

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

To: Councillor Gillies

Date: Thursday, 12 November 2015

Time: 5.00 pm

Venue: The King Richard III Room (GO49) - West Offices

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 Democratic Services by **4:00 pm on Monday 16th November 2015**.

*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 Policy and Scrutiny Committee.

Written representations in respect of items on this agenda should be submitted to Democratic Services by 5.00pm on Tuesday 10th November 2015 .

1. **Declarations of Interest**

At this point in the meeting, Members are 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 - 8)

To approve and sign the minutes of the meeting held on 10th September 2015.

3. **Public Participation - Decision Session**

At this point in the meeting, members of the public who have registered their wish to speak at the meeting can do so. The deadline for registering is **5:00pm on Wednesday 11th November 2015**.

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

Filming or Recording Meetings

Please note this meeting may be filmed and webcast and that includes any registered public speakers, who have given their permission. This broadcast can be viewed at <http://www.york.gov.uk/webcasts>.

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

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

https://www.york.gov.uk/downloads/file/6453/protocol_for_webcasting_filming_and_recording_council_meetingspdf

4. Public Rights of Way - Proposal to restrict public rights over the alleyways between Barbican Road/Willis Street, Willis Street/Gordon Street and Gordon Street/Wolsley Street, Fishergate Ward, using Public Spaces Protection Order legislation (Pages 9 - 78)

This report outlines a number of Public Spaces Protection Orders (PSPOs) which have been requested by Safer York Partnership (SYP). The report provides details of the public consultations which have been carried out and the subsequent results. The Executive Member is asked to make the decision as to whether or not to seal these draft PSPOs.

5. Partnership Speed Review Update. Including Proposed engineering speed reduction schemes. Related Vehicle Activated Sign (VAS) Review. (Pages 79 - 174)

This report provides an update on the management of vehicle speeds across the city. The report has been split into 3 elements which are all closely linked – Speed Review Process Update, Review of Speed Management Engineering Programme and Vehicle Activated Sign Review.

6. Stockton Lane - Speed Management Scheme (Pages 175 - 186)

This report seeks approval for the implementation of cycle lanes on Stockton Lane between its junction with Lime Avenue and Greenfield Park Drive as shown in Annex B of the report. To reduce speeds following the receipt of a speed complaint from local residents.

7. City Centre Strategy (Pages 187 - 194)

This report asks the Executive Member to consider options for further investigation regarding the regulation of vehicles and other operational issues in the central retail area of the city.

8. Traffic Systems Asset Renewal Plan (Pages 195 - 210)

This report presents a plan for structured renewals of traffic signals across the city, which a recent asset condition assessment has shown are in need of significant investment.

9. City and Environmental Services Capital (Pages 211 - Programme - 2015/16 Monitor 1 Report 228)

The purpose of this report is to set out progress to date on schemes in the 2015/16 CES Capital Programme, including budget spend to the end of September 2015. The report proposes adjustments to scheme allocations to align with the latest cost estimates and delivery projections.

10. Urgent Business

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

Democracy Officer:

Name: Laura Bootland

Contact Details:

- Telephone – (01904) 552062
- Email – laura.bootland@york.gov.uk

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

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

Contact details are set out above.

This information can be provided in your own language.


我們也用您們的語言提供這個信息 (Cantonese)

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

**Ta informacja moze 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	10 September 2015
Present	Councillors Gillies
In attendance	Councillors Aspden and Brooks

13. Declarations of Interest

The Executive Member was asked to declare any personal, prejudicial or pecuniary interests he may have in the business on the agenda. None were declared.

14. Minutes

Resolved: That the minutes of the Decision Session held on 23 July 2015 be approved and signed as a correct record.

15. Public Participation

It was reported that there had been three registrations to speak at the meeting under the Council's Public Participation Scheme and that two Members of Council had also registered to speak.

Councillor Brooks spoke in respect of agenda item 4 (Proposal to designate Hassacarr Nature Reserve as a Statutory Local Nature Reserve by delegation of function). She stated that she was Vice-Chair of Dunnington Parish Council who owned the land. Councillor Brooks requested that the Executive Member agreed to option 1 in the report, as this would open up opportunities for grants. She stated that the land was much loved by the village.

Councillor Aspden spoke in respect of agenda item 6 (Waiting Restrictions Heslington Lane, Broadway – Hull Road Ward and Fulford and Heslington Ward). He outlined some of the issues, including accidents and near miss incidents that had taken place. Councillor Aspden stated that it was important that the Council and University worked together to address the

problems. He stated that the proposals had strong support from residents and urged the Executive Member to introduce the restrictions in accordance with the advertised proposal.

Councillor Aspden also spoke in respect of agenda item 7 (Proposed Enhancements to the University Road Pedestrian Crossing and Cycle Route Scheme). He thanked officers for attending the site visit, as previously residents had not been consulted. Councillor Aspden requested that the Executive Member considered delaying the implementation of the speed cushions but agreed to the installation of a new crossing refuge on a trial basis.

Ms Annaliese Emmans Dean, local resident, spoke in respect of agenda item 7 (Proposed Enhancements to the University Road Pedestrian Crossing and Cycle Route Scheme). She stated that officers had not listened to the concerns that had been raised and there had been a lack of consultation. There were equalities issues that had not been acknowledged, including the use of speed cushions which caused particular problems for people with osteoporosis. A flat, safe crossing would be a better option.

Mr Andrew Collingwood, local resident, spoke in respect of agenda item 7 (Proposed Enhancements to the University Road Pedestrian Crossing and Cycle Route Scheme). He stated that he was against the introduction of more speed humps. They caused particular difficulties for drivers of small cars. Mr Collingwood stated that action needed to be taken in respect of bus lay-bys.

Mr Nicholas Allen spoke on behalf of the Parish Council and the Village Trust in respect of agenda item 7 (Proposed Enhancements to the University Road Pedestrian Crossing and Cycle Route Scheme). He stated that he was pleased that a site visit had taken place, as previously there did not appear to have been any consultation. He expressed concern that a lay-by was being used as a loading bay by the university and stated that it should be used for buses, as the present arrangements were causing queuing. He stated that he would prefer to see a zebra crossing and that the arrangements should be time limited and further consultation carried out. Mr Allen stated that the implementation of the speed cushions should be delayed.

16. Proposal to Designate Hassacarr Nature Reserve as a Statutory Local Nature Reserve (LNR) by delegation of function

The Executive Member considered a report which proposed that City of York Council supported the application to declare Hassacarr Nature Reserve as a Local Nature Reserve (LNR) albeit that the land is within the ownership of Dunnington Parish Council.

The Executive Member considered the following options:

- Option 1: City of York Council endorses the application to declare Hassacarr Nature Reserve as a Local Nature Reserve by delegating powers to Dunnington Parish Council in this one instance. This would avoid the need to have a nature reserve agreement regarding the management of the land.
- Option 2: City of York Council enters a (nature reserve) agreement with the Parish Council regarding the management of the land under the auspices of section 7 of Natural Environment and Rural Communities (NERC) Act 2006.
- Option 3: City of York Council does not endorse the application to declare Hassacarr Nature Reserve as a Local Nature Reserve.

Resolved: That the Executive Member approves Option 1, to endorse that the City of York Council delegates its functions under Section 21 of the National Parks and Access to the Countryside Act, 1949 to Dunnington Parish Council in this one instance such that Hassacarr Nature Reserve be designated as a Local Nature Reserve.

Reason: The designation as an LNR will bring positive benefits to the local community and to the site itself. It will help preserve and enhance the site for future years, send a positive message to the local community, and ensure good management practices are followed in consultation with Natural England.

17. Jockey Lane Cycle and Pedestrian Improvements

The Executive Member considered a report which set out a revised scheme proposal in response to various issues that had arisen since the previous scheme was approved.

Officers stated that there had been a change in terminology used and that references in the report to “tiger crossings” should be replaced with “parallel crossings”.

The Executive Member considered the following options:

- Option i: Implement the scheme as proposed in Annex C (with a Toucan crossing)
- Option ii: Implement the scheme with a Zebra Crossing point as shown in Annex D now and replace it with a Parallel Crossing when it is legal to do so.
- Option iii: Postpone the project until the legislation is in place to introduce a Parallel Crossing on Jockey Lane without doing the Interim Phase (Annex D).
- Option iv: Do nothing.

Resolved: That Option ii be approved i.e. the scheme as proposed in Annex C of the report be implemented, with the exception of the proposed Toucan crossing facility which should be made a Parallel Crossing facility as soon as national regulations make this possible, and a Zebra in the meantime (as per Annex D of the report). In addition, the savings achieved from changing the form of crossing facility be used to enable a full carriageway resurfacing scheme between the New Lane and Kathryn Avenue junctions.

Reason: There would be significant advantages in implementing the scheme with the amended crossing proposals shown in Annex D. This should bring down the overall cost of the scheme to around £115k and the savings would release money to allow a full resurfacing scheme to be carried out in conjunction with the proposed maintenance allocation.

18. Waiting Restrictions Heslington Lane, Broadway - Hull Road Ward and Fulford and Heslington Ward

The Executive Member considered a report which detailed objections and comments received to the advertised proposal to introduce waiting restrictions along parts of Heslington Lane, Broadway and Heath Moor Drive. The Executive Member was asked to determine how to proceed with the proposed restrictions.

The Executive Member considered the following options:

- Option 1: Introduction of the restrictions in accordance with the advertised proposal.
- Option 2: Implement a revised less restrictive version of the advertised proposal.
- Option 3: Take no action.

Resolved: That the restrictions be introduced in accordance with the advertised proposal.

Reason: To improve traffic flow along the important arterial roads, while also preventing the current parking being displaced further along these main roads or onto the grass verges.

19. Proposed Enhancements to the University Road Pedestrian Crossing and Cycle Route Scheme

The Executive Member considered a report on the University Road pedestrian crossing and cycle route scheme which detailed how the scheme was currently operating and which outlined a number of proposed enhancements.

The Executive Member considered the following options:

- Option 1: Approve the scheme additions (extra speed cushions and central refuge) as shown in Annexes B and C.
- Option 2: Reject the proposed scheme amendments and retain the existing layout.

The Executive Member questioned officers as to whether it would be feasible to implement some of the measures but delay installing other measures such as the speed cushions. Officers stated that they did not recommend this strategy as it was

important to reduce the distance between the measures. Physical measures were the most effective strategy to reduce speed and had been included in the original consultation.

The Executive Member sought clarification regarding the lay-by that was used by the university. Officers confirmed that the lay-by was used as a servicing point by the university and the university would be likely to be opposed to losing that facility. Bus companies were reluctant to use lay-bys as it was difficult for buses then to re-enter the traffic flow.

Officers were asked if equalities duties had been addressed. They stated that the proposals did not breach equalities requirements and they believed that the right balance had been achieved.

The Executive Member asked about the measures that would be in place to seek to ensure the safety of people getting off the buses. Officers explained the crossing points and safe refuge that would be in place.

The Executive Member stated that he did have reservations about aspect of the scheme and had noted the issues that had been raised by the registered speakers. Nevertheless, in order to achieve the most effective results, he accepted that it was necessary to implement all of the additions to the scheme that had been detailed. It was, however, important that the measures were reviewed to ascertain their effectiveness and that action taken should be reversible.

- Resolved: (i) That the following additions to the scheme be approved subject to a six month trial:
- Two extra pairs of speed cushions with central islands, as shown in Annex B of the report, to make the 20mph Zone more effective.
 - A new crossing refuge located at the speed table near the bus stops, as shown in Annex C of the report, to increase pedestrian safety in the busiest crossing location.
- (ii) That it be noted that officers are currently working with the University to encourage greater use of the new cycle path. This

involves installing various additional direction signs, plus extra signs and markings at all the entry points to make the status of the path more obvious, and publicising the facility to students.

- (iii) That the Executive Member confirmed acceptance of the University's view that the provision of an additional set of steps to the footbridge on the Market Square side of University Road is unnecessary, and noted the University's financial contribution to the scheme.

- Reasons:
- (i) The additional measures will improve the safety of all road users, in particular university students crossing University Road, and encourage greater use of the new cycle route.
 - (ii) It is considered that the provision of additional steps to the Library footbridge is not necessary.
 - (iii) The University has offered to contribute extra funding to improve the scheme.

20. City and Environmental Services 2015/16 Capital Programme Consolidation Report

The Executive Member considered a report which identified the proposed changes to the 2015/16 City and Environmental Services Capital Programme to take account of carryover funding from 2014/15. The report also proposed adjustments to scheme allocations to align with the latest cost estimates and delivery projections.

- Resolved:
- (i) That the carryover schemes and adjustments set out in Annexes 1 and 2 of the report be approved.
 - (ii) That the increase to the 2015/16 City and Environmental Services capital programme budget, subject to the approval of the Executive, be noted.

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

Councillor Gillies – Executive Member
[The meeting started at 5.00 pm and finished at 5.35 pm].



Decision Session
Executive Member for Planning & Transport

12 November 2015

Report of the Acting Director of City and Environmental Services

Public Rights of Way – Proposal to restrict public rights over the alleyways between Barbican Road/Willis Street, Willis Street/Gordon Street and Gordon Street/Wolsley Street, Fishergate Ward, using Public Spaces Protection Order legislation

Summary

1. The above Public Spaces Protection Orders (PSPOs) have been requested by Safer York Partnership (SYP). This report provides details of the public consultations which have been carried out and the subsequent results. Delegated Authority exists for the Director of City and Environmental to seal (make operative) Public Spaces Protection Orders, however as formal representations and objections have been received, the Executive Member is asked to make the decision as to whether or not to seal these draft PSPOs.

Background

2. The Anti-social Behaviour, Crime and Policing Act 2014, gives local authorities the power to make a PSPO in order to tackle those activities which are having a detrimental effect on the quality of life of those in the locality, and which are likely to be both unreasonable and persistent. For this particular proposal these activities include fly tipping and substance misuse.
3. Statistics provided by SYP (Annex 4) show that in the 12 months between January 2014 and December 2014, for the 164 properties affected/adjacent to all three alleyways, there were 6 recorded incidents of crime and anti-social behaviour. Annex 4 shows a breakdown of incidents for each alleyway affected.
4. Pre Order (informal) consultation was carried out for these schemes in February 2015. The results were presented at the Officer in

Consultation on 17 March 2015 where authorisation was given to proceed to statutory consultation.

5. As a result of the statutory consultation, four formal objections and three formal representations were received. These are discussed in detail in the Consultation and Analysis sections of this report.
6. The Council has a duty under Section 17 of the Crime and Disorder Act 1998 to implement crime reduction strategies in an effort to reduce overall crime in their administrative area. This Order will support that obligation.
7. Once an Order is made it can be reviewed and either varied or revoked (s61). Annex 5 summarises the requirements of the legislation on the use and life of a Public Spaces Protection Order.
8. With due regard to the Public Sector Equality Duty (PSED) under section 149 of the Equality Act 2010, the Council has identified that there is one positive and six negative impacts of this gating scheme which involve mobility and access issues (Annex 3 - Community Impact Assessment). Some of the negative impacts can be mitigated by design and installation options. As Public Spaces Protection Orders must be reviewed every three years, or on demand, any change in local circumstance may be accommodated at this time. It may be considered that the positive impact of additional security to residents, increasing peace of mind and providing a safe area to the rear of properties justifies the negative impacts.

Consultation

9. In total, 164 properties are affected by this proposed scheme. The statutory consultation took place in August 2015, and the results are detailed below;

Barbican/Willis: 2 objections and 1 representation received
Willis/Gordon: 1 objection and 2 representations received
Gordon/Wolsley: 1 objection received
10. Due to the high density of student and/or rented properties in these streets, and the fact that the consultation took place over the summer months, the statutory consultation period was extended from 4 weeks to 6 weeks. The Students Union at the University of York helped to disseminate information to students. Where possible, letters were also copied to rental agencies for properties

on these streets in order to be passed onto landlords/ owners. Notices were also displayed on site.

