

## **Traffic Management Order Waiting Lists**

### **Summary**

1. This report advises on the likely cost of dealing with the items on the waiting lists and seeks guidance on which items to prioritise.

### **Recommendation**

2. It is recommended that the following orders are added to the Transport Services work programme and be delivered once funding is identified :

- Modifications to aid cycle movement

Option 1 –Once funding is identified advertise all the suggested amendments using the legal minimum consultation.

Reason: Because these uncontroversial minor alterations that introduce improvements to the cycle network and contribute to further encourage active travel options.

- Redundant restrictions

Option 2 – Subject to funding being identified advertise the removal of the old access restrictions and carry out some further investigation into the removal of the right turn prohibition from Lendal to be brought back for consideration at a later date.

Reason: Because these restrictions are not effective and are no longer needed. Plus the ongoing maintenance is a needless drain on resources.

- Potential new restrictions

Option 1 – Subject to identification of funding for further investigation for all items, and for a report to be brought back providing details of the outcome and recommendations for each item.

Reason: Because this has the potential to target limited resources to where there is scope for actual improvements.

- Speed limits changes

Option 1 - Note the intention to bring a report on these requests to a later meeting that will outline costs, potential for improvements and scheme priority depending on resources.

Reason: Because this has the potential to target limited resources to where there is scope for actual improvements.

- That the work be prioritised as suggested:

Priority one – the modifications to aid cycle movement and the removal of the redundant restrictions

Priority two – the speed limit review report

Priority three – the potential new restrictions

Reason: Because the modifications and removals require no further investigation work and the speed limit review report can be started. Whereas the requests for new restrictions if taken forward first would adversely impact on other areas of workload and commitment.

## **Background**

3. At present there is a waiting list of around 20 traffic movement and 15 speed restriction requests (see Annex A) to be responded to. These issues have been put on the waiting lists following requests from; residents, councillors and officers.
4. The issues have been split into 4 broad areas for investigation:
  - Modifications to aid cycle movement
  - Redundant restrictions
  - Potential new restrictions, and
  - Speed limits changes

Annexes B to E give outline staff resource implications and budget requirements for each item along with a brief note on the expected outcome.

5. The *Modifications to aid cycle movement* are outlined in Annex B. These are minor changes to the existing regulations that have the potential to aid cycle movement and access and hence contribute to active travel options. The proposals are unlikely to be controversial or attract much in the way of objection. In addition making the changes on street would be at a low cost and can be funded from the annual new/amendments to signs and lines budget.
6. The *Redundant restrictions* in Annex C (except for Lendal) are old access restrictions, most likely put in during the 1970's in an attempt to prevent commuter parking close to the city centre and/or through traffic. These restrictions failed and the commuter parking aspect has been superseded by the introduction of residents parking schemes. These are much more successful in prioritising the on street parking availability for residential and local community / businesses use. The list of old access restrictions in Annex C are not through routes, hence the signs are merely left over items of street furniture that require ongoing maintenance and are a drain on resources. With this in mind these are unlikely to be controversial or attract much in the way of objection. In addition making the changes on street would be at a low cost and can be funded from the annual new/amendments to signs and lines budget. This cost should be recouped within 5 years due to reduced maintenance.
7. The no right turn at the end of Lendal is different in that it was introduced to discourage a cross-town route, again in the 1970's. Whilst in theory this is still relevant outside the pedestrian zone hours, it is regularly ignored and ongoing enforcement action is not a realistic expectation. Hence the suggestion to remove this restriction. Whilst inexpensive to remove, this is more likely to generate interest both for and against the proposal and some further investigation and consideration would be beneficial.
8. The *Potential new restrictions* are outlined in Annex D. Taking the 4 access type restrictions first, there is a known combination of widespread driver ignorance, deliberate abuse of and the difficulty the police have carrying out enforcement that contributes to these types of access restriction being almost totally ineffective. For these reasons access restrictions have not been put forward as a recommendation in the York area to resolve concerns about through traffic since the early 90's. Surveys have not been carried out to determine the actual extent of through traffic.
9. With regards to the Elvington weight limit access restriction request specifically, East Yorkshire County Council, implemented an experimental Traffic Regulation Order to restrict the weight of vehicles allowed over the

bridge carrying the B1228 between Elvington and Sutton upon Derwent several years ago following damage done to the bridge parapet wall by a large vehicle. The experiment was abandoned following objections from other local communities in East Yorkshire's area that had to accommodate the increase in HGV traffic on roads of a lower classification. As there have been no significant changes in the area and the B1228 is still part of the local main road network for the region we can reliably expect there to be repeat objections. Although no new investigation or design work has been carried out we can expect this to be quite an expensive project that is not expected to yield a noticeable change to conditions in Elvington for the reasons set out in the above paragraph on the failure of access type restrictions. A survey was commissioned by the local Ward committee, however that merely showed the number of large vehicles in the area and did not identify those that were visiting one of the many industrial premises accessed off the road through Elvington which would continue to have legitimate access if a restriction was introduced.

