can also be installed during these works.
2. Give approval to advertise the Traffic Regulation Order to allow the introduction of the proposed parking restrictions. Any objections received will be reported to the Executive Member for Transport and Planning via a Decision Session report. If no objections are received the restrictions will be introduced.

S1 mounted on existing lighting column.
 S2 mounted on new 76mm pole.

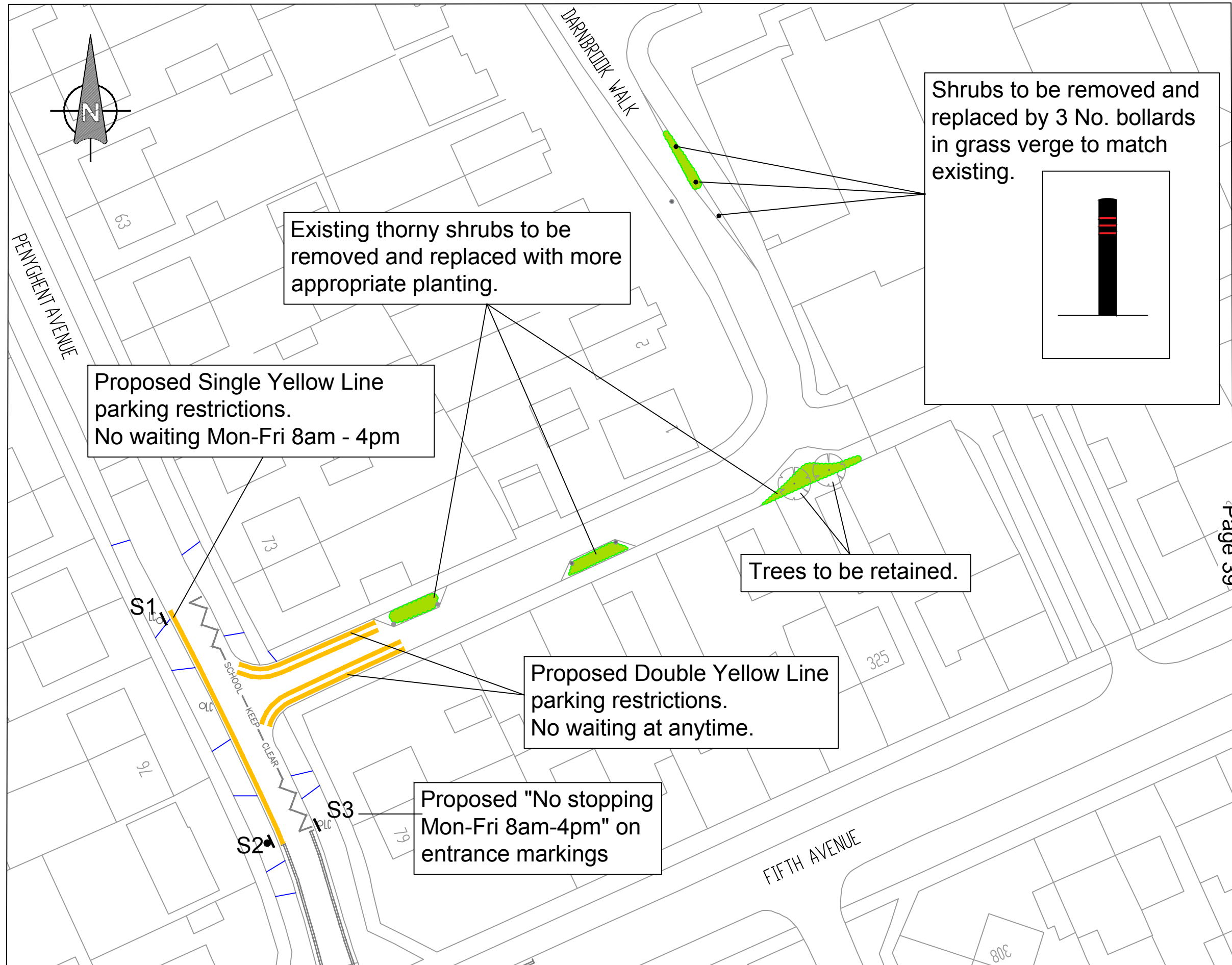


| | | | |
|---------------|--------------------------|-----------|--------------------|
| Scheme Ref. | St Aelreds | | |
| Sign Ref. | S1 & S2 | x-height | 20.0 |
| Letter colour | BLACK | SIGN FACE | |
| Background | YELLOW | Width | 250mm |
| Border | BLACK | Height | 125mm |
| Material | Class RA2 (12899-1:2007) | Area | 0.03m ² |

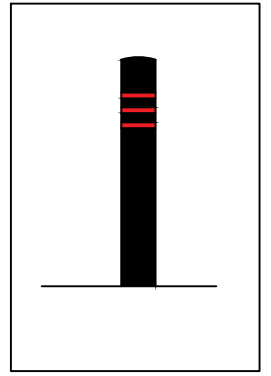
S3 - mounted on existing lighting column.



| | | | |
|---------------|--------------------------|-----------|--------------------|
| Scheme Ref. | St Aelreds | | |
| Sign Ref. | S3 | x-height | 40.0 |
| Letter colour | BLACK | SIGN FACE | |
| Background | YELLOW | Width | 625mm |
| Border | BLACK | Height | 635mm |
| Material | Class RA2 (12899-1:2007) | Area | 0.40m ² |



Shrubs to be removed and replaced by 3 No. bollards in grass verge to match existing.



Existing thorny shrubs to be removed and replaced with more appropriate planting.

Proposed Single Yellow Line parking restrictions. No waiting Mon-Fri 8am - 4pm

Trees to be retained.

Proposed Double Yellow Line parking restrictions. No waiting at anytime.

Proposed "No stopping Mon-Fri 8am-4pm" on entrance markings



| | | | | | | | | | |
|------------|------------|---------|----|-----|---|--|--------------------------------------|------|------|
| DRAWN BY | B Potter | INITIAL | | REV | A | AMENDMENT | Proposed school warning sign removed | DATE | 11/5 |
| CHECKED BY | -- | | | B | | Shrub removal and 2 extra bollards added | | 26/9 | |
| SCALE | 1:500 | | A3 | | | | | | |
| DATE | 11/05/2017 | | | | | | | | |

St Aelreds Primary School
 Review of Parking Restrictions
 Proposed Restrictions and Bollards

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The occupiers of:
73 – 79 (odd) & 72 – 78 (even)
Penyghent Avenue
York

Place Based Services

West Offices
Station Rise
York
YO1 6GA

Contact: Alistair Briggs
Tel: 01904 551368
Email: alistair.briggs@york.gov.uk
Ref: ADB/DH/460

Date: 9th February 2018

Dear Occupier

**Proposed Waiting Restrictions & School Keep Clear markings –
Darnbrook Walk & Penyghent Avenue, York**

It is proposed to introduce Waiting restrictions in Darnbrook Walk and Penyghent Avenue, York to the extent described in paragraphs 2 and 3 of the 'Notice of Proposals' (Notice) and formalise School Keep Clear markings described in Paragraph 4 of the 'Notice' and as set out in the plan overleaf. This is to maintain safety at a location being adversely affected by indiscriminate/obstructive parking. Should you require any further information in regard to this item then please contact the project manager, Ben Potter, telephone (01904) 553496, email ben.potter@york.gov.uk.

I do hope you are able to support the proposals but should you wish to object then please write, giving your grounds for objection, to the Director of Economy and Place at the address shown on the Notice of Proposals, to arrive no later than the date specified in the Notice.

Yours faithfully

Alistair Briggs
Traffic Management Manager
Network Management

Enc. Documentation

Cc – Cllr Barbara Boyce, Cllr Christina Funnell & Cllr Dafydd Williams

**CITY OF YORK COUNCIL
NOTICE OF PROPOSALS**

**THE YORK PARKING, STOPPING AND WAITING (AMENDMENT) (NO 14/30)
TRAFFIC ORDER 2018**

Notice is hereby given that City of York Council, in exercise of powers under Sections 1, 2, 4, 32, 35, 45, 46, 53 and Schedule 9 of the Road Traffic Regulation Act, 1984 ("the Act") and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Schedule 9 of the Act, proposes to make an Order which will have the effect of:




1. Introducing 'No Waiting at any time' restrictions in Fulfordgate, Fulford, on its:
 - (a) east side, between a points 10 metres (terminal point of existing 'No Waiting at any time' restrictions) and 25 metres south from the projected southern kerblines of Heslington Lane;
 - (b) west side, between a points 10 metres (terminal point of existing 'No Waiting at any time' restrictions) and 28 metres south from the projected southern kerblines of Heslington Lane;
2. Introducing 'No Waiting at any time' restrictions in Darnbrook Walk, York as follows:
 - (a) north side, between the projected eastern kerblines of Penyghent Avenue east for 17.5 metres;
 - (b) south side, between the projected eastern kerblines of Penyghent Avenue east for 19.5 metres;
3. Introducing 'No Waiting 8am to 4pm Monday to Friday' restriction in Penyghent Avenue, York on its west side, between the projected southern property boundary line of No. 78 Penyghent Avenue (terminal point of existing 'No Waiting at any time' restrictions) north to a point 4 metres south of the projected northern highway boundary line of No. 72 Penyghent Avenue.
4. Formalising existing (advisory) "School-Keep-Clear" markings extending on the east side of Penyghent Avenue, York between the projected southern property boundary line of No. 77 Penyghent Avenue (terminal point of existing 'No Waiting at any time' restrictions) north to a point 4 metres south of the projected northern highway boundary line of No. 72 Penyghent Avenue thereby providing an enforceable prohibition on stopping from 8am to 4.00pm, Monday to Friday.

A copy of the draft Order, Statement of Reasons for making it and relevant maps can be inspected at the Reception, West Offices, Station Rise, York, during normal business hours. Objections or other representations specifying reasons for the objection or representation should be sent to me in writing to arrive no later than 2nd day of March 2018.

Dated 9th February 2018

Director of Economy and Place
West Offices, Station Rise, York, YO1 6GA
Email: highway.regulation@york.gov.uk

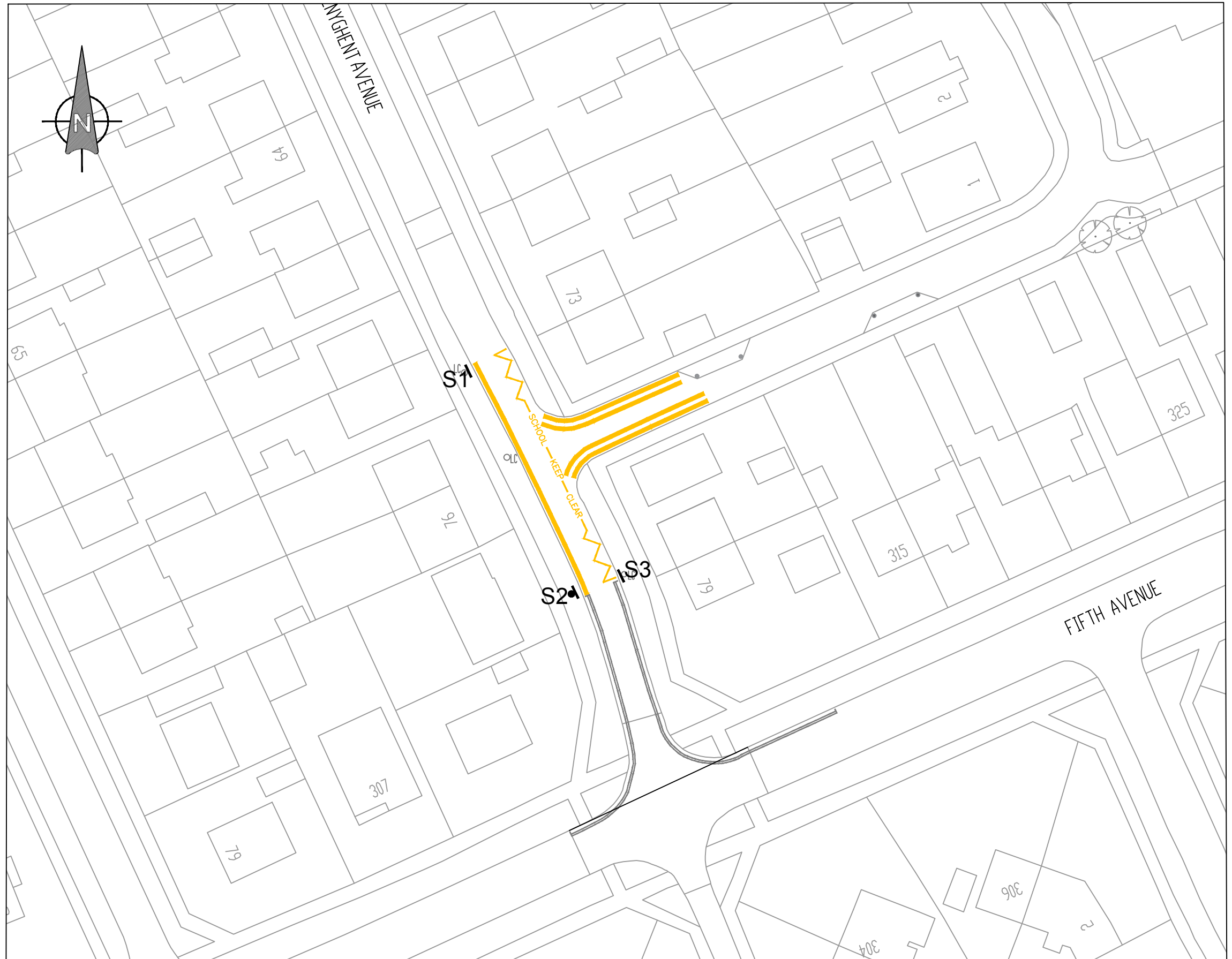
Legend

-  Proposed Single Yellow Line parking restrictions.
No waiting Mon-Fri 8am - 4pm
-  Proposed Double Yellow Line parking restrictions.
No waiting at anytime.
-  Proposed "No stopping Mon-Fri 8am-4pm" on entrance markings

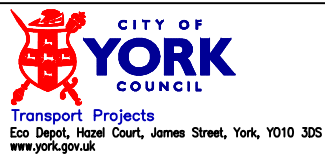
S1 mounted on existing lighting column.
S2 mounted on new 76mm pole.