11. Informal consultations for these schemes was carried out in February 2015, are also attached (Annex 2).
12. Fishergate Councillors have been consulted and the following response has been received from Cllr D'Agorne;
"I think the main concern is about the refuse collection arrangements (black bag area). I don't believe that closing these alleyways will significantly affect day to day enjoyment of the area by local residents but I am aware that at least one resident has very detailed objections which have to be carefully weighed against the benefits seen by other residents who support the scheme".

Options

13. Option 1: Seal and make operative the draft Public Spaces Protection Order.
14. Option 2: Do not seal the draft Public Spaces Protection Order.

Analysis

15. Option 1
If the draft Public Spaces Protection Orders are sealed, the alleyways will be gated at all times. Only those residents living in properties which are adjacent to or adjoining the restricted routes will be given a Personal Identification Number (PIN) with which to access the gates, along with emergency services and utilities that may need to access their apparatus.
16. The Order will then be reviewed after 3 years or before if necessary, by conducting a full consultation with residents. Depending on the outcome, the gates could either remain in situ; the conditions by which they remain in situ could be changed; or, they could be removed altogether.

In response to the representations and objections received (Annex 6):

17. **Barbican Road/Willis Street:** A representation in support of gating was received by a resident on Barbican Road in the hope that it will prevent instances of ASB activities, such as drug taking, within the alleyway. Development of two new properties near Location B mean that the gate position would need to be altered and set back

further into the alleyway, by approximately 2 metres, so as not to restrict principle access to the new properties. This would mean that the back gate of No 4 Heslington Road would be outside the gated area. No response was received from this property, to the consultations.

18. An objection from a resident on Wellington Street questions whether making a PSPO will tackle the majority of ASB in that location, as most of the fly tipping and noise nuisance takes place either within properties or back yards. Gating the alleyway would not prevent this however it may make it easier for Environment Enforcement to identify those who are fly-tipping.
19. The location of Gate A is adjacent to a property on Wellington Street and, as previous experience in Micklegate has shown, the noise associated with alleygates (mainly when closing), can lead to gates being left open and potentially aggravating situations between residents. This gate could be moved a further 5 metres (approx) into the alleyway, which would counteract the noise issue, but would mean that the back gates of No 4 Willis Street and No 61 Wellington Street would be left outside of the gated area. No response was received from these properties, to the consultations.
20. An objection from a resident on Gordon Street (as a “potentially affected person”) objected to all 3 schemes. In this instance they question the existence of crime and ASB within the alleyway, the restriction of the narrow alleyway between gate locations B & C, and also any potential waste collection changes. This resident has also objected to the consultation process and associated documentation. In light of the comments about the documentation, and on the advice of Legal Services, the wording of the PSPO has been altered, though still remains in Draft form (Annex 7). With regards to the comments concerning the consultation process, Legal Services have advised that the statutory consultation has complied with the current legislation, which was, indeed, extended from 4 weeks to 6 weeks to take account of the summer holidays.
21. The Ramblers have not objected to the proposal, however in their representations they have stated that they would prefer that the portion of the alleyway between locations B & C is left unrestricted to allow for easy access to Barbican Road. Residents who responded to the informal consultation preferred that this would be gated.

22. **Willis Street/Gordon Street:** A resident of Wellington Street whilst not in objection to alley gating in principle, has raised concerns about noise from the gates and has requested that particular attention be paid to this. The gate at location A is directly adjacent to their property, and the issues regarding noise, already raised above, also apply here. The gate could be moved further into the alleyway by approximately 5m; however this would mean that the back gate of No 3 Willis Street would be outside the gated area. No response was received from this property, to either consultation.
23. A resident of Willis Street has written in support of the scheme, in the hope that it will reduce the instances of ASB in the area.
24. The objection from the resident on Gordon Street as already noted above (see Barbican Road/Willis Street), also applies to this location.
25. **Gordon Street/Wolsley Street:** Again, one objection came from the Gordon Street resident, which is as detailed above (see Barbican Road/Willis Street).
26. A Rights of Way Officer attended the Neighbourhood Forum meeting in February to present details of the schemes to residents and Ward Councillors. At this same meeting, North Yorkshire Police commented on the low crime within Fishergate Ward.
27. If gates are installed, vehicular access for both cars and cycles will be maintained.
28. A Community Impact Assessment has been carried out (Annex 3) and the summary is at paragraph 2. After consultation with residents the Council is not aware of any resident, at this point in time, who may have difficulties in accessing the gates because of a protected characteristic under the Equality Act 2010 (e.g. due to age or disability). However, the gates will present an extra obstacle to those who access the alleyway using a vehicle, as they will be required to get in and out of their vehicles to open and then close the gates.
29. If gates are installed, waste collection will have to change to front of property (central collection points are not feasible). Anyone who has physical difficulty presenting their bagged waste to the pavement may opt to register for an assisted collection. Properties

on Barbican Road, Wellington Street and Heslington Road already present their waste at the front of property, so no changes would be necessary for these streets. However, changes would be required for Willis, Gordon and Wolsley Streets. All 3 alleyways would require some, if not all properties, to change to front of property collection. The results of the informal consultation carried out by PROW in February 2015 showed that the majority of respondents agreed to potential waste collection changes, though they did request clarification on what those changes would entail.

30. Waste Services have undertaken a separate consultation on the changes that would be necessary should alleygates be installed (Annex 8). Of the 26 properties that responded, 14 were happy with the potential change to front door collections, and 12 were not happy with potential changes. Of those who were not happy, most were concerned with waste issues such as stockpiling of rubbish in back yards and rubbish being left out at all times. Several were unhappy with the proposal to present waste at the front of properties. It should be noted that though the majority of respondents said they were happy to have their waste collections changed, it is a small majority. As noted elsewhere in this report, Cllr D'Agorne has expressed concerns about changes to waste collections.
31. Previous alley gating proposals have been overshadowed by the need to change waste collections. This would not be the case if rubbish continued to be collected from alleyways after gates have been installed.
Waste Services have confirmed that they would not be considering changing waste collections at these locations, were it not for the alley gating proposal.
32. Option 2
This option would leave the alleyways open for use by the public and the incidents of crime and ASB are therefore likely to continue at previous levels. Notwithstanding this, gating these alleyways may be revisited in the future.

Council Plan

33. The Plan is built around 3 key priorities:

- **A Prosperous City For All**

- **A Focus On Frontline Services**

These schemes support the following aims;

Residents are protected from harm, with a low risk of crime.

All children and adults are listened to, and their opinions considered

Ensure neighbourhoods remain clean and safe environments.

Keep our city and villages clean.

- **A Council That Listens To Residents**

This report supports the following aims:

Use evidence-based decision making.

Always consider the impact of our decisions, including in relation to health, communities and equalities.

Engage with our communities, listening to their views and taking them into account.

Implications

34.

- **Financial**

Capital funding has been secured for the scheme through the Council and SYP. To supply and fit one double (vehicular) gate with locks is approximately £2,000 and one single gate with lock, is approximately £800. The total cost of gates for these three alleyways would therefore cost approximately £12,800 (6 double and 1 single gate). Repairs to alley gate locks are undertaken by an outside company, Lockfix, at a cost of £50 per hour. The gates would be maintained through the existing Rights of Way maintenance budget.

- **Human Resources (HR)**

To be delivered using existing staffing resources.

- **Equalities**

Implications are included in Annex 3 and summarised at paragraph 8 in the main body of the report.

- **Legal**

Section 59 of the Anti-social Behaviour, Crime and Policing Act 2014 enables the Council to make a Public Spaces Protection Order restricting access to an alleyway which is a public highway where the Council is satisfied that (a) activities carried on in a public

place within the authority's area have had a detrimental effect on the quality of life of those in the locality, or (b) it is likely that activities will be carried on in a public place within that area and that they will have such an effect, and that these activities are, or are likely to be, persistent and unreasonable in nature, and justify the restrictions imposed by the notice. Before making such an Order the Council must also consider the likely effect of the Order on adjoining and adjacent occupiers of premises and other persons in the locality. Where the highway constitutes a through route the Council must consider the availability of a reasonably convenient alternative route. For this scheme, the alternative routes are clearly defined on the Order Plans.

- **Crime and Disorder**

This report is based on tackling crime and anti-social behaviour issues as set out in the main body of the report and Annexes.

- **Information Technology (IT)**

There are no IT implications

- **Property**

There are no Property implications

- **Other**

Should alleygates be installed in these locations, waste collection arrangements would have to be changed to front of property. Waste Services have carried out a separate consultation on the potential changes and this is discussed in the Analysis section. The results of both consultations need to be taken into consideration.

Risk Management

35. The implementation of a Public Spaces Protection Order is a power of the authority, not a duty. There are no rights of appeal should a decision not to progress with the Order be made. However, Crime and ASB levels local to the area are likely to continue should the Order not be pursued.

A person may apply to the High Court for the purpose of questioning the validity of a Public Spaces Protection Order if they believe that the Council had no power to make it, or any requirement under this Part was not complied with in relation to it.

Recommendations

36. Members are asked to consider:

1) Either making the PSPOs operative, or to abandon the schemes.

Reason: Though the majority of respondents are in favour of the Alleygating scheme, the results of the waste collection consultation have shown that changing collections could be problematic.

Contact Details

Author:

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Rights of Way
Sustainable Transport
Tel No. 01904 554158

Chief Officer Responsible for the report:

Neil Ferris
Acting Director, City & Environmental Services

Report
Approved



Date 27 October
2015

Specialist Implications Officer(s)

Wards Affected: Fishergate Ward

All

For further information please contact the author of the report

Background Papers:

- Anti-social Behaviour, Crime and Policing Act 2014
- Crime and Disorder Act 1998
- Equalities Act 2010
- Officer Decision – Public Rights of Way – Proposal to restrict public rights over alleyways between Barbican Road/Willis Street, Willis Street/Gordon Street and Gordon Street/Wolsley Street, (Fishergate Ward), using Public Spaces Protection Orders legislation.

Annexes

Annex 1: Fishergate Streets, Draft Public Spaces Protection Orders (old version) and Plans

Annex 2: Informal consultation responses

Annex 3: Community Impact Assessment

Annex 4: Crime and Anti-Social Behaviour Statistics

Annex 5: Legislation

Annex 6: Formal consultation responses including representations and objections

Annex 7: New version draft PSPO

Annex 8: Waste consultation responses

THE COUNCIL OF THE CITY OF YORK
ANTI SOCIAL BEHAVIOUR, CRIME AND POLICING ACT 2014, SECTION 59
The Council of the City of York
Barbican Road/Willis Street Public Spaces Protection Order 2015

This Order is made by the Council of the City of York ("The Council") under the Anti-Social Behaviour, Crime and Policing Act 2014 Section 59 ("the Act").

1. This Order relates to the public highway described in Paragraph 1 of the Schedule below and defined by cross-hatching on the plan attached to this Order ("the restricted area"), being a public place in the Council's area to which the Act applies:
2. The Council is satisfied that the two conditions below have been met, in that:
 - a. activities carried on in the restricted area as described below, have had a detrimental effect on the quality of life of those in the locality, or it is likely that these activities will be carried on in the public place and that they will have such an effect. The said activities being fly tipping, dog fouling, graffiti, urination, drug and alcohol use.
 - b. that the effect, or likely effect of the activities described above, is, or is likely to be, of a persistent or continuing nature, is, or is likely to be, such as to make the activities unreasonable, and justifies the restrictions imposed by the Order.

BY THIS ORDER

3. The effect of the Order is as follows:
 - a. To restrict the use of the public right of way over the highway within the restricted area described in Paragraph 1 of the Schedule below, the restriction being in place at all times.
 - b. This restriction shall not apply to the occupiers of premises adjoining or adjacent to the restricted area so indicated.
 - c. The alternative to the restricted highway is as indicated in Paragraph 2 of the Schedule below;
 - d. There is authorised the installation of a lockable metal gate at the ends of the restricted highway identified in Paragraph 1 of the Schedule, whose maintenance is the responsibility of the Assistant Director (Transport, Highways and Fleet), West Offices, Station Rise, York, YO1 6GA.
4. The Order will remain in force for a period of 3 years from the date of this Order, unless extended by further Orders under the Council's statutory powers.
5. A person guilty of an offence under conditions (3) (a) above, under section 67 of the Act is liable on summary conviction to a fine not exceeding level 3 on the standard scale or fixed penalty notice of a maximum £100.

THE SCHEDULE

1. The highway to be restricted (A-B-C) commences at Point A (OS grid reference SE 61048 51221) on the Order map, between No 61 Wellington Street and No

62 Wellington Street, continuing in a south westerly direction for 84 metres and then in a westerly direction for 20 metres to Point B (OS grid reference SE 60993 51150) between No 37 Barbican Road and No 2 Heslington Road, and then continuing back in an easterly direction for 34 metres finishing at Point C (OS grid reference SE 61026 51138) between Nos 40 Willis Street and 42 Willis Street, as indicated on the Order map.

2. The alternative route is along Willis Street, Wellington Street, Barbican Road and Heslington Road, as shown by a bold broken line on the Order map.

THE COMMON SEAL of the)
Council of the City of York was)
this day of 2015)
hereto affixed in the presence of:-)

Assistant Director of Governance & ICT
Council of the City of York

DRAFT

THE COUNCIL OF THE CITY OF YORK
ANTI SOCIAL BEHAVIOUR, CRIME AND POLICING ACT 2014, SECTION 59
The Council of the City of York
Willis Street/Gordon Street Public Spaces Protection Order 2015

This Order is made by the Council of the City of York ("The Council") under the Anti-Social Behaviour, Crime and Policing Act 2014 Section 59 ("the Act").

6. This Order relates to the public highway described in Paragraph 1 of the Schedule below and defined by cross-hatching on the plan attached to this Order ("the restricted area"), being a public place in the Council's area to which the Act applies:
7. The Council is satisfied that the two conditions below have been met, in that:
 - a. activities carried on in the restricted area as described below, have had a detrimental effect on the quality of life of those in the locality, or it is likely that these activities will be carried on in the public place and that they will have such an effect. The said activities being fly tipping, dog fouling, graffiti, urination, drug and alcohol use.
 - b. that the effect, or likely effect of the activities described above, is, or is likely to be, of a persistent or continuing nature, is, or is likely to be, such as to make the activities unreasonable, and justifies the restrictions imposed by the Order.

BY THIS ORDER

8. The effect of the Order is as follows:
 - a. To restrict the use of the public right of way over the highway within the restricted area described in Paragraph 1 of the Schedule below, the restriction being in place at all times.
 - b. This restriction shall not apply to the occupiers of premises adjoining or adjacent to the restricted area so indicated.
 - c. The alternative to the restricted highway is as indicated in Paragraph 2 of the Schedule below;
 - d. There is authorised the installation of a lockable metal gate at the ends of the restricted highway identified in Paragraph 1 of the Schedule, whose maintenance is the responsibility of the Assistant Director (Transport, Highways and Fleet), West Offices, Station Rise, York, YO1 6GA.
9. The Order will remain in force for a period of 3 years from the date of this Order, unless extended by further Orders under the Council's statutory powers.
10. A person guilty of an offence under conditions (3) (a) above, under section 67 of the Act is liable on summary conviction to a fine not exceeding level 3 on the standard scale or fixed penalty notice of a maximum £100.

THE SCHEDULE

3. The highway to be restricted (A-B) commences at Point A (OS grid reference SE 61087 51198) on the Order map, between No 59b Wellington Street and No 60

Wellington Street, continuing in a south westerly direction for 70 metres and finishing at Point B (OS grid reference SE 61058 51135) behind No 35 Willis Street and adjacent to No 36a Gordon Street, as indicated on the Order map.

4. The alternative route is along Willis Street, Gordon Street and Wellington Street, as shown by a bold broken line on the Order map.