10. The removal or closing off of parking lay-bys overnight on the A1079 has not been investigated or reliably costed. Initial thoughts are this will be a difficult restriction to implement and ensure the lay-bys are open to those who may need them for access to fields during the day.
11. The introduction of a length of one way on part of Southfields Road in Strensall has not been investigated. Whilst the road is narrow and there will be occasional inconvenience there will likely be some opposition to making the route one way because of the change to some drivers/residents preferred route.
12. The anticipated costs for these projects is beyond the scope of what could be funded from the annual new/amendments to signs and lines budget. Hence, if investigating taking these projects further is approved an allocation from the Capital projects budget will be required.
13. The 17 *Speed limit change* requests are outlined in Annex E. Surveys have already been carried out on most of the sites however the report has been delayed due to other workload priorities. Depending on resources and the progress of other projects over the next few months it is anticipated that the speed limit waiting list review can be finalised by the end of the year.

## **Options for Consideration**

### *Modifications to aid cycle movement*

14. Option 1 – Approve advertising all the suggested amendments using the minimum legal consultation due to them being very minor changes. This is the recommended option.
15. Option 2 – Approve advertising some of the suggested amendments.
16. Option 3 – Take no further action at this time.

### *Redundant restrictions*

17. Option 1 – Approve advertising all the suggested amendments.
18. Option 2 – Approve advertising the removal of the old access restrictions and carry out some further investigation into the removal of the right turn prohibition from Lendal to be brought back for consideration at a later date. This is the recommended option.
19. Option 3 – Take no further action at this time.

### *Potential new restrictions*

20. Option 1 – approve further investigation for all items, providing Capital Project funding is made available, and for a report to be brought back providing details of the outcome and recommendations for each item. This is the recommended option.
21. Option 2 – note the desire for the implementation of access restrictions but take no further action on these requests and just progress further investigation into the other items, providing Capital Project funding is made available, for a report to be brought back providing details of the outcome and recommendations for each item.
22. Option 3 – Take no further action at this time.

### *Speed Limit Changes*

23. Option 1 – note the intention to bring a report on these requests to a meeting later this year that will outline costs, potential for improvements and scheme priority depending on resources. This is the recommended option.
24. Option 2 – defer this area of work until a later date.

### *Project priority*

25. It is suggested that the priority for taking the works forward the above should be:

Priority one – the modifications to aid cycle movement and the removal of the redundant restrictions

Priority two – the speed limit review report

Priority three – the potential new restrictions

### **Consultation**

26. No consultation has been carried out yet. However any changes agreed will have to go through the standard legal process which involves a set public consultation process. In addition we will follow our usual extra consultation of advising those most directly by the proposals.

### **Council Plan**

27. 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**

28. This report has the following implications:

**Financial** – The cost of undertaking the orders in terms of advertising and physical works are outlined in the annexes. It is important to note however that some of these costs do not include the staff resources to undertake the work. There are currently no specific revenue budgets available to resource the orders within the Transport budget and prior to any delivery of the orders budgetary provision will need to be identified. This can come from funding sources such as ward committees, viring from other departmental budgets or transport capital budgets where eligible. These would need to be identified prior to progressing the schemes.

**Human Resources** – None

**Equalities** – None.

**Legal** – None.

**Crime and Disorder** – None

**Information Technology** - None

**Land** – None

**Other** – None

**Risk Management**

29. None.

**Contact Details**

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**Chief Officer Responsible for the report:**

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**Report approved:** ✓

**Date:** 27/8/2020

**Specialist Implications Officer(s)**

None.