S3 - mounted on existing lighting column.



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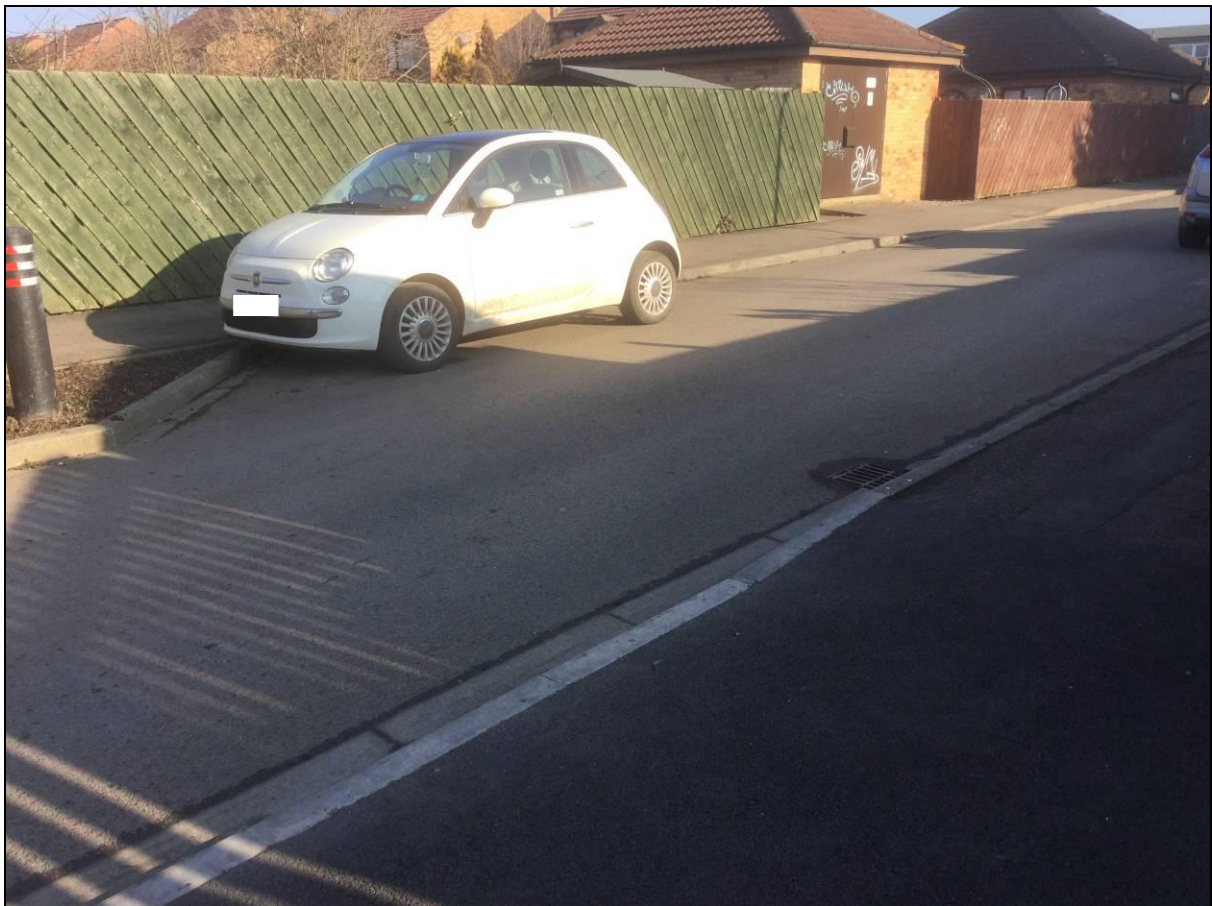
| | INITIAL | REV | AMENDMENT | DATE |
|------------|----------|-----|-----------|------|
| DRAWN BY | B Potter | | | |
| CHECKED BY | -- | | | |
| SCALE | 1:500 | A3 | | |
| DATE | Jan 2018 | | | |

St Aelreds Primary School
Safe Routes to School
Traffic Regulation Order

TP/160006/TR0/01

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**Decision Session - Executive Member for
Transport and Planning**

12 April 2018

Report of the Corporate Director of Economy and Place

Turner Close & Huntington Road: Proposed Amendment to the Traffic Regulation Order

1. Summary

Requesting permission to advertise waiting restrictions on the recently adopted development of Turner Close, with additional restrictions on Huntington Road.

Recommendation (Option One)

- 2. Advertise a proposal to amend the York Parking, Stopping and Waiting Traffic Regulation Order to:**
- I. Introduce waiting restrictions on Turner Close as outlined in Annex A
 - II. Introduce waiting restrictions on Huntington Road to remove parked vehicles as outlined in Annex A

Introduce Give Way markings at the access points highlighted in Annex A

Reason: To remove obstructive parking and improve sight lines for residents of Turner Close, the customers of the vets and Spar/Post Office and improve access for the ambulance service.

Background

- 3. Turner Close consists of 32 properties, vets, Spar/Post Office and an emergency Ambulance Station. The area was developed by Linden Homes and the highway was adopted by City of York Council in August 2017**

4. The planning process, 11/03269/FULM, negotiated a section 106 agreement with the developer which included a £2k contribution for an amendment to the Traffic Regulation Order for restrictions in the area as required due to the impact of the development.
5. We have started to receive complaints from residents of Turner Close about inconsiderate parking obstructing the footpaths and sight lines. In addition, the sight visibility splay for customers leaving the Spar car park are compromised considerably by parked vehicles because of the contours of the road.

Residents report that the issues have worsened over time and are now at a level where they are requesting intervention.

6. The NHS ambulance service have requested we address the following issues to ensure safe access/egress at all times:
 - we have had a number of near miss incidents with people just driving out of the cul-de-sac's but more often just driving out of the Spar car-park without looking so maybe a stop line or give way would help at all junctions
 - We also have issues with people parking on Huntington Rd prior the hatched area especially in rush hour periods where we are negotiating very heavy traffic and often turning into on-coming vehicles

Analysis

7. This is a mixed use street and most residential properties will require some nearby on-street parking amenity for visitors. Consequently, we have left two areas for on-street parking on the western side of the carriageway. These areas are sufficient for 6-7 vehicles to park. This will ensure sight visibility splays are maintained and keep the eastern footway unobstructed; most pedestrian use is on the eastern side.
8. The proposed area on Huntington Road is at a section of carriageway where it narrows. Parked vehicles are creating a situation where to pass them vehicles are encroaching onto the other side of carriageway. We have previously received requests for action at this location from residents but have resisted as the parked cars can act as a natural traffic calming measure. The additional request by the ambulance service indicates the benefits of removing the parked vehicles now outweighs any speed reduction benefits they may have been provided.

9. Vehicles have been observed parking fully on the footway in order to keep the carriageway clear; this creates obstruction issues for pedestrians especially those using a wheelchair or pushchair.

Consultation

10. We have approached the ambulance service for their comments, but no wider consultation has been undertaken.
11. The proposal to amend the Traffic Regulation Order will be advertised in The Press, notices placed on street and details delivered to all adjacent residents and businesses affected. Any interested party can make a representation of objection or support to the proposal.

Options

12. **Option One:**

Advertise a proposal to amend the York Parking, Stopping and Waiting Traffic Regulation Order to:

- I. Introduce waiting restrictions on Turner Close as outlined in Annex A
- II. Introduce waiting restrictions on Huntington Road to remove parked vehicles as outlined in Annex A

And introduce Give Way markings at the access points highlighted in Annex A

Reason: To remove obstructive parking and improve sight lines for residents of Turner Close, the customers of the vets and Spar/Post Office and provide safer access for the ambulance service.

13. **Option Two:**

To take no further action on this matter at this time.

This is not the recommended option because the safety issues for the ambulance service and residents would remain unchecked.

Council Plan

14. The above proposal contributes to the City Council's Council Plan:
 - A focus on frontline services – to ensure all residents,

particularly the least advantaged, can access reliable services and community facilities

- A council that works in partnership with local communities

Implications

15. This report has the following implications:

Financial – Funding is being provided through a section 106 agreement

Human Resources – None

Equalities – None identified at this time. The consultation process and representations received will enable us to identify if there are any concerns we should be aware of under this section.

Legal – The proposals require amendments to the York Parking, Stopping and Waiting Traffic Regulation Order 2014: Road Traffic Regulation Act 1984 & the Local Authorities Traffic Orders (procedure) (England & Wales) Regulations 1996 apply

Crime and Disorder – None

Information Technology – None

Property – None

Other – None

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

Contact Details

Authors:

Sue Gill
Traffic Project Officer
Transport
Tel: (01904) 551497

Chief Officer Responsible for the report:

Neil Ferris
Corporate Director of Economy and Place

Date: 23.03.18

Wards Affected: Heworth

All


For further information please contact the author of the report.


Annex: Annex A, Plan of the proposed waiting restrictions

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ANNEX A






 PROPOSED NO WAITING AT ANY TIME RESTRICTIONS (DOUBLE YELLOW LINES)


 PROPOSED GIVE WAY CARRIAGEWAY MARKING







Key to Restriction Types Displayed

 NW 24
 Existing junction box



+ Crown copyright. All rights reserved
Licence No. 2003

Turner Close and Huntington Road

| | |
|---|------------|
|  | 1 : 750 |
|  | 14/02/2018 |
|  | |
|  | |

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**Decision Session – Executive Member For
Transport and Planning****12 April 2018**

Report of the Corporate Director of Economy and Place

Strensall Road Speed limit - Update**Summary**

1. This report provides details of the investigation into reducing the speed limit to 40mph on the rural road between Earswick and Strensall. The Executive Member is asked to note the contents of the report and make a decision as to whether the speed limit should be reduced.

Recommendations

2. The Executive Member is asked to:

Option1: Note the contents of the summary report and retain the derestricted section of highway between Earswick and Strensall as recommended.

Reason: There is little evidence that the existing speed limit makes the road dangerous and reducing the limit as requested is unlikely to have any impact on vehicle speeds.

Background

3. A petition to reduce the speed limit to 40mph on Strensall Road between Earswick and Strensall was received by City of York Council and considered by the Executive Member for Transport and Planning at a decision session on 13 April 2017. At the meeting the decision was taken that the issue be considered as part of the annual danger reduction measures across the city. It was therefore added to the 17/18 Danger Reduction programme.
4. An investigation was undertaken which resulted in a briefing report to the Head of Transport (**Annex A**). This report recommended that the

speed limit remain at 60mph. The contents of this report were discussed at Transport Board and the report was referred to Executive Member for a decision.

Consultation

5. North Yorkshire Police were asked for comment on the request and provided the following:

North Yorkshire Police follows the DfT guidelines on setting speed limits, as do North Yorkshire County Council and the City of York Council, this ensures a fair and consistent approach and removes any ambiguity and can withstand scrutiny. The basic principal is that in order for a speed limit to work there must be significant roadside development with associated accesses, the guidelines specify what speed limits are appropriate for what density of development. A speed limit without the appropriate degree of development is likely to fail without significant police enforcement which is not sustainable.

Additionally, there are no records of injury accidents on the road for the past 3 years, this, combined with lack of significant roadside development mean that North Yorkshire Police would not support the application to reduce the speed limit on Strensall Road.

Options

6. Option 1: Note the contents of the summary report and retain the derestricted section of highway between Earswick and Strensall as recommended.

Option 2: Reduce the speed limit to 40mph creating a consistent 40mph limit from Earswick to Strensall.

Analysis

7. National guidance for setting local speed limits is included in DfT circular 01/2013. This advises that the mean and 85th percentile speeds are used as the main basis for setting local speed limits.
8. The data collected and analysed for the investigation (available as part of **Annex A**) illustrates that the existing limit is working well. Mean speeds were recorded as 39mph southbound and 42mph northbound and 85th percentile speeds (the speed that 85 percent of vehicles do not

exceed) recorded as 45mph southbound and 49mph northbound. This indicates that the vast majority of drivers are not exceeding the limit.