THE COMMON SEAL of the)
Council of the City of York was)
this day of 2015)
hereto affixed in the presence of:-)

Assistant Director of Governance & ICT
Council of the City of York

DRAFT

THE COUNCIL OF THE CITY OF YORK
ANTI SOCIAL BEHAVIOUR, CRIME AND POLICING ACT 2014, SECTION 59
The Council of the City of York
Gordon Street/Wolsley Street Public Spaces Protection Order 2015

This Order is made by the Council of the City of York ("The Council") under the Anti-Social Behaviour, Crime and Policing Act 2014 Section 59 ("the Act").

11. This Order relates to the public highway described in Paragraph 1 of the Schedule below and defined by cross-hatching on the plan attached to this Order ("the restricted area"), being a public place in the Council's area to which the Act applies:
12. The Council is satisfied that the two conditions below have been met, in that:
 - a. activities carried on in the restricted area as described below, have had a detrimental effect on the quality of life of those in the locality, or it is likely that these activities will be carried on in the public place and that they will have such an effect. The said activities being fly tipping, dog fouling, graffiti, urination, drug and alcohol use.
 - b. that the effect, or likely effect of the activities described above, is, or is likely to be, of a persistent or continuing nature, is, or is likely to be, such as to make the activities unreasonable, and justifies the restrictions imposed by the Order.

BY THIS ORDER

13. The effect of the Order is as follows:
 - a. To restrict the use of the public right of way over the highway within the restricted area described in Paragraph 1 of the Schedule below, the restriction being in place at all times.
 - b. This restriction shall not apply to the occupiers of premises adjoining or adjacent to the restricted area so indicated.
 - c. The alternative to the restricted highway is as indicated in Paragraph 2 of the Schedule below;
 - d. There is authorised the installation of a lockable metal gate at the ends of the restricted highway identified in Paragraph 1 of the Schedule, whose maintenance is the responsibility of the Assistant Director (Transport, Highways and Fleet), West Offices, Station Rise, York, YO1 6GA.
14. The Order will remain in force for a period of 3 years from the date of this Order, unless extended by further Orders under the Council's statutory powers.
15. A person guilty of an offence under conditions (3) (a) above, under section 67 of the Act is liable on summary conviction to a fine not exceeding level 3 on the standard scale or fixed penalty notice of a maximum £100.

THE SCHEDULE

5. The highway to be restricted (A-B) commences at Point A (OS grid reference SE 61125 51176) on the Order map, behind No 1B Gordon Street and adjacent to

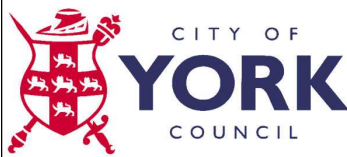
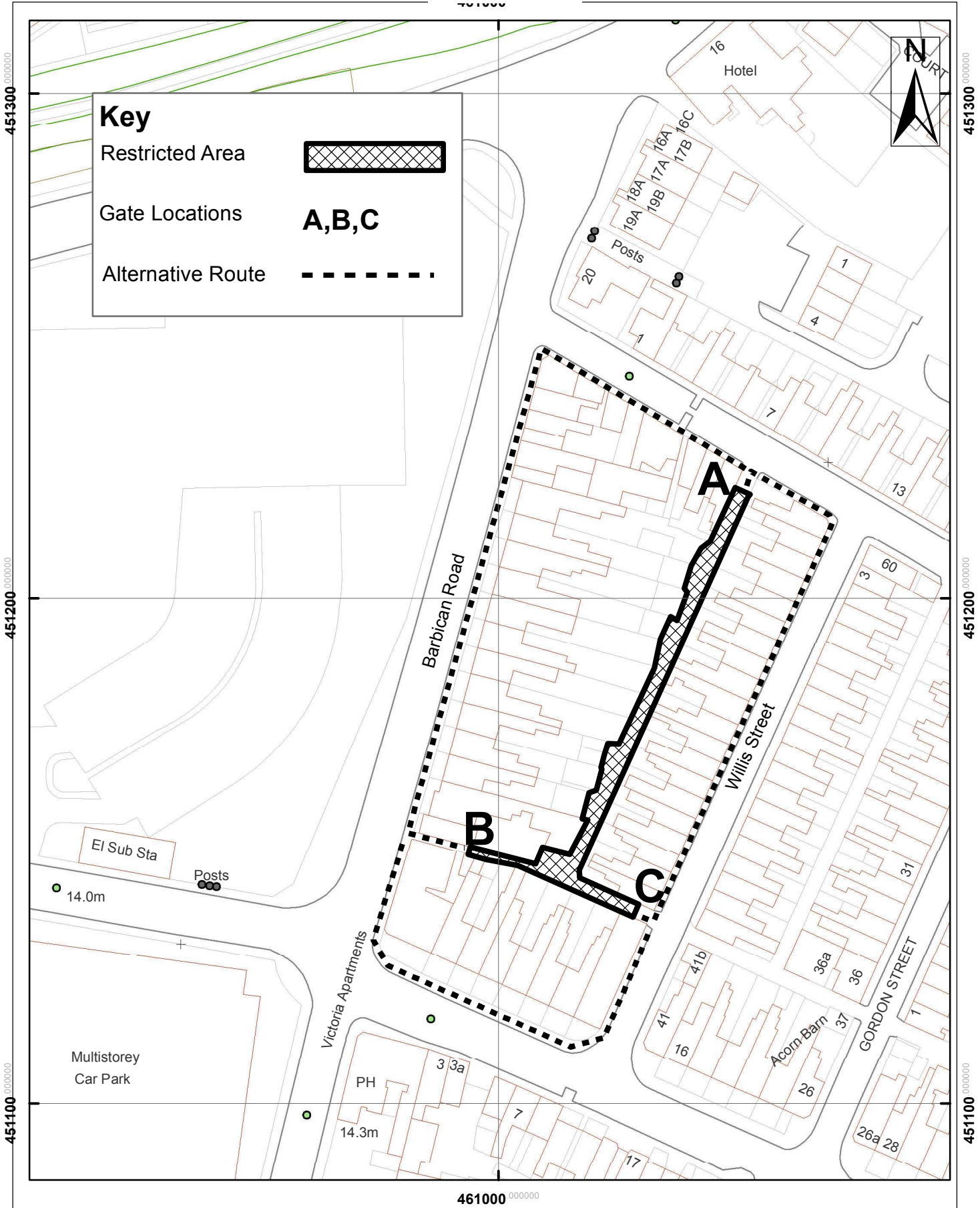
No 59 Wellington Street, continuing in a south westerly direction for 70 metres and finishing at Point B (OS grid reference SE 61096 51113) between No 1 Gordon Street and No 2 Wolsley Street, as indicated on the Order map.

6. The alternative route is along Gordon Street, Wellington Street and Wolsley Street, as shown by a bold broken line on the Order map.

THE COMMON SEAL of the)
Council of the City of York was)
this day of 2015)
hereto affixed in the presence of:-)

Assistant Director of Governance & ICT
Council of the City of York

DRAFT



West Offices, Station Rise
York, YO1 6GA
Telephone: 01904 551550


**Anti-social Behaviour, Crime & Policing Act 2014
Barbican Road/Willis Street Public Spaces Protection Order 2015**

Scale 1:1,000	Drawn By: CR	Date: 17/07/15
Public Rights of Way	Reference: Grid Ref 6053	Drawing No.


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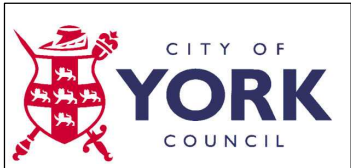
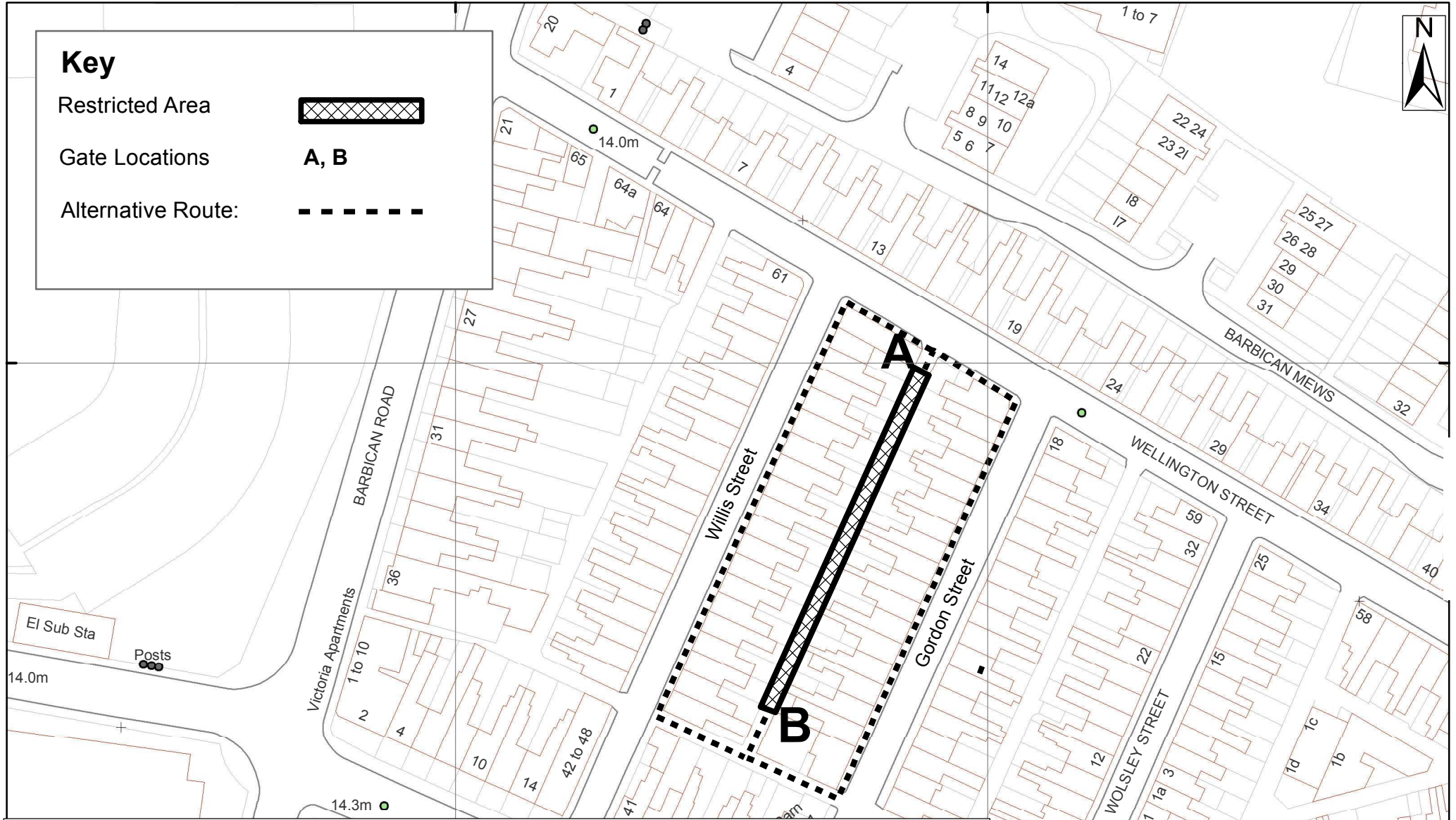


Key

Restricted Area 

Gate Locations **A, B**

Alternative Route: 




Anti-social Behaviour, Crime & Policing Act 2014
Willis Street/Gordon Street Public Spaces Protection Order 2015

Scale 1:1,000	Drawn by: CR	Date: 17/07/15
Public Rights of Way	Grid Ref SE 6053	Drawing No.


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 Telephone: 01904 613161

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Key

Restricted Area 

Gate Locations **A, B**

Alternative Route: 

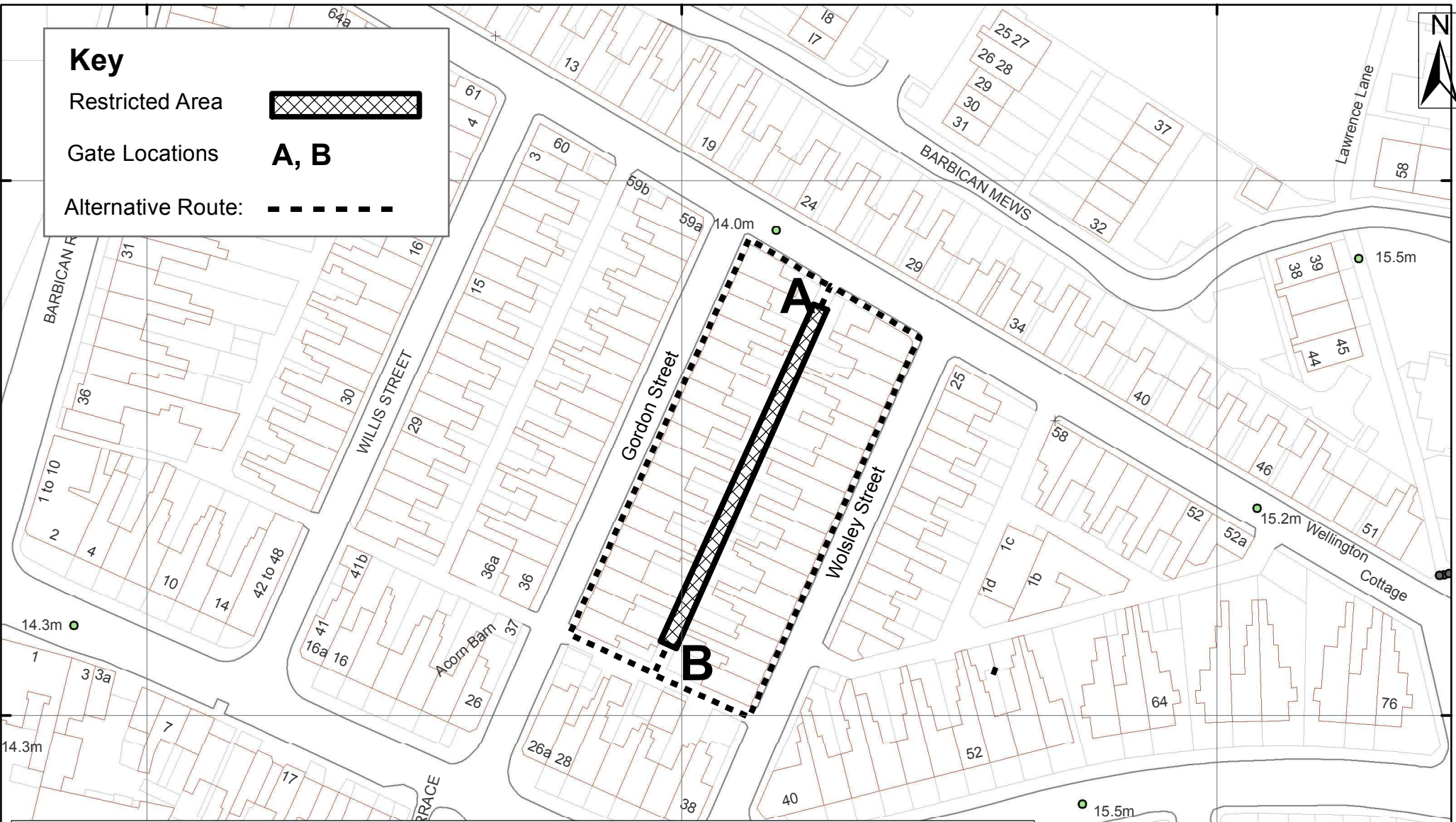


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Anti-social Behaviour, Crime & Policing Act 2014
Gordon Street/Wolsley Street Public Spaces Protection Order 2015

Scale 1:1,000	Drawn by: CR	Date: 17/07/15
Public Rights of Way	Grid Ref SE 6053	Drawing No.