**Wards Affected:**

All

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

**Background Papers:** None.

**Annexes:**

Annex A Waiting Lists

Annex B Modifications to aid cycle movement

Annex C Redundant restrictions

Annex D Potential new restrictions

Annex E Speed limits changes

# Annex A

## Waiting Lists

### Modifications for cyclists

Clifford St No Right Turn except for cyclists  
Duncombe Place to Blake Street slip road evening exemption for cyclists  
St. Martin's Lane remove access restriction on cyclists  
Little Kent Street remove access restriction on cyclists  
Foss Islands Road to James Street bus lane include cyclists  
St Andrewgate allow cyclists to access the cycle racks during the pedestrian zone hours

### Redundant restrictions

Agar Street – remove access only restriction  
Portland Street – remove access only restriction  
Dewsbury Terrace – remove access only restriction  
Moss Street – remove access only restriction  
Clementhorpe area – remove access only restriction  
Navigation Rd – remove access only restriction  
Lendal – remove No Right Turn prohibition on to Museum Street

### Potential new restrictions

Dunnington 7.5T weight restriction  
Askham Bryan 7.5T weight restriction  
Askham Bryan coach restriction  
Elvington 7.5T weight restriction  
A1079 lay-byes remove vehicle access  
A166 lay-byes remove vehicle access  
Southfields Road, Strensall one way

### Speed limit changes

Stockton Lane	Deighton
The Hollies	Northfield Lane
A1079 Dunnington	Sim Balk Lane
North Lane Huntington	Askham Bryan x 2
Heslington Lane	Millfield Lane
Acaster Malbis	Naburn
Temple Lane	The Revival Estate
Wheldrake Lane	Towthorpe Road








# Annex B

## Modifications to Aid Cycle Movement

**Note:** the cost for taking forward a single TRO change is in the region of £2000 due mainly to the cost of the press advert. However taking forward several similar items at the same time significantly reduces the advertising costs. As a batch of 6 items the advertising costs would be in the region of £3000. The cost of the works on site are included in each below.

These proposals do not require any further investigation, just a small amount of detailed design work to enable the works to take place.

	<p><b>Clifford St No Right Turn</b> When this restriction was originally put in place there wasn't an option to allow an exemption for cyclists. The regulations were changed some years ago. With some minor changes to the existing signs and road markings this route could be opened up for use by cyclists. Cost £200 The level of compliance by non-cycle traffic is not anticipated to change.</p>
	<p><b>Duncombe Pl. to Blake St. slip road</b> This road closure was put in place to cut the access into the pedestrian zone and enable the removal of an old broken variable message sign. Following further consideration it is thought reasonable to allow cyclists the option of access through this point outside the pedestrian zone hours of 10.30am to 5pm. In addition, this gives more direct access to the cycle parking outside the pedestrian zone hours. Cost £500</p>

	<p>The level of compliance by non-cycle traffic is not anticipated to change.</p>
	<p><b>St. Martin's Lane</b>  An all vehicles restriction rather than an all motor vehicle restriction is an unusual restriction to have in place – possibly due to the width of the lane? Whilst neither restriction is likely to be enforced a change to make it legal for cyclists to use this route is thought appropriate.  Cost £100  The level of compliance by non-cycle traffic is not anticipated to change.</p>
	<p><b>Little Kent Street</b>  An all vehicles restriction rather than an all motor vehicle restriction is an unusual restriction to have in place – possibly due to the width of the lane? Whilst neither restriction is likely to be enforced a change to make it legal for cyclists to use this route and short cut the busy one way system is thought appropriate.  Cost £100  The level of compliance by non-cycle traffic is not anticipated to change.</p>
	<p><b>Foss Islands Road to James Street bus lane</b>  Although there is a nearby off road route this bus lane is not busy and for a confident cyclist this is the more convenient and quicker route.  Cost £200  The level of compliance by non-cycle and bus traffic is not anticipated to change.</p>



**St Andrewgate**  
 The existing prohibition sign and the close proximity to the cycle parking leads to some abuse. By allowing cyclist to use this short section of St. Andrewgate, which is not particularly busy with pedestrians, will require an additional sign at the junction that could contribute to greater compliance within the pedestrian zone beyond the cycle parking or at least make enforcement more practical.  
 Cost £400  
 The level of compliance by non-cycle traffic is not anticipated to change.

**Summary**

Location	Estimated Cost of works (£)
Clifford St No Right Turn	200
Duncombe Pl. to Blake St. slip road	500
St. Martin's Lane	100
Little Kent Street	100
Foss Islands Road to James Street bus lane	200
St Andrewgate	400
<b>Total</b>	<b>£1500</b>

# Annex C

## Redundant Restrictions

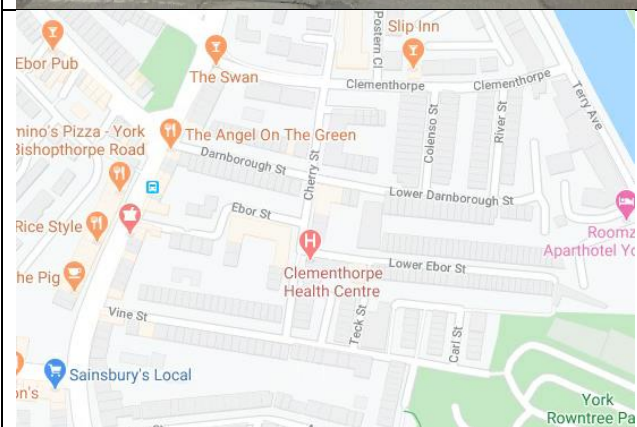
**Note:** the cost for taking forward a single TRO change is in the region of £2000 due mainly to the cost of the press advert. However taking forward several similar items at the same time significantly reduces the advertising costs. As a batch of 6 items the advertising costs would be in the region of £3000. The cost of the works on site are included in each below.