9. The recorded mean speeds are in line with vehicle speeds expected in a 40mph limit, however the 85th percentile speeds are a little on the high side especially for northbound traffic. These higher 85th percentile speeds suggest that drivers may continue to drive at these speeds if a simple change to the signed limit were introduced. This means that residents and road users are unlikely to see any visible difference in speeds, which in turn would likely lead to calls for enforcement on a road which currently has no speeding or accident problems.
10. The comments from North Yorkshire Police concur with this evaluation of the road and the recommendation to retain the 60mph limit.
11. The other factor to consider when setting a rural speed limit is the environment. A 40mph in a rural area should include bends, junctions or accesses, substantial development, a strong environmental or landscape reason, or where there are considerable numbers of vulnerable road users. The section in question has 17 accesses over its 700m length and has a number of properties both residential and agricultural in nature. However, there is little evidence that the speed limit makes exiting these accesses difficult or dangerous.
12. To make the environment suitable for a 40mph limit significant layout changes would be needed. However, the road is a primary route linking Strensall to the northern ring road and is therefore unsuitable for traffic calming. The only remaining option would be realignment of the road to provide bends. This would be extremely expensive and require compulsory purchase of land bounding the road, so is not considered feasible.

Council Plan

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

A council that listens to residents: The investigation was initiated by a petition from local residents and whilst the recommendation of the report doesn't support the original request it does demonstrate that CYC is a council that listens to residents and considers their requests for local change.

Implications

14.

- **Financial** – The cost of advertising a speed limit change and amending the signage is estimated at £2.5k and is affordable under the Danger Reduction budget.
- **Human Resources (HR)** - There are no Human Resources implications.
- **One Planet Council / Equalities** - There are no One Planet Council / Equalities implications.
- **Legal** - There are no Legal implications.
- **Crime and Disorder** - There are no Crime and Disorder implications.
- **Information Technology (IT)** - There are no Information Technology implications.
- **Property** - There are no Property implications.
- **Other** - Implications for North Yorkshire Police if the speed limit is reduced and they are called to enforce the lower limit.

Risk Management

15. In compliance with the Council's risk management strategy, the following risks associated with the recommendations in this report have been identified and described in the following points, and set out in the table below:
16. Authority reputation – this risk is in connection with the public perception of the Council if the speed limit is not reduced following the receipt of a petition asking for this to be done and is assessed at 10.

| Risk Category | Impact | Likelihood | Score |
|-----------------------------|--------|------------|-------|
| Organisation/ Reputation | Minor | Probable | 10 |

17. As detailed in the report a reduction of the speed limit would have a negligible effect on vehicle speeds which would potentially have a more substantial impact on the reputation of the organisation. Due to this reasoning the risk associated with maintaining the current limit is consider acceptable.

Contact Details

Author:
Ben Potter
Engineer
Transport
Tel No. 01904 553496

Chief Officer Responsible for the report:
Neil Ferris
Director – Environment and Place

Report **Date** 23.03.18
Approved

Wards Affected: Strensall

All

For further information please contact the author of the report

Background Papers:

Decision Session – Executive Member for Transport Planning 13/04/2017:
Strensall Road Petition for Speed Limit Reduction

Annexes

Annex A – Briefing Note: Danger Reduction Scheme – Strensall Rd, Speed limit reduction

List of Abbreviations Used in this Report

CYC – City of York Council

DfT – Department for Transport.

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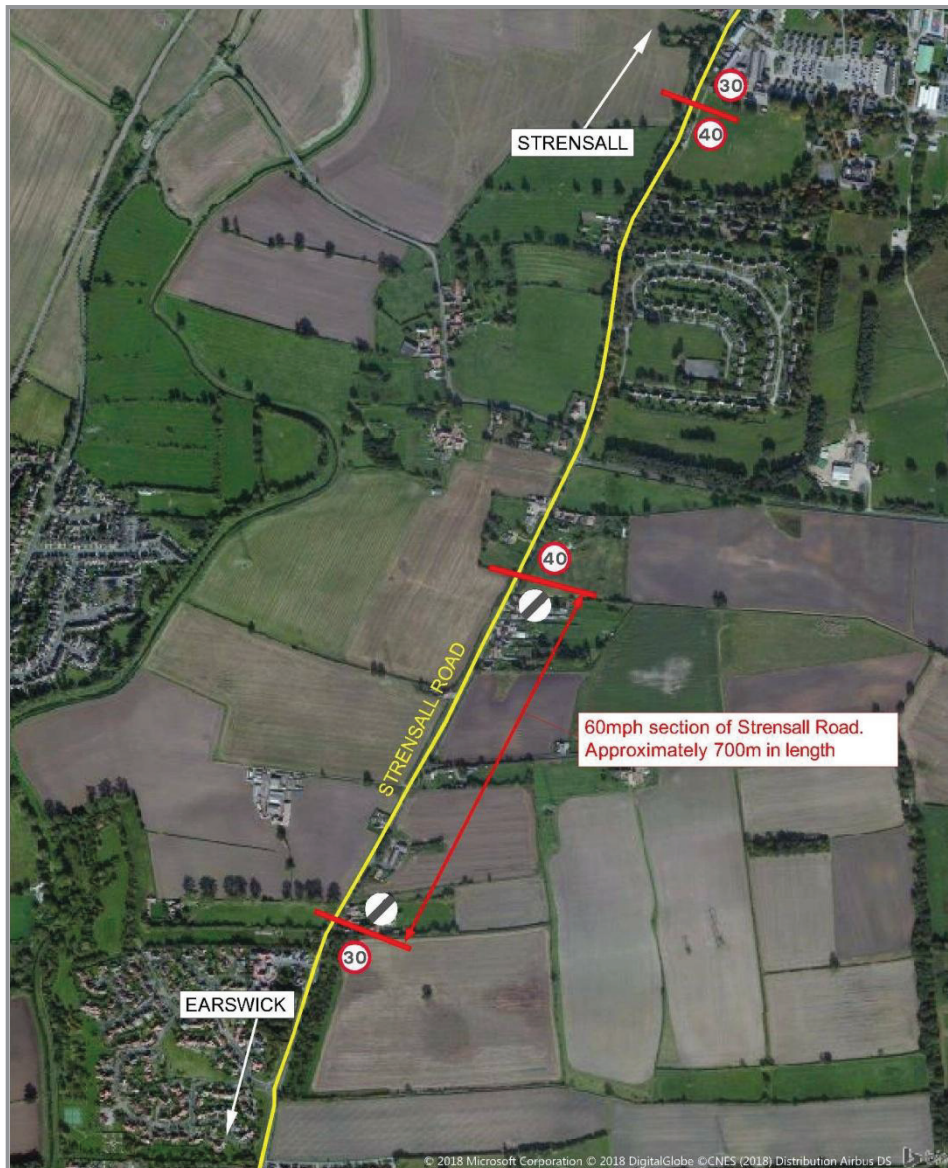
Briefing Note: Danger Reduction Scheme – Strensall Rd, Speed limit reduction

Background

A petition to reduce the speed limit to 40mph on Strensall Road between Earswick and Strensall was received by City of York Council and was considered by the Executive Member for Transport and Planning at a decision session on 13 April 2017. The decision taken at the meeting was that the issue be considered as part of the annual danger reduction measures across the city. It was therefore added to the 17/18 danger reduction program.

The Site

The section of Strensall Road in question is shown on the plan below indicating the speed limit changes in the area.



Strensall Road provides a link between the A1237 northern ring road and Strensall Village to the North of York. Along the southern most length of the road is the small

village of Earswick which has an appropriate speed limit of 30mph. Continuing North the environment opens up with the road flanked by open fields and a small number of properties, this section (approximately 700m long) is derestricted and therefore subject to a speed limit of 60mph. As the road reaches the junction with Towthorpe Moor Lane the speed limit reduces to 40mph to ensure slower vehicle speeds past the crossroads which had been an accident cluster site until work was carried out in the last 10 years. The speed limit reduces to 30mph again as drivers enter Strensall village.

Data

Accident Data

Casualty accident data for the three year period between 01/01/2014 and 31/12/2016 in the vicinity of the 60mph speed limit was examined.

Two slight accidents were recorded. One at Towthorpe Moor Lane Cross Roads (in the 40mph limit). One close to the junction with Moor Lane which leads to Earswick Grange. The details of the accidents are attached as **Annex A**. Having reviewed the details of the collisions neither can be attributed to the highway layout or vehicle speeds.

Speed Survey

Speed data – Survey Location - LC23 within the existing 60mph limit. Data collected between 30 October and 10 November 2017.

| Mean Speed | |
|-------------------|-------|
| Southbound | 39mph |
| Northbound | 42mph |

| 85th percentile | |
|------------------------|-------|
| Southbound | 45mph |
| Northbound | 49mph |

| 95th percentile | |
|------------------------|-------|
| Southbound | 50mph |
| Northbound | 54mph |

A full summary of the speed data is available as **Annex B**.

The data illustrates that the existing limit is working well, with the vast majority of drivers not exceeding the limit. National guidance for setting local speed limits is included in circular 01/2013, which advises that the mean and 85th percentile speeds are used as the main basis for setting local speed limits. The mean speed within the

existing derestricted section of Strensall Road is in line with speeds expected in a 40mph limit, however the 85th percentile speeds are a little on the high side especially for northbound traffic. These higher 85th and 95th percentile speeds suggest that drivers may continue to drive at these speeds if a simple speed limit change were introduced. This means that residents and road users are unlikely to see any visible difference in speeds, which in turn would likely lead to calls for enforcement on a road which currently has no speeding or accident problems.

The other factor to consider when setting a speed limit is the environment for a rural 40mph this should include bends, junctions or accesses, substantial development, a strong environmental or landscape reason, or where there are considerable numbers of vulnerable roadusers. The section in question does have a significant amount of accesses, 17 over the 700m length and has a number of properties both residential and agricultural in nature. However, there is little evidence that the speed limit makes exiting these accesses difficult or dangerous.

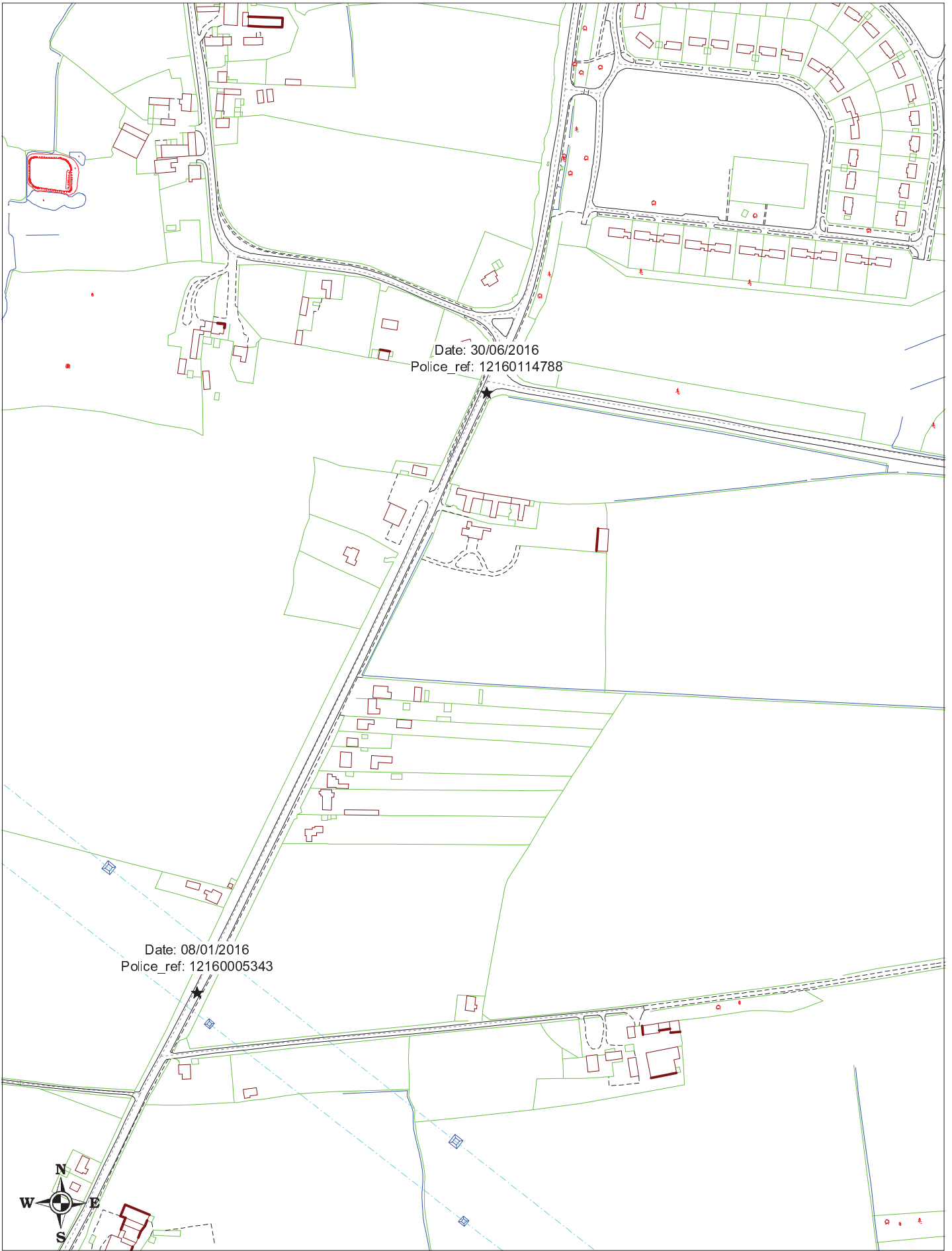
Costs


The cost of altering the limit is fairly low as it only requires fairly minimal changes to the existing signage approximately £900. However, advertisement costs for the advertisement of the required speed limit order and staff costs would add approximately £1.5k.