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 Telephone: 01904 613161

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Annex 2 Informal Consultation Responses

Street	Yes	No	Comments	
Barbican Road	Yes		I don't think that the gates will be locked all the time as a large section of the rear of the houses are student rents and they do not respect the neighbourhood as it is and I believe (wrongly or rightly) they would leave them open! I just think it would be a waste of money. I believe it would be useful but not practical.	Scheme 2
Barbican Road	Yes			
Barbican Road	Yes		Scheme 2 would not be suitable as the installation of the gates behind number 36 would cause a problem by producing a pinch point making manoeuvring cars out of the alley via Willis Street quite difficult. There are already 2 obstacles - one on either side of the alley - a lamp post and a telegraph post - adding the gates here would reduce the width of the alley significantly. In addition, placing gates at this point would produce a 'walk through' and intensify the unsavoury activity into the alley between Willis Street and Barbican Road. We would also like to point out that a large number of properties on Willis Street and Barbican Road are not owner occupied and are let to students. We are concerned that landlords will not support the proposal as they often use and advise maintenance crews to use the alley for parking during the frenzy of property maintenance at the end of each academic year. These short term lets are often not concerned with the level of anti social activity that takes place in the alley - including drinking, graffiti on garage doors, dog fouling, trash trawling (especially at end of academic year), fly tipping (especially at end of academic year - by both students and landlords), dumping of used hypodermic needles (one currently in the alley next to the telegraph post behind number 36, reported but not moved) and passers by using the alley to vomit and as a personal toilet.	Scheme 1
Barbican Road	Yes		I would imagine that the response to the Scheme is going to be very limited, due to the high number of rental properties within the area. What are the chances of this going ahead if the majority of the respondents are in favour of the scheme although they would not represent the majority of property owners? There have been many instances of anti social behaviour in these back alleys and evidence of drug and alcohol abuse, as we discussed.	Scheme 1
Victoria Apps, Heslington Road	Yes			Scheme 1
Victoria Apps, Heslington Road	Yes			Scheme 1
Heslington Road	Yes		We agree on the proviso that refuse will be collected adjacent to the gates and cars can gain access through gates (Willis St & Wellington St ends). We do not agree should we have to bring refuse to the front of the property and access for car is not made available. Since recycling was introduced into the area and not collected from the rear lanes the area looks extremely untidy. Refuse bags on the main road and down the side streets will give further opportunities for people returning to the lanes at 4am to kick them/empty them into the road etc.	Scheme 1
Willis Street		No	I am unaware of any issues with break-ins and the alleyways are not littered with rubbish. I feel the money could be spent elsewhere. I do not particularly like areas 'gated' and in my previous home in York, which had these gates, I did not see any benefit.	

Informal Consultation Gordon Willis

No	Street	Yes	No	Comments
6	Gordon Street	Yes		We accept that changes to refuse collection arrangements may be necessary, however we would prefer there to be a central collection point for refuse rather than taking waste through the house as it would be unsanitary
20	Gordon Street	Yes		
24	Gordon Street	Yes		I would be extremely relieved if there were any additional security measures in this neighbourhood. A lot of anti-social behaviour (petty theft from yards, banging on the door in the middle of the night, attempted but unsuccessful breakins) occur frequently and you may not have stats to account for this as it goes unreported. Street lighting and other measures would be extremely welcome. You may not get responses from student houses as they can't be bothered to fill out a form, but they are only here for a few years anyway so it doesn't affect them. I'm certain all permanent residents will be in agreement.
28	Gordon Street	Yes		
31	Gordon Street		No	Straightforward and unimpeded access to the rear of the property is a positive amenity - for collection/delivery of bulky household items, including solid fuel, for builders and decorators, cycle access/storage, and refuse collection. The back lane is lit and is visible to passersby from Wellington Street. This lane, along with others in the neighbourhood and the city generally, are part of a network of pedestrian access that should be maintained. It is important that public space and access is not eroded unless there are strong other considerations. I am not personally aware of any significant levels of problem - eg crime, assaults - currently or recently in the back lanes; and the neighbourhood forum report from the police did not appear to indicate otherwise. It would likely to be detrimental to Gordon Street if black bin bags were put out at the front of the houses - there is already a certain amount of litter generated by recycling bins at the front of the house. Also it is preferable not to have to bring refuse through the house. There is also the question of additional obstructions to footpaths in a street that is also subject to heavy levels of parking.
16	Heslington Road	Yes		
13	Willis Street	Yes		
21	Willis Street	Yes		
23	Willis Street	Yes		
25	Willis Street	Yes		We have had lots of burglaries and people trying to get in (back and front door too). I hear people in the back lane at all hours day and night. I fully agree with alleygating the back lane area. How would it affect vehicle access to rear of property for repairs? The parking is dreadful in the street 7 days a week by people free parking to work in the city centre and for people shopping in the city centre. This needs changing too! There are many students/rented properties in this area, some students stockpile their rubbish! They also put it out anytime of the week! It often is a scruffy area now. Comments about dog mess.
37	Willis Street	Yes		
41	Willis Street	Yes		

12 replies from 56 letters sent, 11 in favour, 1 objection, 2 comments about waste collection arrangements.

Informal Consultation Gordon Wolsley

No	Street	Yes	No	Comments	
2	Gordon Street	Yes			
9	Gordon Street	?	?	I make these comments assuming my address and telephone number will be confidential. We can see arguments for and against this scheme, and are prepared to go with the majority view. Three observations 1 collecting refuse from the front of the house will mean carrying kitchen waste through the lounge: can this therefore be in black plastic bags, not another bin? 2 vans etc. just manage to back up for repairs to roof/walls etc. Therefore any uprights or fixings for a gate will have to be as slim as possible to allow them to get through. 3 letters from the police imply that access is gained by burglars via this alleyway; the added security would be a huge bonus.	Provisionally in favour, though form was unclear
10	Gordon Street		No	Without adequate information, it is impossible to decide if the scheme will give the proposed benefits.	
14	Gordon Street	Yes			
32	Heslington Road	Yes		I am happy with this proposal, provided there will still be car access to the rear of number 36 and 32	
34a	Heslington Road		No	Is the is largely rented student area for housing each property has several people resident and the change over of people moving in out is large therefore so many people would have the code in these gates it would serve no purpose in restricting access unless codes were changes when property are re occupied. The noise of the gates opening closing all hours of day night. Increase the number of people using alley outside my property again noise/security. Why is the alley outside my property not being gated? Restricted access to workmen who park down alley again this would impact outside my property. Are all alleys in area being gated? If not your just moving the so called problem. I have not seen any anti-social behaviour or had a problem with security. Better education for students about locking doors shutting windows etc be helpful. I feel the money for fitting gates could be much better used as it will not help with the issues in your letter.	dwelling in alleyway prevents gating
16	Wolsley Street	Yes		Refuse collection will be difficult	

7 replies from 46 letters sent
 5 in favour
 2 objections
 1 comment about waste collection arrangements

Consultee	Comments
Chief Officer of Police	Thank you for your correspondence with regards to the proposed Alleygating in Fishergate, York. I have studied the proposals and offer the following observations on behalf of the Chief Officer of North Yorkshire Police; No Comment. Regards, Steve Burrell, Traffic Management Officer
	Thank you for your correspondence with regards to the proposed alleygating at Barbican Road, York. I have studied the proposals and on behalf of the Chief Officer of North Yorkshire Police offer the following observations: No comment.
Northern Powergrid	Documentation received
Harrogate Bridleways Association	I can advise that we have no objections or observations to make to these proposals.
Atkins/Vodafone	Please accept this email as confirmation that Vodafone: Fixed does not have apparatus within the vicinity of your proposed works detailed below.
Yorkshire Water	Yorkshire Water have no clean water apparatus which is likely to be affected by the proposed gating of the alleys bounded by Wolsley Street, Gordon Street and Willis Street.
Harrogate Bridleways Association	I can advise that we have no objections or observations to make.
KCOM	With regards to your request for details of existing services in the search area supplied, we can confirm that based on the details provided to us, we have no buried plant or equipment in the identified area
Atkins/Vodafone	Please accept this email as confirmation that Vodafone: Fixed does not have apparatus within the vicinity of your proposed works detailed below.
Yorkshire Water	I have received your notification regarding proposals for gating the alleyway in Fishergate Ward, York. Apologies for the delay in the response; the information was only passed to me today. Yorkshire Water have no clean water apparatus which is likely to be affected by the proposed gating in Barbican Road/Willis Street
Virgin Media	The Plant Enquiries Team has now completed your search, and the results are attached. Please note that we try to provide maps where ever available. On occasions where our records show the area is not affected, you may receive a map showing apparatus in the close proximity. However where a plan is not attached, we have no record of apparatus being close by and therefore a map is not available.
KCOM	With regards to your request for details of existing services in the search area supplied, we can confirm that based on the details provided to us, we have no buried plant or equipment in the identified area
Ramblers (David Nunns)	For Barbican Road/Willis Street, the preference is for Scheme 2. For the other streets, we have no comments other than refuse collection should continue from the back as the pavements are very narrow and black bags would cause an obstruction.
Virgin Media	Barbican Willis. Virgin Media and Viatel plant should not be affected by your proposed work and no strategic additions to our existing network are envisaged in the immediate future.

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Annex 3

SECTION 1: CIA SUMMARY



Community Impact Assessment: Summary

1. Name of service, policy, function or criteria being assessed:

Fishergate Streets Alleygating Proposal 2015/2016

2. What are the main objectives or aims of the service/policy/function/criteria?

Public Spaces Protection Orders (PSPOs) allow alleyways to be closed to the public to help prevent crime and anti-social behaviour associated with them. This recommendation proposes the closure of the alleyway between Barbican Road/Willis Street, Willis Street/Gordon Street and Gordon Street/Wolsley Street, Fishergate Ward.

3. Name and Job Title of person completing assessment:

Claire Robinson, Assistant Rights of Way Officer

4. Have any impacts been Identified? (Yes/No)

Yes

Community of Identity affected:

Age; Disability, Carers

Summary of impact:

Each proposed alleygate scheme is investigated and considered on an individual basis.

One positive and six negative impacts have been identified involving mobility and access issues. One of the negative issues is seen as critical (design of locks / handles etc). This is mitigated by design / installation and alternative access options. Alleygates are reviewed regularly and/or on demand which accommodates any change in circumstances.

The positive impact of additional security to residents, increasing peace of mind and providing a safe area to the rear of their properties justifies the negative impacts.

5. Date CIA completed: 10 March 2015

6. Signed off by:

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

Name:

Position:

Date:

8. Decision-making body:

Date:

Decision Details:

**Officer in Consultation – Cabinet
Member for Transport**

17 March 2015

Send the completed signed off document to ciasubmission@york.gov.uk. It will be published on the intranet, as well as on the council website.

Actions arising from the Assessments will be logged on Verto and progress updates will be required

Community Impact Assessment (CIA)

Community Impact Assessment Title:

Fishergate Streets Alleygating Proposal 2015/2016

What evidence is available **to suggest that the proposed service, policy, function or criteria could have a negative (N), positive (P) or no (None) effect** on quality of life outcomes? (Refer to guidance for further details)

Can negative impacts be justified? **For example: improving community cohesion; complying with other legislation or enforcement duties; taking positive action to address imbalances or under-representation; needing to target a particular community or group e.g. older people.** NB. Lack of financial resources alone is NOT justification!

Community of Identity: Age

Evidence	Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
Informal consultation has been undertaken with all affected residents and statutory bodies (Chief of Police, emergency services, utility companies, Ramblers Association).	Physical security; Standard of living Access to services; Individual, family and social life	Positive & Negative	None
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer
Positive: A Public Spaces Protection Order may be made by the council, under Section	Yes	<ul style="list-style-type: none"> As a proportionate means to 	Completion Date

<p>59 of the Anti-social Behaviour, Crime and Policing Act 2014, if they are satisfied on reasonable grounds that the activities carried out, or likely to be carried out, in a public space;</p> <ul style="list-style-type: none"> • have had, or are likely to have, a detrimental effect on the quality of life of those in the locality; • is, or is likely to be, persistent or continuing in nature; • is, or is likely to be, unreasonable; and • justifies the restrictions imposed. <p>There is a generally agreed perception that older people are more fearful of crime and anti-social behaviour (ASB) so the installation of gates to reduce crime and to deter groups of ‘undesirables’ gathering in alleyways would have a beneficial effect. People who live adjacent to the alleyways subject to a PSPO will particularly benefit from reduced anti-social behaviour for example, drinking in the passages, graffiti, urination etc. A PSPO gives additional security to residents, increasing peace of mind and provides a safe</p>		<p>achieve a legitimate aim</p> <ul style="list-style-type: none"> • In support of improving community cohesion • There are alternative pavement routes that can be safely used with only reasonable increases in walking distances. • Waste services offer additional assistance to customers meeting set criteria. • A small number of consultation responses indicated customers were of age and would have difficulty. We will proactively signpost these residents to this service. • The letter confirming the PSPO will also signpost residents to this service. 	<p>C Robinson</p> <p>C Robinson</p> <p>C Robinson</p>	<p>When PSPO confirmed</p> <p>When PSPO confirmed</p> <p>When PSPO confirmed</p>
--	--	--	---	--

<p>area to the rear of their properties.</p> <p>Negative: Restricting the use of the alleyway can have a negative impact on specific age groups.</p> <p>Older people/under 17s:</p> <p>Non-drivers are less likely use a car, therefore more likely to regularly use alleyways to access local shops, bus stops, schools etc.</p> <p>Older people and under 17s are likely to be non-drivers. People who have mobility problems welcome short-cuts and walks that are away from busy traffic and may be hesitant or unable to use alternative routes to essential services.</p> <p>Children:</p> <p>Parents with young children may use alleyway routes to take them to school. Older children going to school on their own may use alleyway routes to arrive at school safely</p> <p>When a PSPO is made and gates installed, it is necessary for refuse to be collected from the front of properties or a central collection point instead of from rear alleyways. This means that in most cases, refuse bags will</p>				
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have to be carried through the home to present it on the public highway at the front. This could have a negative impact on older people who may be unable to lift and carry due to mobility issues/frailty.				
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Community of Identity: Carers of Older or Disabled People

Evidence		Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
Informal consultation has been undertaken with all affected residents and statutory bodies (Chief of Police, emergency services, utility companies, Ramblers Assoc)		Access to services; Standard of living; Individual, family and social life	Negative	None
Details of Impact	Can negative impacts be justified?	Reason/Action	Lead Officer	Completion Date
Residents are able to provide independent access to carers should the alleygates be installed. Carers may wish to change working hours to facilitate refuse disposal (as detailed above) but this is optional and dependant on personal preference.	Yes	<ul style="list-style-type: none"> As a proportionate means to achieve a legitimate aim Waste services offer additional assistance to customers meeting set criteria. Residents have the choice of using this service instead of changing carers' working patterns. 	C Robinson	When PSPO confirmed

Community of Identity: Disability

Evidence		Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
Informal consultation has been undertaken with all affected residents and statutory bodies (Chief of Police, emergency services, utility companies, Ramblers Assoc)		Access to services; Standard of living; Individual, family and social life	Negative	None
Details of Impact	Can negative impacts be justified?	Reason/Action	Lead Officer	Completion Date
<p>Some alleyways are used by drivers to access garages at the rear of properties. People with impaired mobility may rely on this access as their most convenient way to access their property. A gate may impede this access or impact on the ease with which access is currently enjoyed.</p> <p>Restrictions to the highway can have a negative impact on disabled people.</p> <p>Wheelchair users and people with impaired mobility may rely on the back entrances to their properties and alleyways as the most convenient, or possibly their only, means of accessing their property.</p> <p>The design of the gates is critical. Width and</p>	Yes	<ul style="list-style-type: none"> As a proportionate means to achieve a legitimate aim Only reasonable additional effort is involved in using the gates. Results from the consultations to date show that a small number of residents have indicated they have mobility issues. Legislation operational October 2014 requires alleygates to be reviewed at least every three years or earlier, on request, if necessary. Any changes in customer mobility would be considered in this review with gates removed if necessary. 	C Robinson	When PSPC confirmed and at subsequent reviews

<p>height of locks and handles must provide ease of use for wheelchair users and people with dexterity issues e.g. people with arthritis.</p>		<ul style="list-style-type: none"> • Installation of gates does not impede access to the rear of the property as access codes are given to all residents. • Care is taken on the installation of individual gates to ensure ease of access to the locking mechanism. • All locks on this scheme will be fitted with a key override facility. This allows gates to be opened without the need to turn a handle. Keys are provided free of charge on request. • The letter which confirms the PSPO will also signpost residents to this service. 		
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Community of Identity: Gender

Evidence		Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
Not applicable		Not applicable	None	None
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date

There is not expected to be either a positive or negative impact on this community of identity group.				
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Community of Identity: Gender Reassignment

Evidence		Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
Not applicable		Not applicable	None	None
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date
There is not expected to be either a positive or negative impact on this community of identity group.				