Apart from Lendal, these proposals do not require any further investigation.

	<p>Agar Street, off Monkgate Cost £100 No change to vehicle movement is anticipated.</p>
	<p>Portland Street, off Gillygate Cost £100 No change to vehicle movement is anticipated.</p>
	<p>Dewsbury Terrace in the Bishophill area Cost £100 No change to vehicle movement is anticipated.</p>

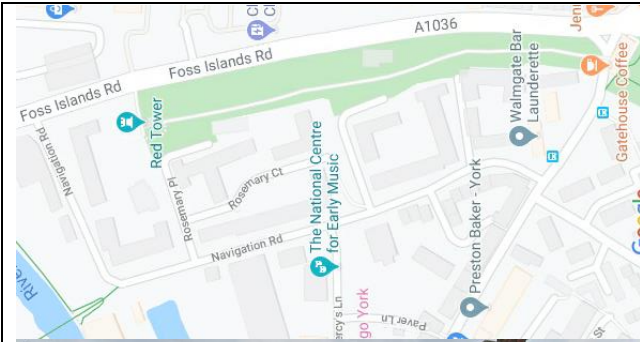


Moss Street near Scarcroft School  
Cost £100  
No change to vehicle movement is anticipated.



The streets between Clementhorpe and Vine Street  
Cost £800  
No change to vehicle movement is anticipated.





Area between Navigation Road and the city walls  
 Cost £400  
 No change to vehicle movement is anticipated.



Lendal – remove No Right Turn prohibition on to Museum Street  
 Cost £200  
 An often abused restriction which if removed will result in more vehicles making the right turn.

The removal of this restriction would lead to fewer vehicles going over Lendal Bridge and then returning via the one way system so some capacity improvements can be expected. However large vehicles would not be able to make the turn due to the traffic island but this is not an uncommon issue and it is down to the drivers judgement as to whether they are able to make a turn or not.

## Summary

<b>Location</b>	<b>Estimated Cost of works (£)</b>
Agar Street – remove access only restriction	100
Portland Street – remove access only restriction	100
Dewsbury Terrace – remove access only restriction	100
Moss Street – remove access only restriction	100
Clementhorpe area – remove access only restriction	800
Navigation Rd – remove access only restriction	400
<b>Total</b>	<b>£1600</b>
<b>These costs should be recouped within 5 years due to the lower maintenance liability</b>	
Lendal – remove No Right Turn prohibition on to Museum Street	£200

# Annex D

## Potential New Restrictions

**Note:** the cost for taking forward a single TRO change is in the region of £2000 due mainly to the cost of the press advert. No investigation into the extent of the alleged problems has been carried out.

Location	Estimated costs (£)			
	Initial investigation	Design and legal work	Implementation	Total
Dunnington 7.5T weight restriction	500	2500	2500	5000
Askham Bryan 7.5T weight and coach restrictions	500	2500	2500	5000
Elvington 7.5T weight restriction	2000	3000	5000	10000
A1079 lay- byes remove vehicle access	500	3000	5000	8500
A166 lay- byes remove vehicle access	500	3000	5000	8500
Southfields Road, Strensall one way	500	2500	1500	4000
<b>Total</b>	<b>£4500</b>	<b>£16,500</b>	<b>£21,500</b>	<b>£42,500</b>

Note: there is some potential for the legal costs to be reduced if more than one item is taken forward at a time.



# Annex E

## Speed Limit Changes

**Note:** the cost for taking forward a single TRO change is in the region of £2000 due mainly to the cost of the press advert. However taking forward several similar items at the same time significantly reduces the advertising costs. As a batch of up to 17 items the advertising costs would be in the region of £4000. Further work on the need, likely impact and costs is due to be carried out for a report during the summer.

Stockton Lane The Hollies A1079 Dunnington North Lane H,ton Heslington Lane Acaster Malbis Temple Lane Wheldrake Lane	Deighton Northfield Lane Sim Balk Lane Askham Bryan x 2 Millfield Lane Naburn The Revival Estate Towthorpe Road
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