Total estimate - £2.5k.

Recommendation

The data led investigation shows that there is no casualty accident problem or issue with vehicle speeds in the existing derestricted section of Strensall Road. Whilst the speed limit could be reduced to produce a single 40mph speed limit between the two 30mph limits this could lead to other problems with enforcement. It is therefore recommended that the 60mph speed limit remains and the area is monitored through the annual accident cluster site review.



| | | | | |
|--|---|--|---|--|
|  <p>CITY OF YORK COUNCIL</p> | <p>Strensall Rd - Earswick</p> <p>Selected Range of Accidents between dates 01/01/2014 and 31/12/2016</p> <p>Selected using Manual Selection</p> <p>Please note:- All accident data is subject to change due to validation</p> | <p>Her Majesty's Office (c) Crown Copyright + Crown copyright. All rights reserved City of York Council Licence No. 1000 20818 April 2005</p> | <p>SCALE</p> <p>DATE</p> <p>DRAWING No.</p> <p>DRAWN BY</p> | <p>1 : 4220</p> <p>11/01/2018</p> <p></p> <p>Edwina Fong</p> |
|--|---|--|---|--|

Accidents between dates 01/01/2014 and 31/12/2016 (36) months

Selection: Notes:
Selected using Manual Selection

12160005343 08/01/2016 Time 0740 Vehicles 2 Casualties 1 Slight
 E:462375 N: 458087 First Road: C 90 Road Type Single carriageway
 Speed limit: 60 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Darkness: no street lighting Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:



V1 AND V2 TRAVELLING DOWN STRENSALL ROAD, V2 CYCLIST, V1 COLLIDES WITH V1
 Occurred on STRENSALL ROAD YORK

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from S to N No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 60 Female
 Not hit and run

Vehicle Reference 2 Pedal Cycle Going ahead other
 Vehicle movement from S to N No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 36 Male
 Not hit and run

Casualty Reference: 1 Vehicle: 2 Driver/rider Severity: Slight
 Not a pupil Seatbelt

Accidents between dates 01/01/2014 and 31/12/2016 (36) months

Selection: Notes:
Selected using Manual Selection

12160114788 30/06/2016 Time 0920 Vehicles 2 Casualties 1 Slight
E:462620 N: 458594 First Road: C 90 Road Type Single carriageway
Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled C 92
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:



V2 TRAVELLING NORTHBOUND ON STRENSALL ROAD INDICATES TO TURN RIGHT INTO TOWTHORPE MOOR LANE AND COLLIDES WITH NEARSIDE OF V1 OVERTAKING V2
Occurred on STRENSALL ROAD 20M SOUTH OF TOWTHORPE MOOR LANE YORK

Vehicle Reference 1 Car Overtaking moving vehicle O/S
Vehicle movement from S to N No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 23 Female
Not hit and run

Vehicle Reference 2 Pedal Cycle Turning right
Vehicle movement from S to E No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 54 Male
Not hit and run

Casualty Reference: 1 Vehicle: 2 Driver/rider Severity: Slight
Not a pupil Seatbelt

Accidents between dates 01/01/2014 and 31/12/2016 (36) months

Selection:

Notes:

Selected using Manual Selection

Accidents involving:

| | Fatal | Serious | Slight | Total |
|--|-------|---------|--------|-------|
| Motor vehicles only (excluding 2-wheels) | 0 | 0 | 0 | 0 |
| 2-wheeled motor vehicles | 0 | 0 | 0 | 0 |
| Pedal cycles | 0 | 0 | 2 | 2 |
| Horses & other | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 2 | 2 |

Casualties:

| | Fatal | Serious | Slight | Total |
|------------------|-------|---------|--------|-------|
| Vehicle driver | 0 | 0 | 0 | 0 |
| Passenger | 0 | 0 | 0 | 0 |
| Motorcycle rider | 0 | 0 | 0 | 0 |
| Cyclist | 0 | 0 | 2 | 2 |
| Pedestrian | 0 | 0 | 0 | 0 |
| Other | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 2 | 2 |

City of York Council Speed Survey Summary



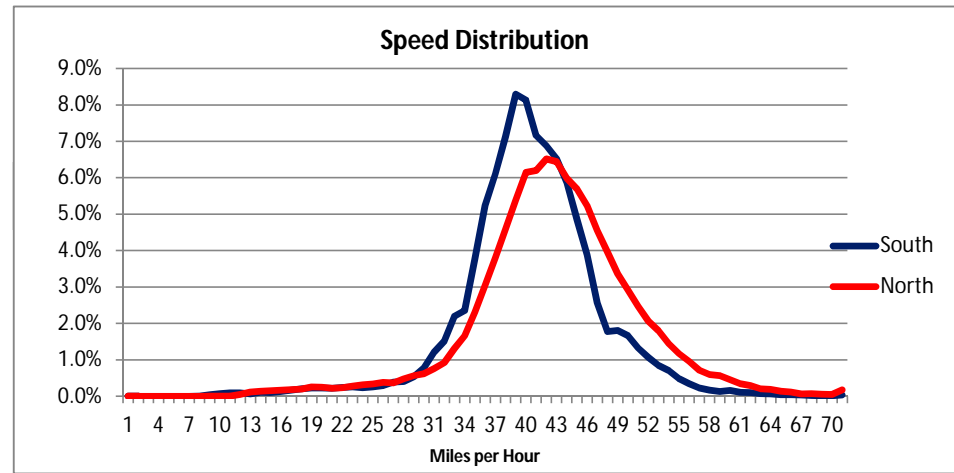
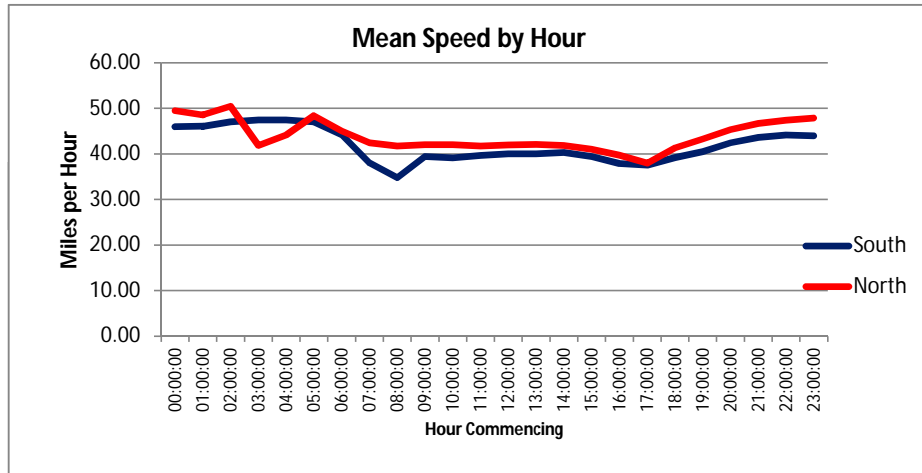
LC23 Strensall Road

30 October - 10 November 2017

ACPO enforcement speed **68** **12 days of data**
 Speed Limit: 60

Key speed statistics

| Direction | South | North | Mean Speed | South | North |
|--|-------------|-------------|----------------|-------|-------|
| Mean | 39.28 | 41.90 | Midnight - 7am | 46.93 | 47.71 |
| 85th Percentile | 45 | 49 | 7am-9am | 36.31 | 42.06 |
| 95th Percentile | 50 | 54 | 10am-3pm | 39.84 | 41.94 |
| Top Speed | 81 | 93 | 4pm-6pm | 37.73 | 38.78 |
| Percentage above ACPO enforcement speed | 0.0% | 0.2% | 8pm-Midnight | 43.23 | 46.40 |
| Percentage above speed limit | 0.4% | 1.3% | | | |





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

12 April 2018

Report of the Corporate Director of Economy and Place

**Removal of Parliament Street Fountain and Saint Sampson Square
Toilets****Summary**

1. York is one of the most visited places in the UK with over 7 million visitors and each year hosts a number of events and festivals. Parliament Street is a key part of the city centre; it is not just a focus for retail but hosts many of the events and festivals that make York such a vibrant thriving city.
2. However, Parliament Street has a number of items of redundant, life expired public realm infrastructure that blight the space. The fountain at the centre of Parliament Street has not worked for a number of years and the toilet block at Saint Sampson Square is no longer used.
3. The fountain is a landmark and key focal and meeting point for the city. Therefore it is appropriate to consider how to replace the fountain with more than just paving. This is a more significant decision for the city and it is proposed to establish a task and finish group including York Businesses Improvement District; Make it York and the Civic Trust to establish permanent replacement proposals.
4. This report recommends the removal of both the Fountain and the Toilet Block with a temporary feature installed at the former fountain site. The BID have commissioned design proposals for a floral display and additional seating to coincide with this years floral celebrations. The removal of the toilet block is subject to planning permission.

Recommendation

5. It is recommended:
 - Option 3 - To remove the toilet block and fountain replacing the Fountain with a intermediate floral display and establish a task and finish group to bring forward proposals for the use of the space

created by the removal of the fountain. These proposals will be brought back to the Executive Member. This is the recommended option as it will improve the public realm of Parliament Street and encourage meaningful engagement on the future uses of the Fountain Site.

Reason: To improve the public realm of Parliament Street and support the economic growth of the city.

Background

6. The toilet block at Saint Sampson Square was has not been used since 2010, it offers no value to the public it merely houses some electrical and mechanical plant that can be removed/relocated.
7. However, below is a list of the public toilets within this city:
 - Coppergate Shopping Centre
 - Nunnery Lane
 - Silver Street
 - St Georges Fields
 - St Leonard's Place
 - Tanner Row
 - Union Terrace
8. All of the above toilets offer disabled access. This in addition to the many toilet facilities contained within the businesses; restaurants and cafe's of the city
9. This year will see the Council invest £70,000 to refurbish the public toilets in the Coppergate Centre and on Silver Street.
10. The toilet block does not complement the historic setting of Saint Sampson Square.
11. Its removal will enable the square to be better used offering increased space for the temporary cultural, recreational and retail events that happen in the city. The water and drain connections will remain to allow toilet facilities to be provided for such events if needed.

12. The building is greater than 50 cubic metres and therefore planning permission will be required for its demolition.
13. The fountain was installed back in the 1990s. Key issues about the fountain are:
 - The fountain has not worked for a number of years due to failure of the associated plant
 - It is not certain whether the fountain could be restored but, if it were possible, the final capital cost would need to be established following excavations and in light of a full scheme design. It has however been estimated the cost is circa £13k.
 - It should also be noted that fountains carry significant running / maintenance costs for which no budget currently exists. This cost has been estimated at £10k per year.
14. The design of the fountain is a problem for a number of reasons some of which attract anti-social behaviour.
15. Due to the way it re-circulates water from a tank under the fountain it can be filled with washing up liquid, this used to happen up to four times a week. The resulting foam would then spread through the city once reaching down to Boots on Coney Street. The fountain was also contaminated with food and clothes dye.
16. The base of the fountain became an impromptu paddling pool used by children and dogs but was not designed as such and the structure was also used to hide drug paraphernalia. Sadly it was not only the dogs that urinated in the fountain.
17. The fountain when in operation caused its own complaints as the wind would blow water onto passers by.
18. When the fountain was operational it was a drain on operational resources in addition to the persistent anti social behaviour there was the need to test the water and treat it on a weekly basis for such things as legionnaires disease. It also required a required a monthly deep clean to stop algal growth. The budget for the operation of the fountain no longer exists.
19. Fountains are a success in other cities and indeed within York, but are a different design so as not to lend themselves to the same levels of antisocial behaviour or ongoing maintenance and revenue funding requirements.

20. The fountain is a valued landmark and meeting point for the people of the city, as such it is not considered appropriate to just remove the fountain without identifying a replacement. Planning Permission is not required for the demolition of the fountain.
21. A permanent replacement will need to be considered by key stakeholders including the Civic Trust, York Business Improvement District, Make it York and will need to be sufficiently iconic that it may well require planning permission.
22. The current toilet block does not hinder the use of Saint Sampson Square significantly. However, any replacement feature for the fountain could be more flexible to increase the event space within the city for the cultural events and festivals; this is also an income generation opportunity for the city.

Consultation

23. York BID and Make it York have both been consulted and support the proposal.
24. The Civic Trust Planning Committee have been briefed about the proposal to remove the redundant public realm facilities. They support the principle of removal of the fountain and Saint Sampson toilet block. The Committee did observe that the reinstatement (of the ground surfaces) or replacement (with other street furniture) would have to be correct and in keeping with the historic character of the area.
25. Public interest in the fountain is significant. In 2015 we received two petitions with a combined total of over 600 signatures calling for the fountain to be restored to life.
26. The Joseph Rowntree Society have shown interest in the site as a possible location for an artwork to the Rowntree family's work, see Annex A
27. A letter has also been received in support of a band stand – see Annex B

Options for Consideration

28. Option 1 – To only remove the Toilet Block, and refurbish the existing fountain. The cost of refurbishment is only an estimate based on investigations so far. Ongoing revenue funding would be required.