Community of Identity: Marriage & Civil Partnership

Evidence		Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
Not applicable		Not applicable	None	None

Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date
There is not expected to be either a positive or negative impact on this community of identity group.				

Community of Identity: Pregnancy / Maternity

Evidence	Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
Not applicable	Not applicable	None	None

Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date
There is not expected to be either a positive or negative impact on this community of identity group.				

Community of Identity: Race

Evidence		Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
Not applicable		Not applicable	None	None
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date
There is not expected to be either a positive or negative impact on this community of identity group.				

Community of Identity: Religion / Spirituality / Belief

Evidence		Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
Not applicable		Not applicable	None	None
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date
There is not expected to be either a positive or negative impact on this community of identity group.				

Community of Identity: Sexual Orientation

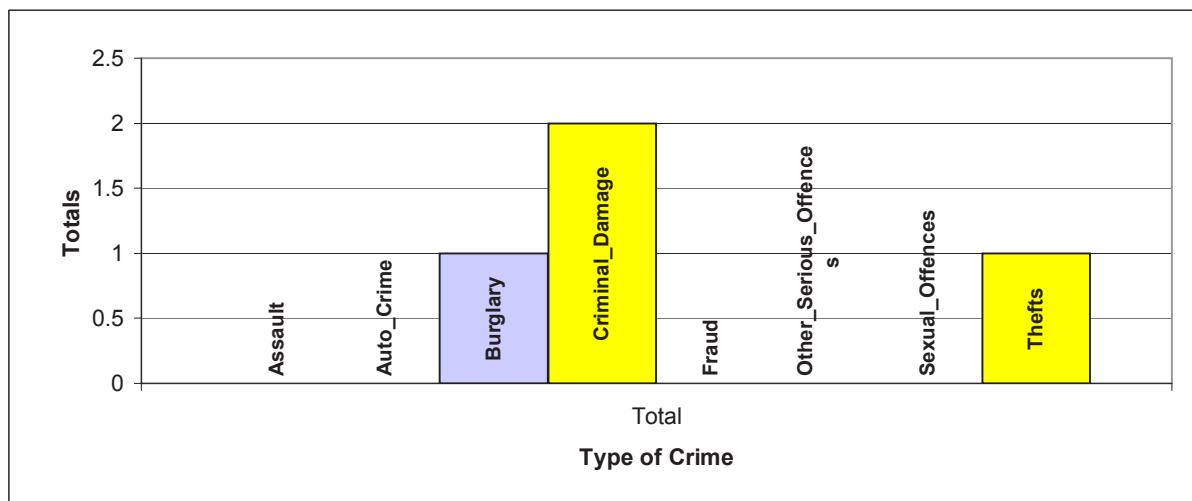
Evidence		Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
Not applicable		Not applicable	None	None
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date
There is not expected to be either a positive or negative impact on this community of identity group.				

Crime Statistics

Crime Analysis Study Area:	=	Barbican Road - Willis Street Study Area
Size of Study Area from Application	=	Please see map
Study Period Start:	=	01/01/2014
Study Period End:	=	31/12/2014
Date Study Completed	=	16/03/2015
Number of Months in Study Period	=	12
Geocoding Accuracy Rate	=	95%

Crime Group	Total
Assault	0
Auto_Crime	0
Burglary	1
Criminal_Damage	2
Fraud	0
Other_Serious_Offences	0
Sexual_Offences	0
Thefts	1
Grand Total	4

A Table of Crime in the Study Area (Above) and corresponding Graph (Below)



A Table of Crime by Crime Group and then Crime Type

EVENT_GROUP	HO_DESCRIPTION	Total
BURGLARY	ATTEMPTED BURGLARY IN A BUILDING OTHER THAN A DWELLING	1
CRIMINAL_DAMAGE	ARSON NOT ENDANGERING LIFE	1
	CRIMINAL DAMAGE TO DWELLINGS	1
THEFTS	THEFT OF PEDAL CYCLE	1
Grand Total		4



A Table of Crime by Month of the Year and Hour of the Day in the Study Area

Month	Total
Jan	1
Feb	0
Mar	0
Apr	0
May	0
Jun	1

Month	Total
Jul	1
Aug	0
Sep	0
Oct	0
Nov	1
Dec	0

Crime Day	Total
Mon	0
Tue	0
Wed	1
Thu	1
Fri	1
Sat	0
Sun	1
Grand Total	4

Grand Total

4

Expected Average Crime per Month =

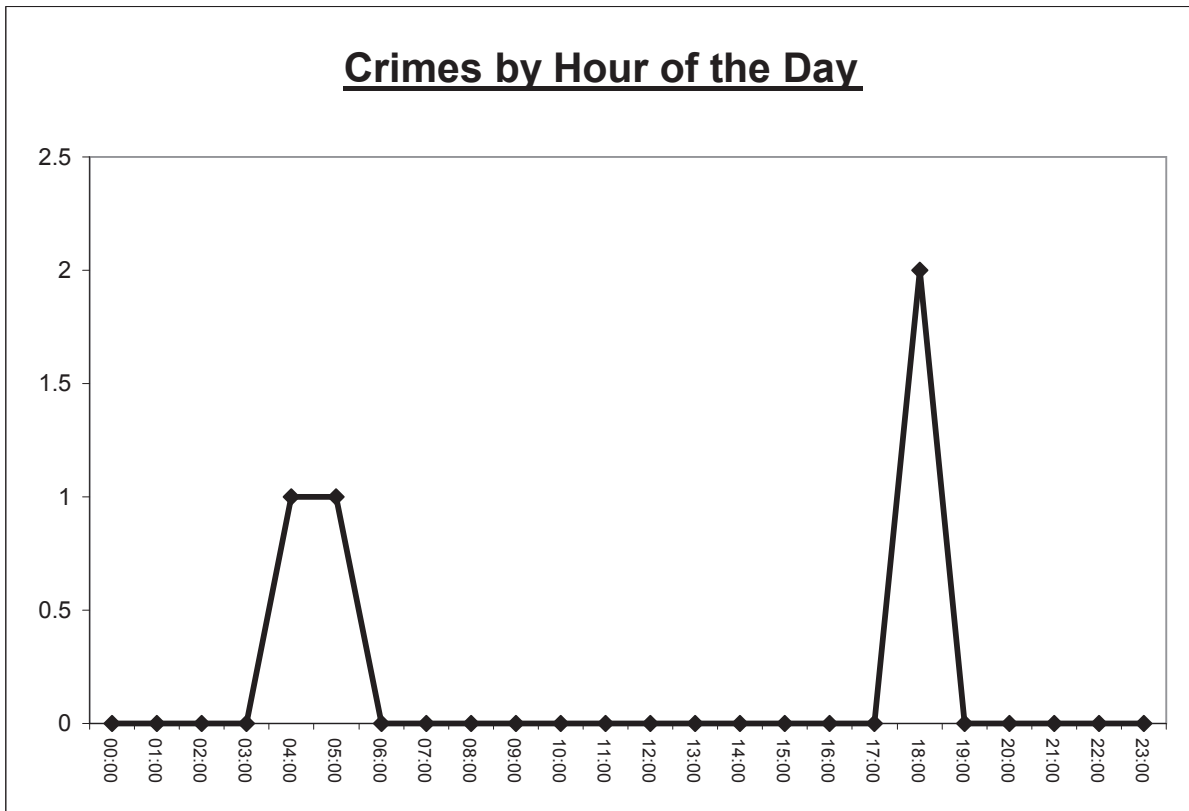
0.3

Expected Average Crime per Day =

0.6

A Table and Graph of Crime by Hour of the Day in the Study Area

	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	4

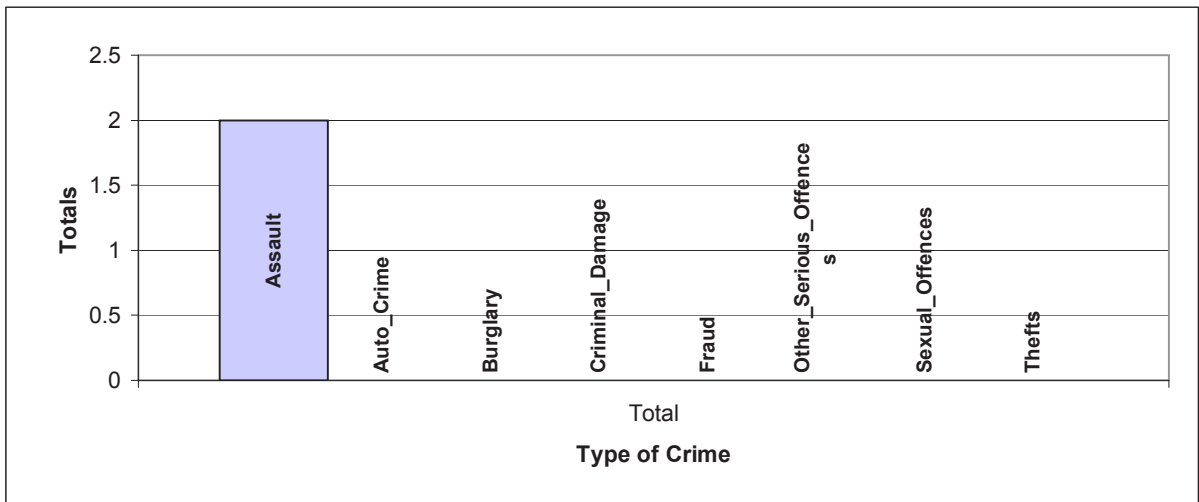


Crime Statistics

Crime Analysis Study Area:	=	Willis Street - Gordon Street Study Area
Size of Study Area from Application	=	Please see map
Study Period Start:	=	01/01/2014
Study Period End:	=	31/12/2014
Date Study Completed	=	16/03/2015
Number of Months in Study Period	=	12
Geocoding Accuracy Rate	=	95%

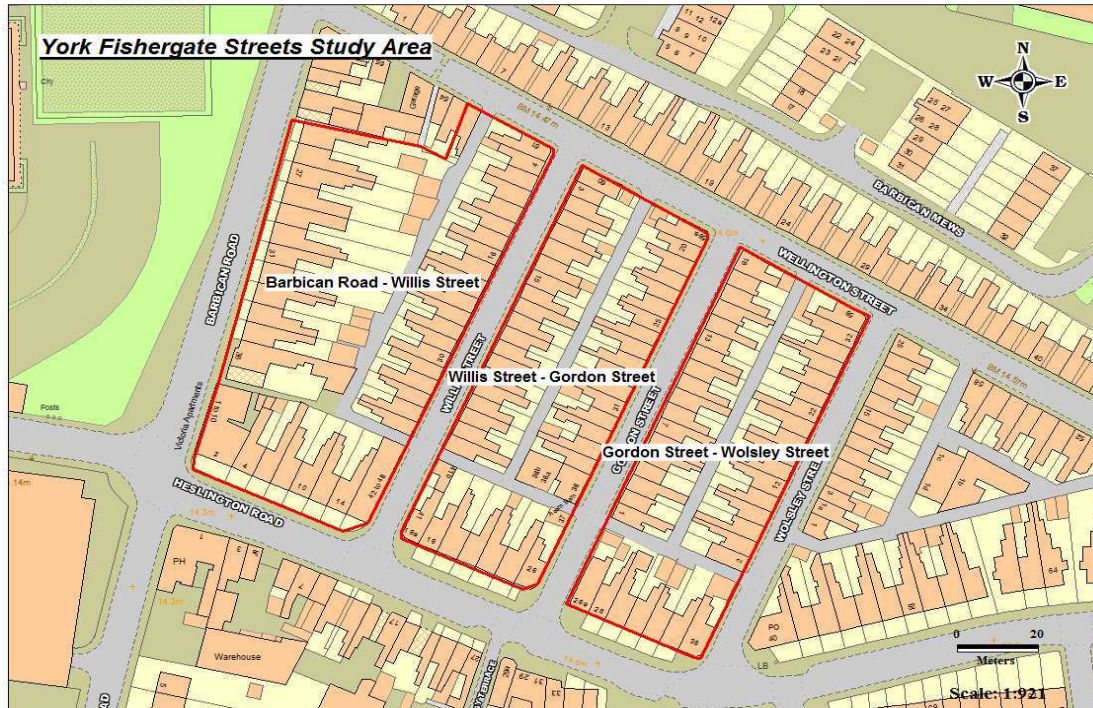
Crime Group	Total
Assault	2
Auto_Crime	0
Burglary	0
Criminal_Damage	0
Fraud	0
Other_Serious_Offences	0
Sexual_Offences	0
Thefts	0
Grand Total	2

A Table of Crime in the Study Area (Above) and corresponding Graph (Below)



A Table of Crime by Crime Group and then Crime Type

EVENT_GROUP	HO_DESCRIPTION	Total
ASSAULT	ASSAULT WITH INJURY	2
Grand Total		2



A Table of Crime by Month of the Year and Hour of the Day in the Study Area

Month	Total
Jan	0
Feb	0
Mar	0
Apr	0
May	0
Jun	0

Month	Total
Jul	0
Aug	0
Sep	0
Oct	0
Nov	0
Dec	2

Crime Day	Total
Mon	0
Tue	0
Wed	0
Thu	0
Fri	2
Sat	0
Sun	0
Grand Total	2

Grand Total

2

Expected Average Crime per Month =

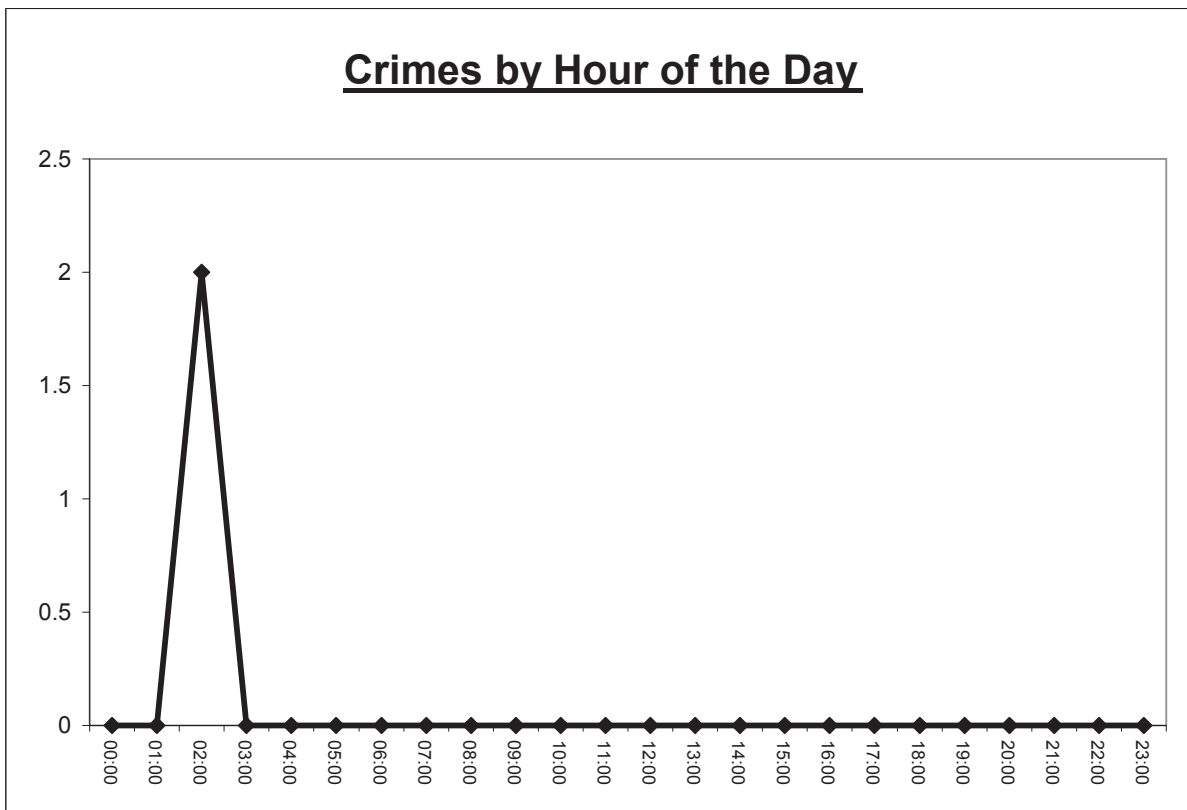
0.2

Expected Average Crime per Day =

0.3

A Table and Graph of Crime by Hour of the Day in the Study Area

	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
Total	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2