Capital: 65K

Annual Revenue cost: 10k

29. Option 2 – To demolish the toilets but to wait on the demolition of the Fountain until a permanent replacement has been identified, this is not the recommended option as a temporary replacement will enable discussion about the future use of the space and the opportunity for income generation from Parliament Street is reduced

Capital: 52K

Revenue: None

30. Option 3 – To remove the toilet block and fountain replacing the fountain with a temporary use and establish a task and finish group to bring forward proposals for the use of the space created by the removal of the fountain. These proposals will be brought back to the Executive Member. This is the recommended option as it will improve the public realm of Parliament Street and encourage meaningful engagement on the future uses of the Fountain Site.

Capital: 87K

Revenue: None

Council Plan

31. The above proposal contributes to the Council Plan of:
- A prosperous city for all,
 - A council that listens to residents

Implications

32. This report has the following implications:

Financial – The cost estimates are as follows

- removal of the Fountain (£35k)
- removal of the Toilet Block (£52k)
- repair of the current fountain is an estimate and subject to further investigation and commissioning (circa 13K)

- The ongoing revenue cost will need a budget allocation (10K per annum)

York Businesses Improvement District have agreed to 50% funding up to a maximum of £50K for the removal of both the Fountain and the Toilet Block as well as the installation of a temporary feature at the fountain. See Annex C

The council contribution will be funded from the Built Environment Fund allocation

Human Resources – None

Equalities – None.

Legal – None

Crime and Disorder – None

Information Technology - None

Land – None

Other – None

Risk Management

Contact Details

Authors:

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Transport, Highways and
Waste
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Chief Officer Responsible for the report:

Neil Ferris
Corporate Director of Economy and Place

Date:

4 April 2018

Specialist Implications Officer(s)

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For further information please contact the author of the report.

Background Papers:

Annexes:

Annex A Joseph Rowntree Society Letter

Annex B Letter of Support regarding a band stand

Annex C Letter of funding support from York BiD

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March 2018

An artwork to commemorate Rowntree announced.

We were very interested to read recently in *The Press* that the fountain in Parliament Square may soon disappear.

Over the past years many of our correspondents as well as social media groups have often suggested that there should be some sort of commemorative artwork to honour the Rowntree name and the huge contribution of the Rowntree family to York over the past two centuries. As well as supplying chocolate to the whole world with brands including KitKat and Smarties, Rowntree & Co guaranteed thousands of livelihoods, developed enlightened working practices, built New Earswick, created public spaces, and contributed to the civic life of the city in all sorts of ways. And the legacy lives on today in the Joseph Rowntree trusts that have their national headquarters in York, and whose work addresses modern social problems concerning poverty, housing, equality and political representation.

Moved by this interest, which is still as strong today as it was in 2000 when Joseph Rowntree was voted 'York's Man of the Millennium', the Rowntree Society plans to commission a major artwork from a well-known artist to celebrate the Rowntree contribution to the city. In the light of the present discussion, we wonder whether this might possibly take the place of the fountain.

The artwork could act as a meeting point in the same way as the fountain that is so well used as a rendezvous place today. But we think it might also act as a point of stillness and reflection about all the things that Rowntree means to the people of York. In any brief to an artist we would want to make this aspiration clear so that the 'Rowntree philosophy' is reflected in the resulting artwork.

It is possible that a visitor to York could leave the city with no awareness that The Rowntree Story is a central part of York's rich heritage and present day culture and it is our belief that a major artwork in the city centre could help change this.

We would like to commission something of a scale that is appropriate to the scale of York's townscape. So, while it will not be of the size and scale of the Angel of the North, for example, we would like to be able to commission something that marks a similar level of

ambition so that it becomes a symbol of York's Rowntree spirit, complementing the other great monuments to York's rich cultural heritage.

Our plans and ideas are still at a very initial stage. We have consulted a number of people connected with art and the city of York, and have been delighted with the positive response to this proposal. Any large-scale artwork will involve a serious fundraising campaign actively involving local people. We expect that the final artwork will be unveiled well before the centenary of Joseph Rowntree's death in 1925.

We would be interested to hear local opinions about our proposals as we embark on this exciting project.

If you would like to make a comment, please contact us info@rowntreesociety.org.uk

The Rowntree Society is a registered charity founded in 2004 to further knowledge of the Rowntree legacy and its continuing relevance.

Annex B

From: Victoria Dibbs
Sent: 24 March 2018 13:56
To: Gilchrist, James
Subject: Parliament street fountain

Dear Mr Gilchrist,

I wanted to write to you with regard to the fountain site in Parliament street. I know there have been a few letters in the press from people who have suggested what a good idea it would be to have a brass band stand. I wrote to the press myself with the idea a couple of years ago. I read in today's press that they are wanting some kind of art installation or statue, in tribute to Joseph Rowntree, and I just wanted to say that I think a band stand could be both a wonderful and useful place for brass bands and indeed other musicians from all over the world to come and play, as well as making a good 'meeting point', and it could also be a tribute to Joseph Rowntree, who's workers at his chocolate factory had a very successful brass band of their own. I think Mr Rowntree would think a brass band stand would be a great asset to the city of York and it's people. Please can I ask you to take mine and many other peoples views into consideration before any decisions are made? So many towns and cities in this country have a bandstand, and we have the Shepherd group brass band who are the biggest brass banding organisation in the whole of Europe. Shepherds was formerly the Joseph Rowntrees brass band, previously know as the Rowntrees cocoa works band. They really do deserve a place to show off the talents.

Yours sincerely,

Victoria Dibbs.

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Victoria Dibbs

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Annex C

Letter from York BID



The York BID Company Ltd
The Red House, 1 Duncombe Place, York YO1 7ED
T: 01904 809970
E: info@theyorkbid.com
W: www.theYorkbid.com

Thursday 17th January 2018

Neil Ferris
Corporate Director Economy and Place
City of York Council
West Offices
Station Rise
York
YO1 6GA

Dear Neil,

Please accept this letter as a statement of commitment for the York BID to contribute £50k towards the public realm improvement project involving the removal and making good of both the redundant Parliament Street fountain and redundant disabled toilet block on St Sampson Square.

This commitment was made at the York BID Board meeting dated 22nd November 2017 and based on two conditions;

1. That this funding is matched with an equal contribution by City of York Council who are a key stakeholder and beneficiary in this project;
2. That the estimates do not alter from those quoted by CYC (Parliament street fountain £30-35k and toilet block £52k).

Yours sincerely,

A handwritten signature in black ink, appearing to read "MHjort".

Michael Hjort
Director York BID

A handwritten signature in black ink, appearing to read "Colin Crawford".

Colin Crawford
Director York BID

CC: David Fraser at York Civic Trust

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Executive Member Decision Session**12 April 2018**

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

Local bus services to Wheldrake and villages to the South East of York**Summary**

1. This report responds to a decision taken by East Yorkshire Motor Services to discontinue route 18, a local bus service linking York city centre to Wheldrake, a number of rural villages and Holme on Spalding Moor.
2. The report asks the Executive Member to give their consideration to options for the replacement of this service with the intention of retaining local bus links between these villages and York City Centre.

Recommendations

3. The Executive Member is asked to:
 - a) Agree to the award of a short term (3 month) contract for the service outlined at option B
 - b) Undertake a full procurement exercise to secure best value for money from the service and to ensure that it is delivered with a vehicle meeting the latest emissions standard. If this is beyond the current budget it will be brought to a future decision session.
 - c) Agree to the use of a Euro IV emissions vehicle for the short term contract, in light of the short notice and duration of this contract.

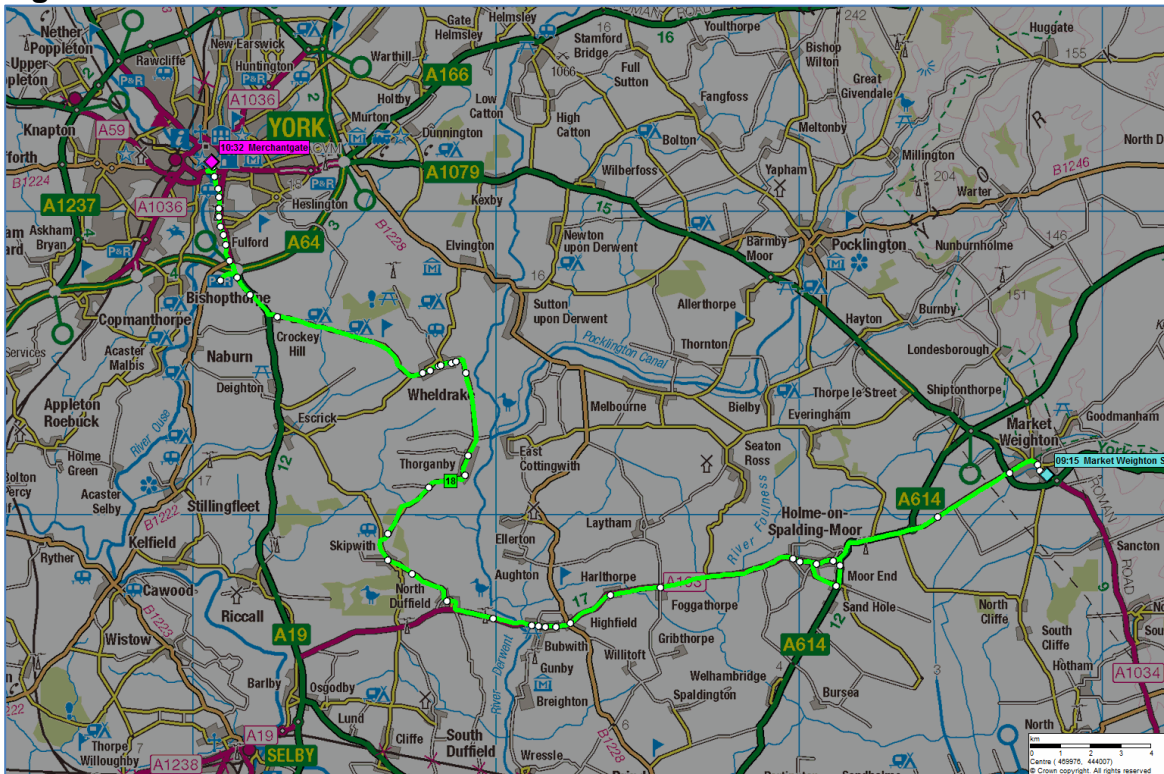
Reason:

To ensure the continued operation of a local bus service to Wheldrake and other villages to the south east of York.

Background

- Route 18 is a local bus service which from Monday – Saturday provides a two hourly frequency between Market Weigh-ton and York via Holme on Spalding Moor and the villages of Bubwith, North Duffield and Wheldrake.

Figure 1 – Route 18



- In addition to the daytime journeys, there are two evening return journeys on Friday and Saturday evenings between Holme on Spalding Moor and York city centre.
- Over the past decade, the service has been provided by four different local bus operators. Two of the operators have run the service on a largely commercial basis, two under contracts and with financial support from City of York, North Yorkshire and East Riding of Yorkshire councils.
- The service is reasonably well used, but never quite well enough to have made it fully commercially viable without financial support from the local authorities. This is largely because, whilst the various settlements along the route generate reasonable patronage numbers, there are significant sections of countryside in between where no passengers board or alight. This results in comparatively high fuel and labour costs for the number of passengers carried.

8. The most recent operation, since 2014, has been provided by East Yorkshire Motor Services. Most of the journeys provided are operated without Council subsidy with the exception of the 0715 departure from Holme on Spalding Moor and the 1640 departure from York. Table 1 below indicates the level of subsidy invested currently by each of the three local authorities and the level invested prior to the current operation, when the service was operated under contract.

Table 1 – financial support by route invested by local authority

| | York | North Yorkshire | East Riding | Total |
|---------|-------------|------------------------|--------------------|----------------|
| 2012/13 | £14,100 | £9,700 | £15,000 | £38,800 |
| 2013/14 | £28,600 | £19,600 | £30,100 | £78,300 |
| 2014/15 | £23,500 | £2,000 | £11,000 | £36,500 |
| 2015/16 | £15,600 | £2,000 | £11,000 | £28,600 |
| 2016/17 | £10,700 | £2,000 | £11,000 | £23,700 |
| 2017/18 | £7,000 | £2,000 | £11,000 | £20,000 |

9. When a contract has been in existence for route 18, this has been procured and managed by City of York Council (CYC) with support from East Riding of Yorkshire (ERYC) and North Yorkshire County (NYCC) councils. A competitive procurement exercise in 2013 led to a significant increase in the overall cost of service provision. This was rectified by EYMS's decision to provide the service on a largely commercial basis the following year.
10. Both neighbouring local authorities have indicated that they are content for CYC to continue to take a leading role in the engagement with operators. They have also confirmed that they are committed to continue their current financial contribution for the route in to the next financial year (2018/19). NYCC has indicated that it is unlikely that there would be an opportunity to increase its financial contribution to route 18. ERYC has indicated that any financial increase would require further consideration.

11. A copy of the current route 18 timetable is included at Annex A to this report. Average annual passenger numbers per departure are included at Annex B to this report.
12. Analysis shows 28% of users in the York bound direction board in Wheldrake, with 30% boarding at either Market Weighton or Holme on Spalding Moor. It is worth noting that East Yorkshire Motor Services (EYMS) have registered a new bus link commencing at Holme on Spalding Moor to operate via Market Weighton and Pocklington in to York. This is a commercially operated service so any decision to provide a subsidised service which could potentially undercut the EYMS service could potentially be open to legal challenge (or would result in the withdrawal of the commercial service). The existence of this new EYMS link will, however, reduce the commercial viability of the full length of route 18 and CYC's ability to procure a replacement for the existing service.