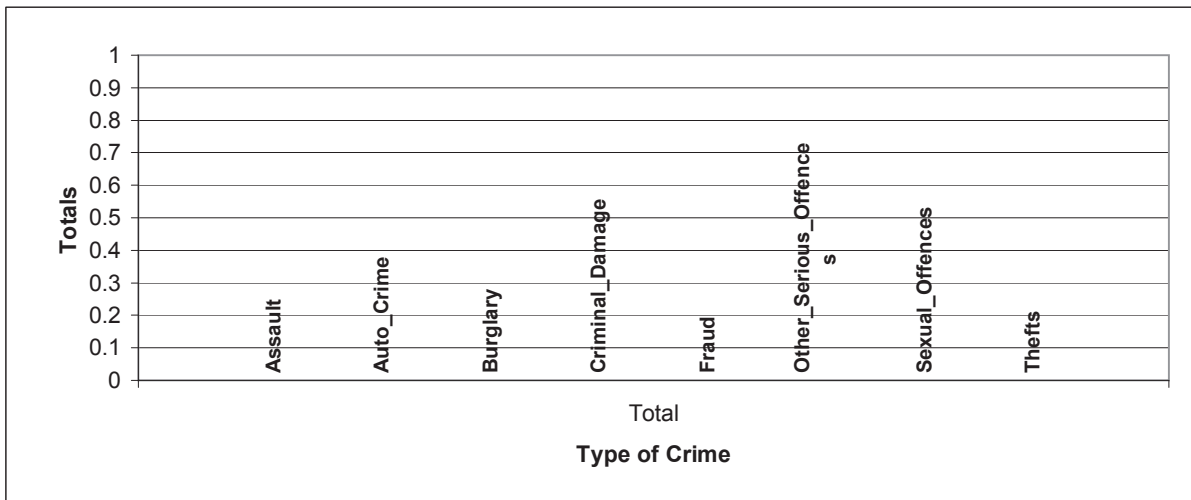


Crime Statistics

Crime Analysis Study Area:	=	Gordon Street - Wolsley Street Study Area
Size of Study Area from Application	=	Please see map
Study Period Start:	=	01/10/2009
Study Period End:	=	31/12/2009
Date Study Completed	=	16/03/2015
Number of Months in Study Period	=	3
Geocoding Accuracy Rate	=	95%

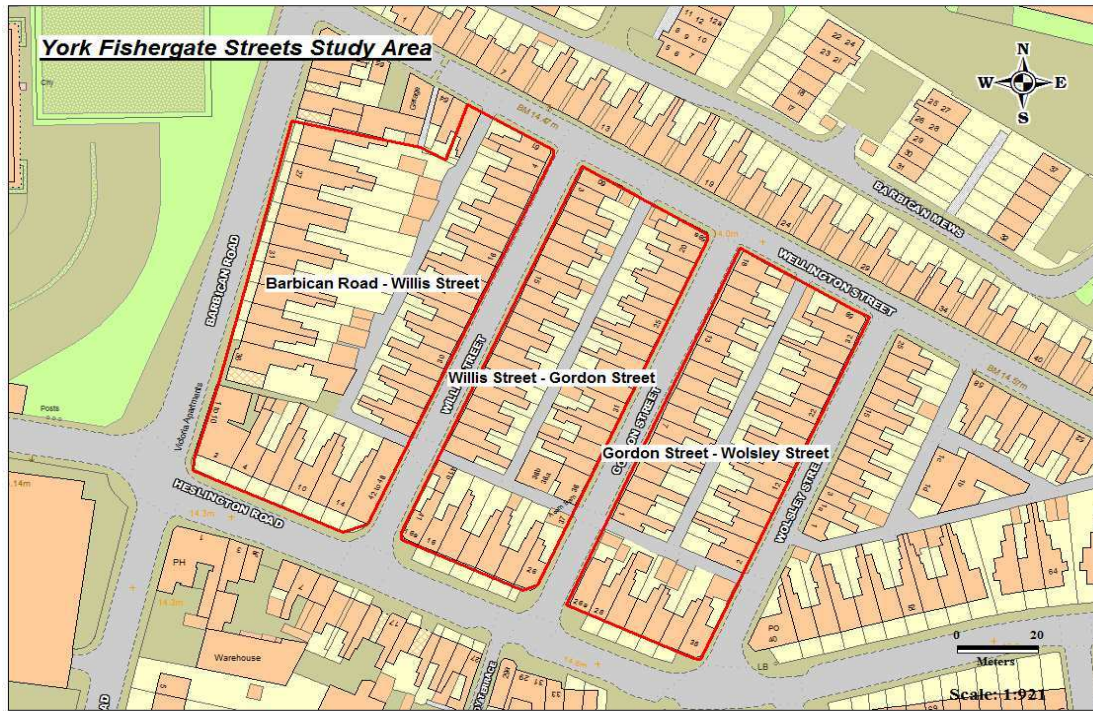
Crime Group	Total
Assault	0
Auto_Crime	0
Burglary	0
Criminal_Damage	0
Fraud	0
Other_Serious_Offences	0
Sexual_Offences	0
Thefts	0
Grand Total	0

A Table of Crime in the Study Area (Above) and corresponding Graph (Below)



A Table of Crime by Crime Group and then Crime Type

NO RECORDS



A Table of Crime by Month of the Year and Hour of the Day in the Study Area

Month	Total
Jan	0
Feb	0
Mar	0
Apr	0
May	0
Jun	0

Month	Total
Jul	0
Aug	0
Sep	0
Oct	0
Nov	0
Dec	0

Crime Day	Total
Mon	0
Tue	0
Wed	0
Thu	0
Fri	0
Sat	0
Sun	0
Grand Total	0

Grand Total

0

Expected Average Crime per Month =

0.0

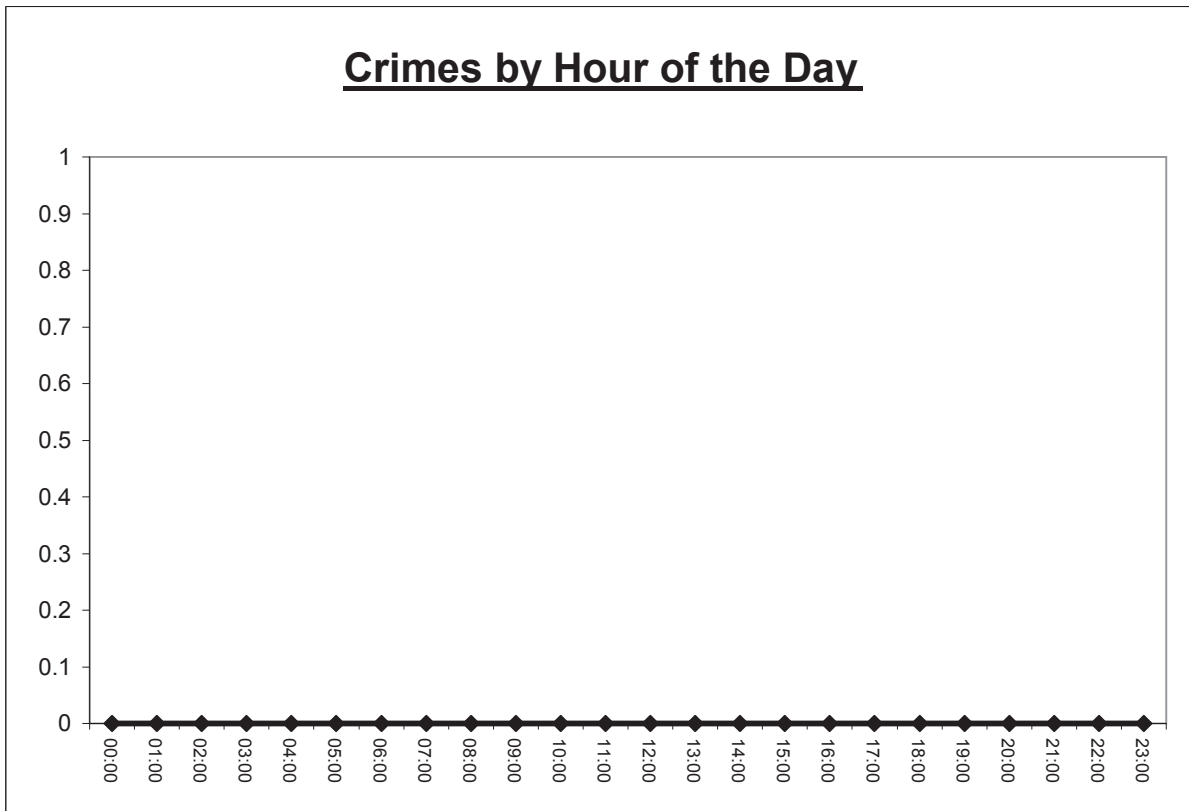
Expected Average Crime per Day =

0.0

A Table and Graph of Crime by Hour of the Day in the Study Area

	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Crimes by Hour of the Day



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Annex 2: Guidance and Legislation

Anti-social Behaviour, Crime and Policing Act 2014

Chapter 2 - Public Spaces Protection Orders

59 Power to make orders

- (1) A local authority may make a public spaces protection order if satisfied on reasonable grounds that two conditions are met.
- (2) The first condition is that
 - (a) Activities carried on in a public place within the authority's area have had a detrimental effect on the quality of life of those in the locality, or
 - (b) It is likely that activities will be carried on in a public place within that area and that they will have such an effect.
- (3) The second condition is that the effect, or likely effect, of the activities
 - (a) is, or is likely to be, of a persistent or continuing nature,
 - (b) is, or is likely to be, such as to make the activities unreasonable, and
 - (c) justifies the restrictions imposed by the notice.
- (4) A public spaces protection order is an order that identifies the public place referred to in subsection (2) ("the restricted area") and
 - (a) prohibits specified things being done in the restricted area,
 - (b) requires specified things to be done by persons carrying on specified activities in that area, or
 - (c) does both of those things.
- (5) The only prohibitions or requirements that may be imposed are ones that are reasonable to impose in order—
 - (a) to prevent the detrimental effect referred to in subsection (2) from continuing, occurring or recurring, or
 - (b) to reduce that detrimental effect or to reduce the risk of its continuance, occurrence or recurrence.
- (6) A prohibition or requirement may be framed—
 - (a) so as to apply to all persons, or only to persons in specified categories, or to all persons except those in specified categories;
 - (b) so as to apply at all times, or only at specified times, or at all times except those specified;
 - (c) so as to apply in all circumstances, or only in specified circumstances, or in all circumstances except those specified.
- (7) A public spaces protection order must—
 - (a) identify the activities referred to in subsection (2);
 - (b) explain the effect of section 63 (where it applies) and section 67;

- (8) A public spaces protection order must be published in accordance with regulations made by the Secretary of State.

60 Duration of orders

- (1) A public spaces protection order may not have effect for a period of more than 3 years, unless extended under this section.
- (2) Before the time when a public spaces protection order is due to expire, the local authority that made the order may extend the period for which it has effect if satisfied on reasonable grounds that doing so is necessary to prevent—
- (a) occurrence or recurrence after that time of the activities identified in the order, or
 - (b) an increase in the frequency or seriousness of those activities after that time.
- (3) An extension under this section—
- (a) may not be for a period of more than 3 years;
 - (b) must be published in accordance with regulations made by the Secretary of State.
- (4) A public spaces protection order may be extended under this section more than once.

61 Variation and discharge of orders

- (1) Where a public spaces protection order is in force, the local authority that made the order may vary it—
- (a) by increasing or reducing the restricted area;
 - (b) by altering or removing a prohibition or requirement included in the order, or adding a new one.
- (2) A local authority may make a variation under subsection (1)(a) that results in the order applying to an area to which it did not previously apply only if the conditions in section 59(2) and (3) are met as regards activities in that area.
- (3) A local authority may make a variation under subsection (1)(b) that makes a prohibition or requirement more extensive, or adds a new one, only if the prohibitions and requirements imposed by the order as varied are ones that section 59(5) allows to be imposed.
- (4) A public spaces protection order may be discharged by the local authority that made it.
- (5) Where an order is varied, the order as varied must be published in accordance with regulations made by the Secretary of State.

- (6) Where an order is discharged, a notice identifying the order and stating the date when it ceases to have effect must be published in accordance with regulations made by the Secretary of State.

Restrictions on public rights of way

64 Orders restricting public right of way over highway

- (1) A local authority may not make a public spaces protection order that restricts the public right of way over a highway without considering—
- (a) the likely effect of making the order on the occupiers of premises adjoining or adjacent to the highway;
 - (b) the likely effect of making the order on other persons in the locality;
 - (c) in a case where the highway constitutes a through route, the availability of a reasonably convenient alternative route.
- (2) Before making such an order a local authority must—
- (a) notify potentially affected persons of the proposed order,
 - (b) inform those persons how they can see a copy of the proposed order,
 - (c) notify those persons of the period within which they may make representations about the proposed order, and
 - (d) consider any representations made.

In this subsection “potentially affected persons” means occupiers of premises adjacent to or adjoining the highway, and any other persons in the locality who are likely to be affected by the proposed order.

- (3) Before a local authority makes a public spaces protection order restricting the public right of way over a highway that is also within the area of another local authority, it must consult that other authority if it thinks it appropriate to do so.
- (4) A public spaces protection order may not restrict the public right of way over a highway for the occupiers of premises adjoining or adjacent to the highway.
- (5) A public spaces protection order may not restrict the public right of way over a highway that is the only or principal means of access to a dwelling.
- (6) In relation to a highway that is the only or principal means of access to premises used for business or recreational purposes, a public spaces protection order may not restrict the public right of way over the highway during periods when the premises are normally used for those purposes.
- (7) A public spaces protection order that restricts the public right of way over a highway may authorise the installation, operation and maintenance of a barrier or barriers for enforcing the restriction.
- (8) A local authority may install, operate and maintain barriers authorised under subsection (7).

- (9) A highway over which the public right of way is restricted by a public spaces protection order does not cease to be regarded as a highway by reason of the restriction (or by reason of any barrier authorised under subsection (7)).
- (10) In this section—
 “dwelling” means a building or part of a building occupied, or intended to be occupied, as a separate dwelling;
 “highway” has the meaning given by section 328 of the Highways Act 1980.

65 Categories of highway over which public right of way may not be restricted

- (1) A public spaces protection order may not restrict the public right of way over a highway that is—
- (a) a special road;
 - (b) a trunk road;
 - (c) a classified or principal road;
 - (d) a strategic road;
 - (e) a highway in England of a description prescribed by regulations made by the Secretary of State;
 - (f) a highway in Wales of a description prescribed by regulations made by the Welsh Ministers.
- (2) In this section—
 “classified road”, “special road” and “trunk road” have the meaning given by section 329(1) of the Highways Act 1980;
 “highway” has the meaning given by section 328 of that Act;
 “principal road” has the meaning given by section 12 of that Act (and see section 13 of that Act);
 “strategic road” has the meaning given by section 60(4) of the Traffic Management Act 2004.

Validity of orders

66 Challenging the validity of orders

- (1) An interested person may apply to the High Court to question the validity of—
- (a) a public spaces protection order, or
 - (b) a variation of a public spaces protection order.
- “Interested person” means an individual who lives in the restricted area or who regularly works in or visits that area.
- (2) The grounds on which an application under this section may be made are—
- (a) that the local authority did not have power to make the order or variation, or to include particular prohibitions or requirements imposed by the order (or by the order as varied);
 - (b) that a requirement under this Chapter was not complied with in relation to the order or variation.

- (3) An application under this section must be made within the period of 6 weeks beginning with the date on which the order or variation is made.
- (4) On an application under this section the High Court may by order suspend the operation of the order or variation, or any of the prohibitions or requirements imposed by the order (or by the order as varied), until the final determination of the proceedings.
- (5) If on an application under this section the High Court is satisfied that—
 - (a) the local authority did not have power to make the order or variation, or to include particular prohibitions or requirements imposed by the order (or by the order as varied), or
 - (b) the interests of the applicant have been substantially prejudiced by a failure to comply with a requirement under this Chapter,the Court may quash the order or variation, or any of the prohibitions or requirements imposed by the order (or by the order as varied).
- (6) A public spaces protection order, or any of the prohibitions or requirements imposed by the order (or by the order as varied), may be suspended under subsection (4) or quashed under subsection (5)—
 - (a) generally, or
 - (b) so far as necessary for the protection of the interests of the applicant.
- (7) An interested person may not challenge the validity of a public spaces protection order, or of a variation of a public spaces protection order, in any legal proceedings (either before or after it is made) except—
 - (a) under this section, or
 - (b) under subsection (3) of section 67 (where the interested person is charged with an offence under that section).

Failure to comply with orders

67 Offence of failing to comply with order

- (1) It is an offence for a person without reasonable excuse—
 - (a) to do anything that the person is prohibited from doing by a public spaces protection order, or
 - (b) to fail to comply with a requirement to which the person is subject under a public spaces protection order.
- (2) A person guilty of an offence under this section is liable on summary conviction to a fine not exceeding level 3 on the standard scale.
- (3) A person does not commit an offence under this section by failing to comply with a prohibition or requirement that the local authority did not have power to include in the public spaces protection order.
- (4) Consuming alcohol in breach of a public spaces protection order is not an offence under this section (but see section 63).

68 Fixed penalty notices

- (1) A constable or an authorised person may issue a fixed penalty notice to anyone he or she has reason to believe has committed an offence under section 63 or 67 in relation to a public spaces protection order.
- (2) A fixed penalty notice is a notice offering the person to whom it is issued the opportunity of discharging any liability to conviction for the offence by payment of a fixed penalty to a local authority specified in the notice.
- (3) The local authority specified under subsection (2) must be the one that made the public spaces protection order.
- (4) Where a person is issued with a notice under this section in respect of an offence—
 - (a) no proceedings may be taken for the offence before the end of the period of 14 days following the date of the notice;
 - (b) the person may not be convicted of the offence if the person pays the fixed penalty before the end of that period.
- (5) A fixed penalty notice must—
 - (a) give reasonably detailed particulars of the circumstances alleged to constitute the offence;
 - (b) state the period during which (because of subsection (4)(a)) proceedings will not be taken for the offence;
 - (c) specify the amount of the fixed penalty;
 - (d) state the name and address of the person to whom the fixed penalty may be paid;
 - (e) specify permissible methods of payment.
- (6) An amount specified under subsection (5)(c) must not be more than £100.
- (7) A fixed penalty notice may specify two amounts under subsection (5)(c) and specify that, if the lower of those amounts is paid within a specified period (of less than 14 days), that is the amount of the fixed penalty.
- (8) Whatever other method may be specified under subsection (5)(e), payment of a fixed penalty may be made by pre-paying and posting to the person whose name is stated under subsection (5)(d), at the stated address, a letter containing the amount of the penalty (in cash or otherwise).
- (9) Where a letter is sent as mentioned in subsection (8), payment is regarded as having been made at the time at which that letter would be delivered in the ordinary course of post.
- (10) In any proceedings, a certificate that—
 - (a) purports to be signed by or on behalf of the chief finance officer of the local authority concerned, and

(b) states that payment of a fixed penalty was, or was not, received by the dated specified in the certificate, is evidence of the facts stated.

- (11) In this section—
 “authorised person” means a person authorised for the purposes of this section by the local authority that made the order (or authorised by virtue of section 69(2));
 “chief finance officer”, in relation to a local authority, means the person with responsibility for the authority’s financial affairs.

70 Byelaws

A byelaw that prohibits, by the creation of an offence, an activity regulated by a public spaces protection order is of no effect in relation to the restricted area during the currency of the order.

72 Convention rights, consultation, publicity and notification

- (1) A local authority, in deciding—
 (a) whether to make a public spaces protection order (under section 59) and if so what it should include,
 (b) whether to extend the period for which a public spaces protection order has effect (under section 60) and if so for how long,
 (c) whether to vary a public spaces protection order (under section 61) and if so how, or
 (d) whether to discharge a public spaces protection order (under section 61),
 must have particular regard to the rights of freedom of expression and freedom of assembly set out in articles 10 and 11 of the Convention.
- (2) In subsection (1) “Convention” has the meaning given by section 21(1) of the Human Rights Act 1998.
- (3) A local authority must carry out the necessary consultation and the necessary publicity, and the necessary notification (if any), before—
 (a) making a public spaces protection order,
 (b) extending the period for which a public spaces protection order has effect,
 or
 (c) varying or discharging a public spaces protection order.
- (4) In subsection (3)
 “the necessary consultation” means consulting with
 (a) the chief officer of police, and the local policing body, for the police area that includes the restricted area;
 (b) whatever community representatives the local authority thinks it appropriate to consult;
 (c) the owner or occupier of land within the restricted area;

“the necessary publicity” means—

- (a) in the case of a proposed order or variation, publishing the text of it;
- (b) in the case of a proposed extension or discharge, publicising the proposal;

“the necessary notification” means notifying the following authorities of the proposed order, extension, variation or discharge—

- (a) the parish council or community council (if any) for the area that includes the restricted area;
 - (b) in the case of a public spaces protection order made or to be made by a district council in England, the county council (if any) for the area that includes the restricted area.
- (5) The requirement to consult with the owner or occupier of land within the restricted area—
- (a) does not apply to land that is owned and occupied by the local authority;
 - (b) applies only if, or to the extent that, it is reasonably practicable to consult the owner or occupier of the land.
- (6) In the case of a person or body designated under section 71, the necessary consultation also includes consultation with the local authority which (ignoring subsection (2) of that section) is the authority for the area that includes the restricted area.
- (7) In relation to a variation of a public spaces protection order that would increase the restricted area, the restricted area for the purposes of this section is the increased area.

Annex 6: Formal Consultation Responses

Formal Consultation Responses Barbican Willis

Street	Yes	No	Comments
Barbican Road			Further to our recent conversation regarding the proposed alleygating between Barbican Road/Willis Street and Wellington Street, I am forwarding you the information you required regarding the position of Gate B. I understand from your comments that Gate B cannot be placed closer to the Barbican Road end of the alley, because of access being required to the front doors of Victoria Apartments, however, access will be required to the front doors of two other properties along that same alleyway, which will necessitate Gate B being moved further along the alleyway to accommodate these access points. Having checked your map of 17/07/15, Grid Ref 6053, it would appear to us that the gate would probably need to be placed across the alley on the boundary line between Nos 6 and 8 Heslington Road. If required, we can provide additional supporting evidence regarding littering/antisocial behaviour/crime etc, which hopefully your proposed scheme will alleviate or even put a stop to.
Wellington Street			I am writing with regards to the Barbican Road/Willis Street Public Spaces Protection Order. I am the freehold owner of 62 Wellington Street, which is directly affected by the Order, and I would like to register an objection to the Order. The Order is designed to prevent fly tipping, dog fouling, graffiti, urination, drug and alcohol use in the alleys between Barbican Road and Willis Street. My experience of living next to the alley in question leads me to understand the introduction of alleygates to restrict public access will not prevent much of this from taking place, and moreover, introduce an increase in antisocial noise. Flytipping - Living next to the alley, I see that much of the flytipping in the alley is carried out by the households whose properties back on to the alley, rather than people from surrounding streets. Many of these properties are student accommodations, and the student or their landlords often use the alley to get rid of items such as fridges and household items. The introduction of alley gates would not deter this flytipping as much of it is being done by people whose properties back onto the lane. Also, many people who currently use the alley to tip small household items may not be deterred by the presence of a gate and either throw them over or leave them in front of the gate, causing even more of an issue with regards to access to the lane. If the people who live in house backing on to the alley continue to leave rubbish, and do so against the gate, the alley could become impossible to access. Drug and alcohol use - As stated above, the alleygates are in the midst of an area populated by many students. Most drug and alcohol use goes on in the houses and gardens in the area, not the alley. This can lead to anti-social noise levels in the area. However, having lived next to the alley for the last 6 years, I have never been disturbed by drinkers in the alley. I have never seen drug or alcohol use in the alley, or found traces of this such as needles. Instead, it is people partying in their gardens at 4am who cause problems! Increase in antisocial noise - It is the increase in anti-social noise which primarily leads me to object to the alleygating of the Barbican Road/Willis Street alleys. The Schedule states that that the alleygate "commences at Point A (OS grid reference SE 61048 51221) on the Order map, between No 61 Wellington Street and No 62 Wellington Street", meaning that the gate would be attached to, or next to, my home. Most of the anti-social behaviour in the area comes from drunken students or young adults coming home after a night out. Objective i) of the General Policies (Chapter Two) of York's Local Plan states that development proposals should aim to ensure that residents living nearby are not unduly affected by noise or disturbance. My experience of living in the area is that a great deal of noise is created by drunken people who have forgotten their keys and are banging on the front doors of housemates or friends. The introduction of an alleygate will cause more potential for noise as they either try to climb over the gate, rattle it to get friends' attention, or bang on our door to be given access to the alley. The alleygate could be a cause of increased noise and therefore be in breach of the General Policies of the Local Plan. I hope you will give due attention to my objection, as the owner of one of the properties next to the proposed alleygate.
Gordon Street			See attached letter.

Formal Consultation Responses Willis Gordon

Street	Yes	No	Comments
Wellington Street	??	??	I write as owner of Flats 1&2, 59 Wellington St, YO10 5BB. I've just had forwarded to me - very late unfortunately - your letters regarding the alleygating adjacent to these properties. Could you please update me as to what is now proposed. I am not opposed to the principle of alleygating, however, I have concerns as to how this will be implemented. From the map you enclosed, it appears that the gate system will be attached to the brickwork and structure of the building containing Flats 1&2. My concern is that this will have several very negative effects. First, anything attached to the building structure will transmit noise and vibration directly into the property. The flats are small and the bed/bedsit area is exactly where the gate is proposed to be installed. The noise and vibration of a gate opening and closing, probably banging/slamming, probably at all hours, will have a very negative impact on the quiet enjoyment of the property, particularly sleeping. Second, the brickwork and structure is old so the operation of the gate system, if allowed to slam in any way, would damage not only this but also the interior plasterwork. Third, beyond the transmission of noise and vibration, anything physically attached to the brickwork can and probably will be a source of
Gordon Street			See attached letters

Willis Street			I would confirm I am in agreement for gates to be attached to the walls for Willis St/Gordon St back lane due to antisocial behaviour. I do not want to put my name and address as I do not want this to be put on the computer for everyone to see (this did happen about a year ago). I am an owner/occupier of quite longstanding. PS a lot of students and landlords will be away during the summer vacation. The students (or some) are not good at putting out all their rubbish. Just to point out that rats have been seen in the back lanes and main street in daylight yet I hear that we do not know have a pest control department in York.
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Formal Consultation Responses Gordon Wolsley

Street	Yes	No	Comments
Gordon Street			See attached letters

Barbican - Willis

Consultee	Comment
City Fibre	We have no comments or objections
BT Openreach	I enclose a plan showing the approximate position of Openreach apparatus within your area of interest.
Vodafone	Please accept this email as confirmation that Vodafone: Fixed <u>does not</u> have apparatus within the vicinity of your proposed works detailed below.
KCOM	With regards to your request for details of existing services in the search area supplied, we can confirm that based on the details provided to us, we have no buried plant or equipment in the identified area.
David Nunns (Ramblers)	Our previous request for the footway to Barbican Road be kept open still stands, but have no objection to closure of most of the back alley.
Northern Gas Networks	No Objection.
Harrogate Bridleways Association	Sorry for the delay in replying, have just been so busy and away from home a lot lately.

Willis - Gordon

Consultee	Comment
City Fibre	We have no comments or objections
KCOM	With regards to your request for details of existing services in the search area supplied, we can confirm that based on the details provided to us, we have no buried plant or equipment in the identified area.
Atkins Vodaphone	No Objection
David Nunns (Ramblers)	We have no objection to this Order, although we did not see much evidence of the activities referred to in the Order.
BT Openreach	Plans sent.- apparatus nearby.
Northern Gas Networks	No Objection
Harrogate Bridleways Association	We are happy with the proposals and have no other thoughts to offer.

Gordon - Wolsley

Consultee	Comments
Atkins/Vodaphone	No Objection
CityFibre	We have received the notices Gordon Street/Wolsley Street. We have no comments or objections at this time.
	With regards to your request for details of existing services in the search area supplied, we can confirm that based on the details provided to us, we have no buried plant or equipment in the identified area.
Northern Powergrid	Plans sent apparatus nearby.
Northern Gas Networks	No Objection
Harrogate Bridleways Association	Happy with this also.

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Public Spaces Protection Order
Anti-social Behaviour, Crime and Policing Act 2014 Sections 59 to 68
City of York Council Public Spaces Protection Order 2015
Barbican Road/Willis Street

This Order is made by the City of York Council (“the local authority”) under Sections 59 to 68 of the Anti-social Behaviour, Crime and Policing Act 2014 because it appears to the local authority that anti-social activities carried on in the alleyway behind Barbican Road and Willis Street, York, OS Grid Reference 6104, being a public place within the authority’s area, have had a detrimental effect on the quality of life of those in the locality. Further, that the effect, or likely effect, of the activities is, or is likely to be, of a persistent or continuing nature such as to make the activities unreasonable and which justifies the restrictions imposed by this Order. The said activities include substance misuse and fly tipping.