Consultation

13. CYC has undertaken pre-supplier engagement with a number of bus operators to establish whether any of the companies would be willing to take on the existing route 18 (or a variant thereof) on a fully commercial basis – i.e. without any direct financial subsidy from the local authorities. Unfortunately none of the companies approached has expressed an interest in operating the service without subsidy. Two companies did, however indicate that operation of a level of service could be achieved with a relatively modest subsidy.
14. CYC has received correspondence from residents and bus users living in the Wheldrake and Thorganby areas (including from Thorganby parish council). In addition, ERYC representatives attended a meeting of Bubwith Parish Council at which an estimated 200 people were present. Most of those in attendance were users of the peak time services in to York. ERYC report that most of the attendees accepted that the current level of service was potentially greater than that required and that one peak time journey in the morning peak and one back to Holme on Spalding Moor in the evening peak might meet their needs.
15. The level of interest from Wheldrake residents is probably lower than it has been in the past due to the continued operation of route 36 (linking Elvington to York via Wheldrake). Route 36 only operates on an off-peak

basis, however, so there is a need to provide a peak service link between Wheldrake and York.

Options

16. The following options are presented for the Executive Member's consideration:

Option A

Procure a service replicating the majority of route 18 including:

- One peak time journey between Bubwith and York in each direction.
- One off-peak journey between Bubwith / Foggathorpe and York in each direction.
- Not less than three return journeys between North Duffield and York and a two-hourly service between Wheldrake and York.
- One Friday / Saturday evening journey between York and Bubwith.

Option B

Procure a reduced service including:

- One peak time journey between Bubwith and York in each direction.
- Not less than three return journeys between North Duffield and York and a two-hourly service between Wheldrake and York.

Option C

Do not replace route 18 unless this can be achieved within the existing cost envelope (i.e. £7k p.a. contribution from CYC).

Analysis of options

Option A

17. This option is the most expensive as it will almost certainly require more than one bus to operate the additional off-peak journeys to Bubwith and Foggathorpe. It is expected this option will cost in the region of £20,000 for the three month contract (£80k full-year equivalent). ERYC and NYCC are likely to continue their current contribution if this option is chosen.

18. It is worth noting that this option will see a significant reduction in service for the village of Bubwith and Foggathorpe. ERYC have indicated that they will consider whether additional links between both Bubwith and Foggathorpe are required separately to this exercise.

Option B

19. This option is likely to be much more affordable as it should be possible to operate using a single bus. There is flexibility in the timetable specification to allow an operator to make additional use of a vehicle currently engaged in school service work. It is expected this option will cost in the region of £7,500 for the three month contract (£30k full-year equivalent) if a vehicle can be used in this manner. NYCC are likely to continue their current funding if this option is chosen. ERYC may opt to reduce their funding as the service level to Bubwith and Foggathorpe will be significantly reduced.

Option C

20. Under this option, services to the North Yorkshire and East Riding villages would most likely cease. An early and late journey between Wheldrake and York may be affordable utilising a vehicle which is also engaged on school service work.

Council Plan

21. The plan is built around 3 key priorities:

Working together, continuing to work with neighbouring authorities, bus operators to retain local bus service links to rural areas.

We improve, by ensuring that we deliver value for money for York's residents.

We make a difference, by assisting people living in rural communities to retain their ability to make sustainable travel choices which wouldn't be available to them without the existence of these services. Some of the current users of route 18 would not be able to access employment and amenities without the existence of the service.

A prosperous City for all

Looking after the City's rural residents: enabling them to access key services, employment and shopping opportunities.

A focus on Frontline Services

Some people would not be able to access employment were it not for the Council's investment and input.

A Council that listens to residents

Residents of York, North Yorkshire and East Riding have registered their views concerning the future provision of this service.

22. **One Planet Aims** – This local bus service is the most viable sustainable travel option linking the villages served to both the York Designer Outlet and York city centre.

Implications

Financial –

Option A

This option would require an estimated sum of £80,000 across the three contributing local authorities. Only £20,000 of this is currently allocated to supporting route 18. The burden of additional funding required would be likely to fall almost entirely on CYC as the neighbouring authorities have indicated that they are unwilling to increase their contribution.

Option B

This option would require an estimated sum of £30,000 across the three contributing local authorities. Only £20,000 of this is currently allocated to supporting route 18. Due to the significant reduction in service level to Bubwith there is a likelihood that ERYC will not continue with their full contribution of £11,000 were this option to be selected. It is therefore anticipated that an additional sum of £15,000 p.a. would be required from CYC. This sum can be found from within the existing local bus budget for 2018/19.

Option C

This option would either cost nothing (if no bidders are forthcoming) or up to £7,000, which is the existing sum allocated each year by CYC towards this route.

Human Resources – N/A

Equalities – Please see the attached Communities Impact Assessment Annex C

Crime & Disorder N/A

Information Technology N/A

Property – N/A

Other Physical N/A

Risk Management

23. In compliance with the Council's risk management strategy the risks arising from the recommendations have been assessed, as below 16 and therefore require monitoring only.

Contact Details

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Author's name
Andrew Bradley

Titles
Sustainable Transport Manager

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Transport

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01904 551404

Chief Officer Responsible for the report:

Chief Officer's name
James Gilchrist

Title
Assistant Director of Transport, Highways and Environment

Report **Date** 4 April 2018

Approved

Specialist Implications Officer(s)

None

Wards Affected:

Wheldrake, Fulford, Fishergate, Guildhall and wards within the North Yorkshire & East Riding of Yorkshire council administrative areas.

For further information please contact the authors of the report

Annexes

Annex A – Timetable for the current service 18

Annex B – Average passenger loadings for current service 18

Annex C – Communities Impact Assessment

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Days of Operation: Mondays to Friday

| Service: | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 |
|--|------|------|-------|-------|-------|------|------|------|------|-------|
| Day Code: | am | am | am | am | pm | pm | pm | pm | F | F |
| Market Weighton Sancton Road | 6.30 | -- | 9.15 | 10.15 | 12.15 | 2.15 | 4.15 | 5.05 | -- | -- |
| Market Weighton opp Red Lion | 6.32 | -- | 9.17 | 10.17 | 12.17 | 2.17 | 4.17 | 5.07 | -- | -- |
| Holme on Spalding Moor Village Hall (Arrive) | 6.43 | -- | 9.28 | 10.28 | 12.28 | 2.28 | 4.28 | 5.18 | -- | -- |
| Holme on Spalding Moor Village Hall (Depart) | 6.43 | -- | 9.28 | 10.28 | 12.28 | 2.28 | 4.28 | 5.18 | -- | -- |
| Holme on Spalding Moor Back Lane | 6.45 | -- | 9.30 | 10.30 | 12.30 | 2.30 | 4.30 | 5.20 | -- | -- |
| Holme on Spalding Moor Village Hall | 6.50 | 7.15 | 9.35 | 10.35 | 12.35 | 2.35 | 4.35 | 5.25 | 6.35 | 10.00 |
| Foggathorpe | 6.57 | 7.22 | 9.42 | 10.42 | 12.42 | 2.42 | 4.42 | 5.32 | 6.41 | 10.06 |
| Bubwith Chip Shop | 7.02 | 7.27 | 9.47 | 10.47 | 12.47 | 2.47 | 4.47 | 5.37 | 6.46 | 10.11 |
| North Duffield Post Office | 7.06 | 7.31 | 9.51 | 10.51 | 12.51 | 2.51 | 4.51 | 5.41 | 6.50 | 10.15 |
| Skipwith Village Green | 7.11 | 7.36 | 9.56 | 10.56 | 12.56 | 2.56 | 4.56 | 5.46 | 6.55 | 10.20 |
| Thorganby Jefferson Arms | 7.19 | 7.44 | 10.04 | 11.04 | 1.04 | 3.04 | 5.04 | 5.54 | 7.03 | 10.28 |
| Wheldrake Wenlock Arms | 7.24 | 7.49 | 10.09 | 11.09 | 1.09 | 3.09 | 5.09 | 5.59 | 7.08 | 10.33 |
| Cockey Hill | 7.31 | 7.56 | 10.16 | 11.16 | 1.16 | 3.16 | 5.16 | 6.06 | 7.15 | 10.40 |
| York Designer Outlet | -- | 8.00 | 10.20 | 11.20 | 1.20 | 3.20 | 5.20 | 6.10 | -- | -- |
| Fulford Church | 7.40 | 8.10 | 10.25 | 11.25 | 1.25 | 3.25 | 5.25 | 6.15 | 7.21 | 10.46 |
| York Piccadilly | 7.52 | 8.22 | 10.32 | 11.32 | 1.32 | 3.32 | 5.32 | 6.22 | 7.28 | 10.53 |

Days of Operation: Mondays to Friday

| Service: | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 |
|--|------|-------|-------|------|------|------|------|------|------|-------|
| Day Code: | am | am | am | pm | pm | pm | pm | pm | F | F |
| York Merchantgate | 8.30 | 10.40 | 11.40 | 1.40 | 3.40 | 4.40 | 5.40 | 6.30 | 7.40 | 11.00 |
| Fulford Church | 8.37 | 10.47 | 11.47 | 1.47 | 3.55 | 4.55 | 5.55 | 6.36 | 7.46 | 11.06 |
| York Designer Outlet | 8.42 | 10.52 | 11.52 | 1.52 | 4.02 | 5.02 | 6.02 | 6.40 | 7.50 | -- |
| Cockey Hill | 8.46 | 10.56 | 11.56 | 1.56 | 4.06 | 5.06 | 6.06 | 6.44 | 7.54 | 11.12 |
| Wheldrake Wenlock Arms | 8.53 | 11.03 | 12.03 | 2.03 | 4.13 | 5.13 | 6.13 | 6.51 | 8.01 | 11.19 |
| Thorganby Jefferson Arms | 8.58 | 11.08 | 12.08 | 2.08 | 4.18 | 5.18 | 6.18 | 6.56 | 8.06 | 11.24 |
| Skipwith Village Green | 9.06 | 11.16 | 12.16 | 2.16 | 4.26 | 5.26 | 6.26 | 7.03 | 8.13 | 11.31 |
| North Duffield Post Office | 9.11 | 11.21 | 12.21 | 2.21 | 4.31 | 5.31 | 6.31 | 7.08 | 8.18 | 11.36 |
| Bubwith Chip Shop | 9.15 | 11.25 | 12.25 | 2.25 | 4.35 | 5.35 | 6.35 | 7.12 | 8.22 | 11.40 |
| Foggathorpe | 9.20 | 11.30 | 12.30 | 2.30 | 4.40 | 5.40 | 6.40 | 7.17 | 8.27 | 11.45 |
| Holme on Spalding Moor Blacksmiths Arms (Arrive) | 9.27 | 11.37 | 12.37 | 2.37 | 4.47 | 5.47 | 6.47 | 7.23 | 8.33 | 11.51 |
| Holme on Spalding Moor Blacksmiths Arms (Depart) | 9.27 | 11.37 | 12.37 | 2.37 | 4.47 | -- | 6.47 | -- | -- | -- |
| Holme on Spalding Moor Back Lane | 9.29 | 11.39 | 12.39 | 2.39 | 4.49 | -- | 6.49 | -- | -- | -- |
| Holme on Spalding Moor Village Hall | 9.34 | 11.44 | 12.44 | 2.44 | 4.54 | -- | 6.54 | -- | -- | -- |
| Market Weighton (Griffin) | 9.45 | 11.55 | 12.55 | 2.55 | 5.05 | -- | 7.05 | -- | -- | -- |
| Market Weighton Sancton Road | 9.47 | 11.57 | 12.57 | 2.57 | 5.07 | -- | 7.07 | -- | -- | -- |

Days of Operation: Saturday

| Service: | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 |
|--|------|-------|-------|-------|------|------|------|-------|
| Day Code: | am | am | am | pm | pm | pm | pm | pm |
| Market Weighton Sancton Road | 7.00 | 9.15 | 10.15 | 12.15 | 2.15 | 4.15 | -- | -- |
| Market Weighton opp Red Lion | 7.02 | 9.17 | 10.17 | 12.17 | 2.17 | 4.17 | -- | -- |
| Holme on Spalding Moor Village Hall (Arrive) | 7.13 | 9.28 | 10.28 | 12.28 | 2.28 | 4.28 | -- | -- |
| Holme on Spalding Moor Village Hall (Depart) | 7.13 | 9.28 | 10.28 | 12.28 | 2.28 | 4.28 | -- | -- |
| Holme on Spalding Moor Back Lane | 7.15 | 9.30 | 10.30 | 12.30 | 2.30 | 4.30 | -- | -- |
| Holme on Spalding Moor Village Hall | 7.20 | 9.35 | 10.35 | 12.35 | 2.35 | 4.35 | 6.35 | 10.00 |
| Foggathorpe | 7.27 | 9.42 | 10.42 | 12.42 | 2.42 | 4.42 | 6.41 | 10.06 |
| Bubwith Chip Shop | 7.32 | 9.47 | 10.47 | 12.47 | 2.47 | 4.47 | 6.46 | 10.11 |
| North Duffield Post Office | 7.36 | 9.51 | 10.51 | 12.51 | 2.51 | 4.51 | 6.50 | 10.15 |
| Skipwith Village Green | 7.41 | 9.56 | 10.56 | 12.56 | 2.56 | 4.56 | 6.55 | 10.20 |
| Thorganby Jefferson Arms | 7.49 | 10.04 | 11.04 | 1.04 | 3.04 | 5.04 | 7.03 | 10.28 |
| Wheldrake Wenlock Arms | 7.54 | 10.09 | 11.09 | 1.09 | 3.09 | 5.09 | 7.08 | 10.33 |
| Cockey Hill | 8.01 | 10.16 | 11.16 | 1.16 | 3.16 | 5.16 | 7.15 | 10.40 |
| York Designer Outlet | 8.05 | 10.20 | 11.20 | 1.20 | 3.20 | 5.20 | -- | -- |
| Fulford Church | 8.10 | 10.25 | 11.25 | 1.25 | 3.25 | 5.25 | 7.21 | 10.46 |
| York Piccadilly | 8.17 | 10.32 | 11.32 | 1.32 | 3.32 | 5.32 | 7.28 | 10.53 |

Days of Operation: Saturday

| Service: | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 |
|--|------|-------|-------|------|------|------|------|-------|
| Day Code: | am | am | am | pm | pm | pm | pm | pm |
| York Merchantgate | 8.30 | 10.40 | 11.40 | 1.40 | 3.40 | 5.40 | 7.40 | 11.00 |
| Fulford Church | 8.37 | 10.47 | 11.47 | 1.47 | 3.47 | 5.47 | 7.46 | 11.06 |
| York Designer Outlet | 8.42 | 10.52 | 11.52 | 1.52 | 3.52 | 5.52 | 7.50 | -- |
| Cockey Hill | 8.46 | 10.56 | 11.56 | 1.56 | 3.56 | 5.56 | 7.54 | 11.12 |
| Wheldrake Wenlock Arms | 8.53 | 11.03 | 12.03 | 2.03 | 4.03 | 6.03 | 8.01 | 11.19 |
| Thorganby Jefferson Arms | 8.58 | 11.08 | 12.08 | 2.08 | 4.08 | 6.08 | 8.06 | 11.24 |
| Skipwith Village Green | 9.06 | 11.16 | 12.16 | 2.16 | 4.16 | 6.16 | 8.13 | 11.31 |
| North Duffield Post Office | 9.11 | 11.21 | 12.21 | 2.21 | 4.21 | 6.21 | 8.18 | 11.36 |
| Bubwith Chip Shop | 9.15 | 11.25 | 12.25 | 2.25 | 4.25 | 6.25 | 8.22 | 11.40 |
| Foggathorpe | 9.20 | 11.30 | 12.30 | 2.30 | 4.30 | 6.30 | 8.27 | 11.45 |
| Holme on Spalding Moor Blacksmiths Arms (Arrive) | 9.27 | 11.37 | 12.37 | 2.37 | 4.37 | 6.37 | 8.33 | 11.51 |
| Holme on Spalding Moor Blacksmiths Arms (Depart) | 9.27 | 11.37 | 12.37 | 2.37 | 4.37 | 6.37 | -- | -- |
| Holme on Spalding Moor Back Lane | 9.29 | 11.39 | 12.39 | 2.39 | 4.39 | 6.39 | -- | -- |
| Holme on Spalding Moor Village Hall | 9.34 | 11.44 | 12.44 | 2.44 | 4.44 | 6.44 | -- | -- |
| Market Weighton (Griffin) | 9.45 | 11.55 | 12.55 | 2.55 | 4.55 | 6.55 | -- | -- |
| Market Weighton Sancton Road | 9.47 | 11.57 | 12.57 | 2.57 | 4.57 | 6.57 | -- | -- |

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| Inbound to York | | | | | | | | | | | | | | | | |
|------------------------|-------------------------------------|-----------------|-------------|---------|----------|----------------|-----------|-----------|-------------|-----------------|------------------|---------------|----------|--------------|------|-------------------|
| Departure time | Average passenger loadings per trip | | | | | | | | | | | | | | | Average total pax |
| | Market Weighton | H/Spalding Moor | Foggathorpe | Bubwith | Skipwith | North Duffield | Thorganby | Wheldrake | Cockey Hill | Designer Outlet | Fulford/NaburnLn | FulfordChurch | Barbican | Alma Terrace | | |
| 06:30 | 0.5 | 4.9 | 0.0 | 8.4 | 1.0 | 2.5 | 1.1 | 4.5 | 0.0 | 0.0 | 0.2 | 0.5 | 0.0 | 0.2 | 23.7 | |
| 07:15 | 0.0 | 7.9 | 0.1 | 3.9 | 0.5 | 3.3 | 1.1 | 12.6 | 0.0 | 0.2 | 0.1 | 1.0 | 0.0 | 0.1 | 30.8 | |
| 09:15 | 1.2 | 7.4 | 0.4 | 2.9 | 0.9 | 2.8 | 2.0 | 6.1 | 0.0 | 1.5 | 0.6 | 0.9 | 0.0 | 0.4 | 27.2 | |
| 10:15 | 3.0 | 5.5 | 0.3 | 2.6 | 0.8 | 3.2 | 0.9 | 4.7 | 0.0 | 1.2 | 0.4 | 0.8 | 0.0 | 0.4 | 23.7 | |
| 12:15 | 4.8 | 2.2 | 0.3 | 1.5 | 0.7 | 2.1 | 1.0 | 4.8 | 0.0 | 0.7 | 0.3 | 0.8 | 0.0 | 0.2 | 19.5 | |
| 14:15 | 4.5 | 1.6 | 0.2 | 0.9 | 0.3 | 1.2 | 0.3 | 2.3 | 0.0 | 0.2 | 0.1 | 0.2 | 0.0 | 0.1 | 12.0 | |
| 16:15 | 1.9 | 1.0 | 0.2 | 0.5 | 0.2 | 0.5 | 0.5 | 3.1 | 0.1 | 0.2 | 0.1 | 0.4 | 0.0 | 0.0 | 8.7 | |
| 17:05 | 1.2 | 1.0 | 0.1 | 0.8 | 0.4 | 0.6 | 1.0 | 3.4 | 0.1 | 0.3 | 0.2 | 0.6 | 0.0 | 0.2 | 9.8 | |
| 18:35 FS | | 0.4 | 0.0 | 1.4 | 0.0 | 2.7 | 1.3 | 8.8 | 0.0 | 0.0 | 1.9 | 0.7 | 0.0 | 0.4 | 17.7 | |
| 22:00 FS | | 0.6 | 0.7 | 0.9 | 0.4 | 0.2 | 1.8 | 4.6 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 9.5 | |
| %total inbound pax | 10.8% | 19.7% | 1.1% | 13.2% | 3.0% | 10.4% | 5.4% | 27.7% | 0.2% | 2.7% | 1.4% | 3.3% | 0.0% | 1.0% | | |

| Outbound from York | | | | | | | | | | | | | | | | | |
|---------------------------|-------------------------------------|----------|--------------|---------------|------------------|-----------------|-------------|-----------|-----------|----------------|----------|---------|-------------|-----------------|-----------|-------------------|------|
| Departure time | Average passenger loadings per trip | | | | | | | | | | | | | | | Average total pax | |
| | York Mchgate | Barbican | Alma Terrace | FulfordChurch | Fulford/NaburnLn | Designer Outlet | Cockey Hill | Wheldrake | Thorganby | North Duffield | Skipwith | Bubwith | Foggathorpe | H/Spalding Moor | Market We | | |
| 08:30 | 1.6 | 1.2 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 | 4.9 | 0.1 | 8.4 |
| 10:40 | 3.5 | 0.1 | 0.1 | 0.3 | 0.0 | 0.1 | 0.0 | 0.1 | 0.0 | 0.1 | 0.0 | 0.0 | 0.2 | 0.4 | 4.3 | 0.0 | 9.4 |
| 11:40 | 5.0 | 0.2 | 0.4 | 0.6 | 0.0 | 0.3 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 | 0.1 | 2.1 | 0.1 | 9.3 |
| 13:40 | 12.4 | 0.0 | 0.5 | 2.0 | 0.0 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 0.0 | 1.5 | 0.2 | 18.8 |
| 15:40 | 17.0 | 0.5 | 1.7 | 6.4 | 0.1 | 1.5 | 0.0 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 0.0 | 28.4 |
| 16:40 | 17.4 | 0.4 | 0.4 | 1.1 | 0.1 | 0.9 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.6 | 0.0 | | | 21.1 |
| 17:40 | 18.3 | 0.2 | 1.3 | 0.2 | 0.0 | 0.6 | 0.0 | 0.1 | 0.0 | 0.3 | 0.0 | 0.0 | 0.1 | 0.0 | 0.6 | 0.0 | 21.7 |
| 18:30 | 9.8 | 0.8 | 0.8 | 0.2 | 0.0 | 0.5 | 0.0 | 0.3 | 0.0 | 0.1 | | | | | | | 12.5 |
| 19:40 FS | 19.0 | 0.6 | 0.7 | 0.1 | 0.0 | 0.1 | 0.0 | 2.0 | 0.1 | 0.2 | | | | | | | 22.9 |
| 23:00 FS | 18.1 | 0.0 | 0.1 | 0.3 | 0.0 | 0.0 | 0.0 | 0.7 | 0.7 | 0.0 | | | | | | | 20.0 |

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June 2012



Community Impact Assessment Form (CIA)

The council's vision is to promote **equal life outcomes¹ for everyone** living, working and visiting York, through inclusive design in everything the council does. This is to ensure that no-one is unintentionally excluded in York because of specific personal characteristics. In the council, we call these characteristics "Communities of Interest or Identity" – "Cols" for short.

To help realise the vision, council officers are required by Cabinet to assess the impact of council policies, processes and behaviours on customers and staff from the Communities.

This process was previously called Equality Impact Assessment (EIA). To stress the importance of assessing the impact of everything we do on people from the Communities, starting June 2012, we have renamed the process Community Impact Assessment (CIA).

The assessment **should be done at the development stage** of any policy, review, project, service change etc, **before any decision is taken**. It should also be done every time there are changes to policies and practices, **before the changes are finally agreed** by decision makers.

In addition, the Equality Act 2010 came into force on the 1st October 2010. Under the Act the council has a legal duty to show that our policies, practices etc further the aims below:

- Actively and proactively eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act
- Advance equality of opportunity between people who share an identity and those who do not
- Foster good relations between people who share an identity and those who do not.

¹ In health, safety and security, personal freedom and choice, housing, education and lifelong learning, jobs and leisure activities and the infrastructure that supports these outcomes.

June 2012

In completing **Community Impact Assessments (CIAs)** officers are also required to state how what they are assessing meets and contributes to these aims.

| | | |
|---|---|--|
| 1 | Name and Job Title of person completing assessment | Sam Fryers |
| 2 | Name of service, policy, function or criteria being assessed | Bus service to Wheldrake and villages to the south east of York |
| 3 | What are the main objectives or aims of the service/policy/function/criteria? | To provide transport for residents in areas where local bus operators are unable or unwilling to provide bus services commercially. |
| 4 | Date | 28/3/18 |

Stage 1: Initial Screening

| | |
|---|---|
| 5 | <p>What evidence is available to suggest that the proposed service, policy, function or criteria could have a negative or positive effect on quality of life outcomes² for people (both staff and customers) from the communities? Document the source of evidence in the columns below. You can find evidence via:</p> <ul style="list-style-type: none"> • Data from the Business Intelligence Hub - http://colin.york.gov.uk/beSupported/business_intelligence_hub/ • Council Consultation and Engagement Calendar – contact Sophie Gibson, 551022. • Council consultation - http://colin.york.gov.uk/beSupported/inhouse_services/research_consultation/ • Workplace Wellbeing Survey – contact the Health and Safety team for more info – 554131. CaN results are here: http://colin.york.gov.uk/beConnected/about_CYC/structure/CAN/can_healthwellbeing_results/ • Staff Equalities Reference Group – See feedback reports here - http://colin.york.gov.uk/beSupported/equalities_inclusion/SERG/ • Equality Advisory Group (a customer group) - http://democracy.york.gov.uk/mgCommitteeDetails.aspx?ID=445 |
|---|---|

² See appendix 1

June 2012

| | | | | |
|--|--|-----------------|-------------------------|--|
| <ul style="list-style-type: none"> EIA Fairs Feedback Newsletters - http://colin.york.gov.uk/beSupported/equalities_inclusion/EIAs/consultation_feedback/ Previous EIAs – see annual EIA lists - http://colin.york.gov.uk/beSupported/equalities_inclusion/EIAs/ | | | | |
| Community of Interest/Identity | Source of evidence that there is or is likely to be a negative or positive impact: | | | |
| | Staff | | Customers/Public | |
| | Positive | Negative | Positive | Negative |
| Race | | | | |
| Religion / Spirituality /Belief | | | | |
| Gender | | | | |
| Disability | | | | Bus passenger data shows high proportion of older/disabled passengers on supported bus services. |
| Sexual Orientation | | | | |
| Age | | | | Bus passenger data shows high proportion of older/disabled passengers on supported bus services. |
| Pregnancy/maternity | | | | |
| Gender Reassignment | | | | |
| Marriage and Civil Partnership | | | | |
| Carers of older and disabled people | | | | |

June 2012

If there is **no** evidence the service/policy/function will affect **any of the communities**, please proceed to section 9.

If there **is** evidence the service/policy/function will affect **one or more of the communities**, continue to Stage 2, Full Impact Assessment.

Stage 2: Full Impact Assessment

| | | |
|----|--|---|
| 6 | How could different communities be affected by the proposed or reviewed service/policy/function/criteria? Record negative and positive effects below. Expand the boxes to take up as much room as you need. See the 2 EIA Guidance documents on Colin for help about effects to consider. | |
| A1 | Public/customers – positive effects | Most communities along the route will retain a reasonable off peak, day time, level of bus service despite the current service provider withdrawing their commercial service. |
| A2 | Public/customers – negative effects | Communities outside the York area will be affected by reduction in bus services at certain times. East Riding Council are considering ways to mitigate this problem. |
| B1 | Staff – positive effects | |
| B2 | Staff – negative effects | |
| 7 | <p>Can any negative effects be justified? For example:</p> <ul style="list-style-type: none"> ▪ As a proportionate means to achieve a legitimate aim ▪ In support of improving community cohesion ▪ To comply with other legislation or enforcement duties ▪ Taking positive action to address imbalances or under-representation ▪ Because of evidence-based need to target a particular community or group e.g. younger/older people. <p>NB. Lack of financial resources alone is NOT justification!</p> | |

Any negative effects will largely be felt outside the York boundary. City of York Council will work with neighbouring authorities to ensure that any replacement service is appropriate and affordable for the level of public demand.

June 2012

| | | |
|---|---|-----------|
| 8 | What changes will you make to the service/policy/function/criteria as result of information in parts 5 & 6 above? | |
| We are looking to procure additional peak time and evening services to help to retain sustainable transport access to employment and amenities. | | |
| 9 | What arrangements will you put in place to monitor impact, positive and negative , of the proposed service/policy/function/criteria on individuals from the communities? | |
| Passenger surveys will be undertaken to monitor impact of the service changes on overall patronage and on numbers of older and disabled concessionary passholders travelling. | | |
| 10 | List below actions you will take to address any unjustified impact and promote equality of outcome (as in appendix 1) for staff, customers and the public from the communities. The action could relate to: <ul style="list-style-type: none"> ▪ Procedures ▪ Service delivery ▪ Training ▪ Improvement projects | |
| Action | | Lead |
| When by? | | |
| Advertise any bus service changes/withdrawals at least two weeks in advance of change date, on iTravel York website, on-bus posters, through parish councils and a council press release. | | S.Fryers |
| | | 21/4/2018 |
| 11 | Date CIA completed | |
| Author: Sam Fryers Position: Public Transport Planner Date: 28/3/18 | | |
| 12 | Signed off by | |

June 2012

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

Name:

Position (Head of Service and above) :

Date:

Please send the completed signed off document to equalities@york.gov.uk. It will be published on COLIN as well as on the council website.

June 2012

Appendix 1 - Quality of Life Indicators (also known as “the 10 dimensions of equality”)

Think about the positive and negative impact in these areas:

- Access to services and employment
- Longevity, including avoiding premature mortality.
- Physical security, including freedom from violence and physical and sexual abuse.
- Health, including both well-being and access to high quality healthcare.
- Education, including both being able to be creative, to acquire skills and qualifications and having access to training and life-long learning.
- Standard of living, including being able to live with independence and security; and covering nutrition, clothing, housing, warmth, utilities, social services and transport.
- Productive and valued activities, such as access to employment, a positive experience in the workplace, work/life balance, and being able to care for others.
- Individual, family and social life, including self-development, having independence and equality in relationships and marriage.
- Participation, influence and voice, including participation in decision-making and democratic life.
- Identity, expression and self-respect, including freedom of belief and religion.
- Legal security, including equality and non-discrimination before the law and equal treatment within the criminal justice system.

Indicators from: The Equalities Review 2007 and the Equality Framework for Local Government.

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**Executive Member for Transport & Planning
Decision Session****12 April 2018**

Report of the Director of Economy & Place

Highway Maintenance Delivery Report for 2017/2018**Summary**

1. This report provides a review of the service performance delivered in highway maintenance over the last year. The report examines the programmes of work through to completion undertaken in the financial year 2017/2018.

Recommendations

2. The Executive Member for Transport & Planning is asked to note the work undertaken in the last year.

Background

3. The highway maintenance service covers a wide range of activities. It is delivered by a number of in-house teams, working in conjunction with external service providers. The Highway Maintenance Service teams are responsible for the maintenance and repairs of the highway assets.
4. We provide advice and support to across the council on proposed works including the adoption of highway as well as the construction works by others on the highway and play a strategic role in making sure it is to the highest of standards and includes whole life costs.
5. The asset team this year has delivered the forward programme for both carriageway and footway schemes utilising high definition images of the highway and subsequent site investigations. We have also expanded the volume of skid resistance surveys to cover the entire classified network on all lanes in both directions having previously surveyed 50% in one direction.

6. From the survey data we also returned the annual valuation of all highways and assets complying with the requirements of Whole Government Accounting including calculating depreciation and replacement costs.
7. We have been involved in a number of groups across the region to align our policies and procedure to the new code of practice for highways and its risk based approach. We are progressing the annual Self Assessment Questionnaire for Incentive Funding raising the authority from a level 2 to a level 3 allowing the authority to retain its full capital funding allocation.

Resurfacing and Reconstruction Works

8. The team have designed and delivered 35 resurfacing schemes and designed and supervised the LTP works on site at
 - Clarence Street Resurfacing
 - Usher Lane Resurfacing
 - Moorlands Road Resurfacing
 - A19 Crockey Hill Phase 2 Resurfacing
 - Scarcroft Road Resurfacing
 - Heworth Road Resurfacing
9. This equates to a total area 48,322 square metres of the maintenance carriageways resurfaced. We have also surface dressed 65000 square metres as well as 32,867 metre squared of footway schemes. In doing this we have also:
 - Changed 246 dished gullies to new design
 - Adjusted 316 road gullies
 - Replaced 79 manhole and sewer covers
 - Rebuilt 49 metres of footway drains
 - Replaced 269 metres of full height kerbs
 - Installed 92 metres of dropped kerbs changed

Basic Maintenance and reactive Inspection

10. In addition to the large scale works the teams have undertake over nine thousand small scale repairs, these have been allocated with 520 to the Blacksmiths, 1282 to Drainage Team, 2687 to the stone masons and 4558 to the tarmac surfacing teams.

11. These works identified above are raised by the highways inspectors, and repaired by the highways maintenance teams. These highways inspectors have undertaken 4175 reactive inspections.

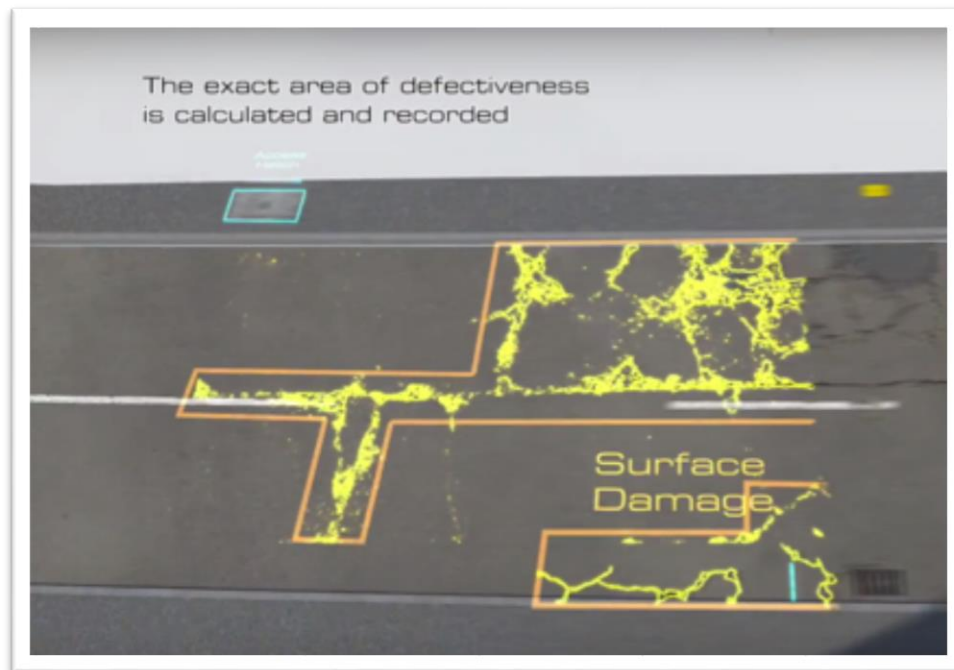
Street Lighting

12. Part of our programme is replacing the lamp heads with new more energy efficient LED lanterns, this year we have replaced 1230 of these.
13. In this financial year we have structurally tested 8402 tubular steel columns tested and 4400 concrete columns inspected. As a result of these twelve thousand tests and inspections we have replaced 1080 columns, with the programme continuing in the new financial year.
14. In addition to the above we have replaced 1851 columns as part of our ongoing maintenance.
15. We have updated the data for 22,000 street lighting assets in the last 14 months. This has identified 2000 additional street lighting assets to be maintained.
16. In addition to the replacement columns we have undertaken 2650 repairs to street lighting.
17. Within the historic core of York several key projects have been undertaken
 - At Queens Footpath we have upgraded the lighting to LED ornate lanterns and an additional column to light the whole length of footway.
 - A lighting scheme has been delivered in the Shambles in conjunction with property management and YORK BID who contributed funding. Ornate LED colour temperature lighting in keeping with the historic nature of the street has been installed on ornate brackets.
 - At St Saviourgate the team have implemented a scheme to fit with the historic surroundings and light St Saviourgate to an appropriate standard.

- Avenue Terrace, Fountayne Street, and Lansdowne terrace: all new street lighting schemes implemented.

Pot Hole Spotter

18. The Department for Transport announced on Friday 13 January 2017 a trial with Thurrock, Wiltshire and York Councils to work with private sector partners to use high definition cameras on refuse collection vehicles and on buses, and cycles within York. This trial is ongoing to develop the way we capture road conditions. The image below shows the information that is captured.



Winter Maintenance

19. The designated network for precautionary gritting has been treated on 108 occasions compared to an annual average of 75. The designated footways have been treated on 27 occasions and cycle ways on 5 occasions. The Winter Maintenance Control Group was convened, but no action was required. We have used 5777 tonnes of salt this year. The lowest temperature reached this season -5.9 in January 2018.

| Gritting Runs | November | December | January | February | March |
|---------------|----------|----------|---------|----------|-------|
| | 17 | 26 | 16 | 30 | 19 |
| 108 | | | | | |

Drainage

20. The Council has identified 43,159 gullies and as part of its annual rolling programme has cleaned 83% with further work planned for this year. Over the last two years, we've been targeting gully cleaning in terraced streets which require parking suspensions. The suspensions also allow us to carry out other repairs, such as line marking renewal and road reinstatements. We've also been carrying out a gully remedial work programme (breaking out traps) to resolve blockages.
21. The drainage team has cleaned and tested all the gullies on the Highway Resurfacing Programme (renewing gully tops and undertaking repairs where necessary), as well as providing drainage advice, design and supervision for a number of Major Projects such as Germany Beck, York Outer Ring Road, A19 Crockey Hill, York Community Stadium.
22. Since April 2015, we've been logging all cleaning and manhole survey data onto our database. This has allowed us to identify cleaning schedules, problem flooding areas and locations requiring dig-down excavations.
23. The work has started to improve our data by overlaying properties that flood with additional data sets such as blocked gulley's will improve our knowledge and identify future priorities.

Ancient Monuments

24. In addition to the typical highway team works the team has also got the skills to undertake more specialist works some of the highlights are:
 - Red Tower: To facilitate a community project we have completed domestic service connections for electricity; water; telecom; sewer. Then Landscaped walled garden area and installed access ramp

- Museum Street Bus Stop: created the foundations to facilitate the new shelter and undertook the necessary masonry work to complete the project
- Micklegate Bar: A major renovation of the roof involving removal of existing roof; carry out repairs to timber roof frame; supply and fit supporting masonry. Full insulation of the roof area and reconstruction of the stone tile roof. In addition remedial repairs carried out to masonry structure on all faces of the bar and then cleaned all faces of the structure and installed of a crack monitoring device.
- Monk Bar Steps: Completed the first phase which includes repairs to outer face of the wall facing the courtyard. Take down and rebuilt failed section of the wall.
- Blue Bridge: A refurbishment of the bridge included replacing decking timbers, whilst these works were undertaken repairs were made to the structure and footway approaches.

Consultation

25. This is an update on the year so far, overall consultation has not taken place, but where appropriate consultation is undertaken. Some works are not appropriate for consultation as the works need to be on a prioritised basis.

Council Plan

26. An improved and safe highway network supports a prosperous city for all through safer communities for residents, businesses and visitors.

Implications

27. **Financial** – This report is an update on the work undertaken so far, the funding is combination of capital and revenue.

Risk Management

28. Each project has its own risk assessment process appropriate to the scale of the works. The services have embraced the new working practices to ensure the guidance within the updated Well Managed

Highways Infrastructure code of practice (The Code) is adopted the principle of which is a risk based approach. This is something the council had already embraced.

Contact Details

Author:

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01904 553233

Chief Officer Responsible for the report:

James Gilchrist
Assistant Director of Transport,
Highways and Environment

Report **Date**
Approved

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

For further information please contact the author of the report

Background Papers: None