BY THIS ORDER

The effect of the Order is as follows:

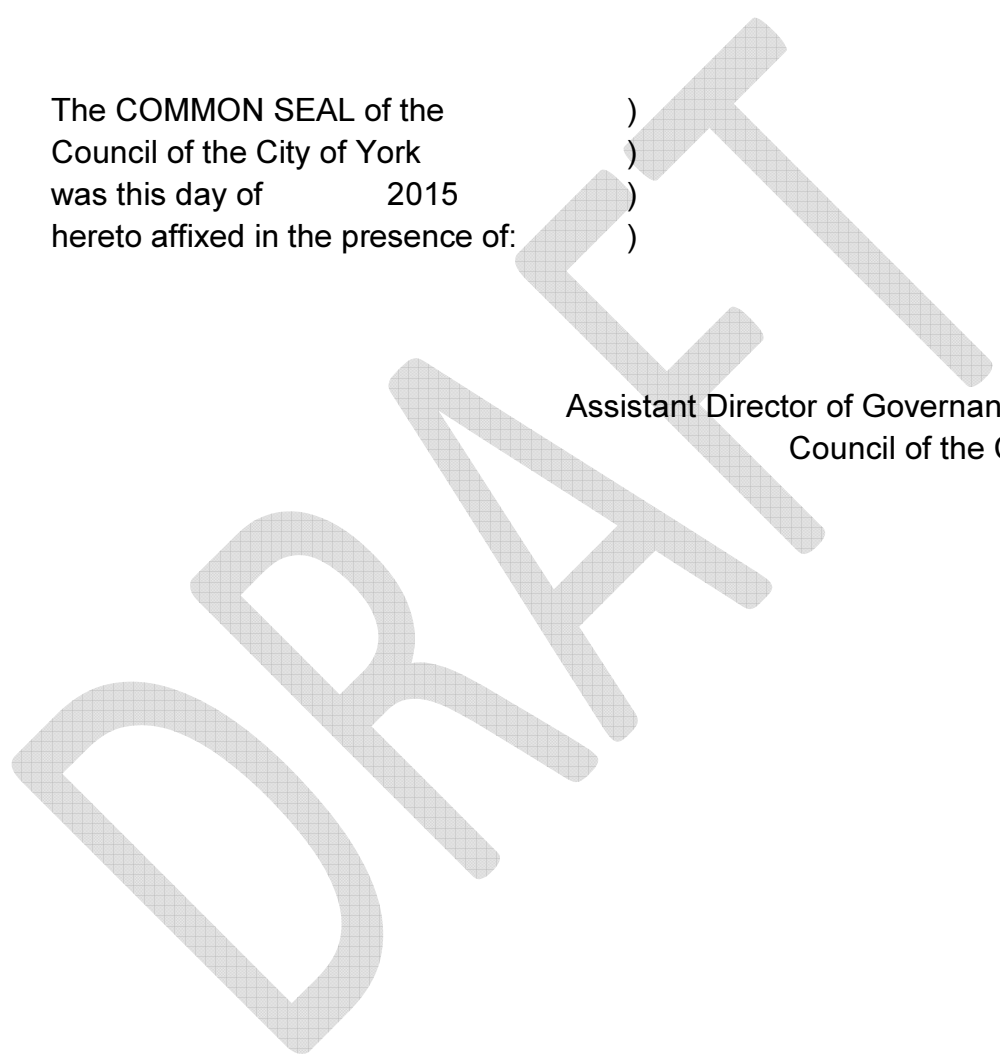
- 1 To restrict the use of the public right of way over the highway within the restricted area described in Paragraph 1 of the Schedule below, the restriction being in place at all times.
- 2 This restriction shall not apply to the occupiers of premises adjoining or adjacent to the restricted area so indicated.
- 3 Access to the restricted area is to be controlled by the installation of lockable metal gates at either end of the alleyway between Barbican Road and Willis Street, York. The maintenance of the gates, locks and keys will be the responsibility of the Assistant Director (City and Environmental Services), West Office, Station Rise, York, YO1 6GA.
- 4 The alternative route to the restricted highway is along Barbican Road, Heslington Road, Willis Street and Wellington Street
- 5 It is an offence under section 67 of this Act for a person without reasonable excuse to do anything that the person is prohibited from doing by a Public Spaces Protection Order, or to fail to comply with a requirement to which the person is subject under a Public Spaces Protection Order, and a person guilty of an offence under this section is liable on summary conviction to a fine not exceeding level 3 on the standard scale.
- 6 Access to the footpath shall be unrestricted at all times for all authorised local authority employees and their appointed agents for all purposes in connection

with inspection, repair and maintenance of the surface and the street lights and for any other purpose in connection with the undertaking of its statutory functions.

- 7 The Order shall have effect for a period of 3 years from the date of this Order, unless extended by further Orders.
- 8 An interested person wishing to question the validity of a Public Spaces Protection Order may apply to the High Court within the period of six weeks beginning with the date on which the Order is made.

The COMMON SEAL of the)
Council of the City of York)
was this day of 2015)
hereto affixed in the presence of:)

Assistant Director of Governance and ICT
Council of the City of York



Public Spaces Protection Order**Anti-social Behaviour, Crime and Policing Act 2014 Sections 59 to 68****City of York Council Public Spaces Protection Order 2015****Willis Street/Gordon Street**

This Order is made by the City of York Council (“the local authority”) under Sections 59 to 68 of the Anti-social Behaviour, Crime and Policing Act 2014 because it appears to the local authority that anti-social activities carried on in the alleyway behind Willis Street and Gordon Street, York, OS Grid Reference 6108, being a public place within the authority’s area, have had a detrimental effect on the quality of life of those in the locality. Further, that the effect, or likely effect, of the activities is, or is likely to be, of a persistent or continuing nature such as to make the activities unreasonable and which justifies the restrictions imposed by this Order. The said activities include substance misuse and fly tipping.

BY THIS ORDER

The effect of the Order is as follows:

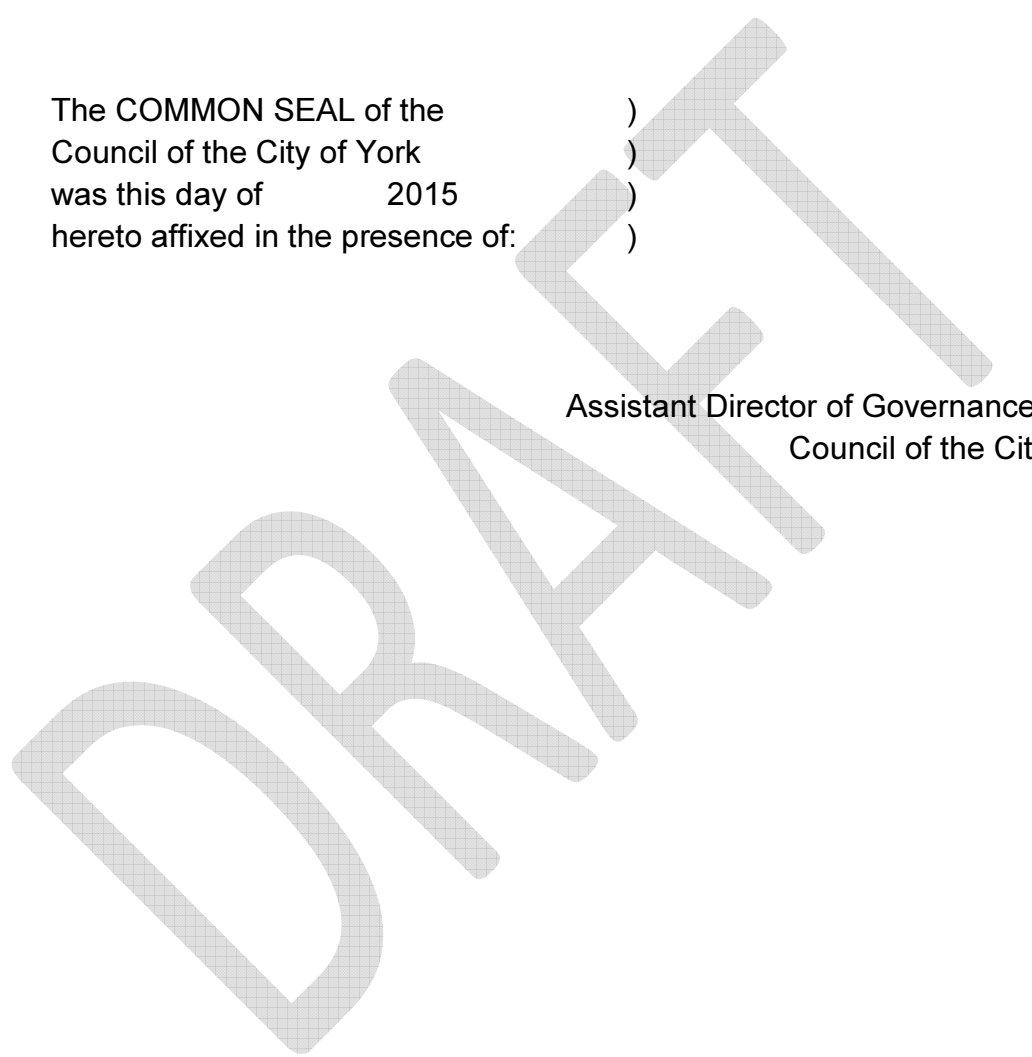
- 1 To restrict the use of the public right of way over the highway within the restricted area described in Paragraph 1 of the Schedule below, the restriction being in place at all times.
- 2 This restriction shall not apply to the occupiers of premises adjoining or adjacent to the restricted area so indicated.
- 3 Access to the restricted area is to be controlled by the installation of lockable metal gates at either end of the alleyway between Willis Street and Gordon Street, York. The maintenance of the gates, locks and keys will be the responsibility of the Assistant Director (City and Environmental Services), West Office, Station Rise, York, YO1 6GA.
- 4 The alternative route to the restricted highway is along Willis Street, Gordon Street and Wellington Street
- 5 It is an offence under section 67 of this Act for a person without reasonable excuse to do anything that the person is prohibited from doing by a Public Spaces Protection Order, or to fail to comply with a requirement to which the person is subject under a Public Spaces Protection Order, and a person guilty of an offence under this section is liable on summary conviction to a fine not exceeding level 3 on the standard scale.
- 6 Access to the footpath shall be unrestricted at all times for all authorised local authority employees and their appointed agents for all purposes in connection

with inspection, repair and maintenance of the surface and the street lights and for any other purpose in connection with the undertaking of its statutory functions.

- 7 The Order shall have effect for a period of 3 years from the date of this Order, unless extended by further Orders.
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The COMMON SEAL of the)
Council of the City of York)
was this day of 2015)
hereto affixed in the presence of:)

Assistant Director of Governance and ICT
Council of the City of York



Public Spaces Protection Order

Anti-social Behaviour, Crime and Policing Act 2014 Sections 59 to 68

City of York Council Public Spaces Protection Order 2015

Gordon Street/Wolsley Street

This Order is made by the City of York Council (“the local authority”) under Sections 59 to 68 of the Anti-social Behaviour, Crime and Policing Act 2014 because it appears to the local authority that anti-social activities carried on in the alleyway behind Gordon Street and Wolsley Street, York, OS Grid Reference 6112, being a public place within the authority’s area, have had a detrimental effect on the quality of life of those in the locality. Further, that the effect, or likely effect, of the activities is, or is likely to be, of a persistent or continuing nature such as to make the activities unreasonable and which justifies the restrictions imposed by this Order. The said activities include substance misuse and fly tipping.

BY THIS ORDER

The effect of the Order is as follows:

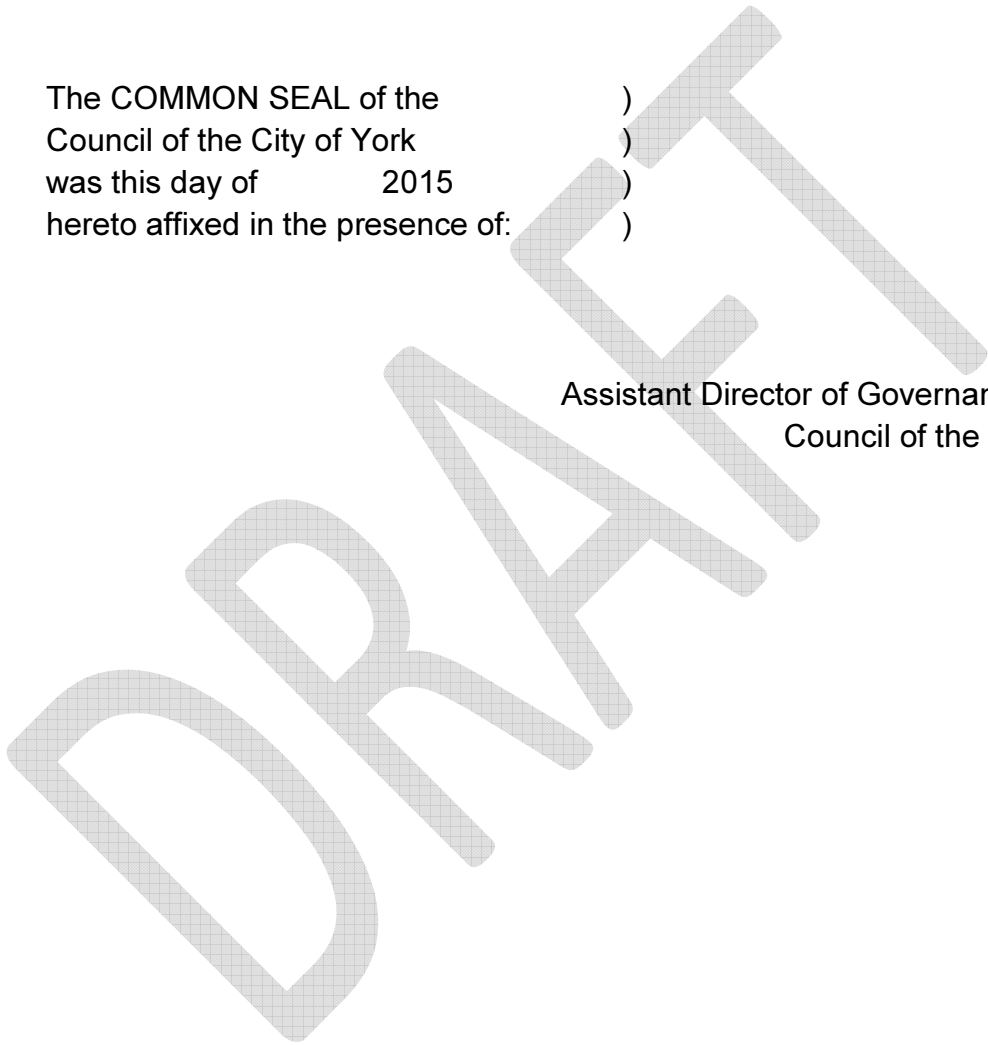
- 1 To restrict the use of the public right of way over the highway within the restricted area described in Paragraph 1 of the Schedule below, the restriction being in place at all times.
- 2 This restriction shall not apply to the occupiers of premises adjoining or adjacent to the restricted area so indicated.
- 3 Access to the restricted area is to be controlled by the installation of lockable metal gates at either end of the alleyway between Gordon Street and Wolsley Street, York. The maintenance of the gates, locks and keys will be the responsibility of the Assistant Director (City and Environmental Services), West Office, Station Rise, York, YO1 6GA.
- 4 The alternative route to the restricted highway is along Gordon Street, Wolsley Street and Wellington Street
- 5 It is an offence under section 67 of this Act for a person without reasonable excuse to do anything that the person is prohibited from doing by a Public Spaces Protection Order, or to fail to comply with a requirement to which the person is subject under a Public Spaces Protection Order, and a person guilty of an offence under this section is liable on summary conviction to a fine not exceeding level 3 on the standard scale.
- 6 Access to the footpath shall be unrestricted at all times for all authorised local authority employees and their appointed agents for all purposes in connection

with inspection, repair and maintenance of the surface and the street lights and for any other purpose in connection with the undertaking of its statutory functions.

- 7 The Order shall have effect for a period of 3 years from the date of this Order, unless extended by further Orders.
- 8 An interested person wishing to question the validity of a Public Spaces Protection Order may apply to the High Court within the period of six weeks beginning with the date on which the Order is made.

The COMMON SEAL of the)
Council of the City of York)
was this day of 2015)
hereto affixed in the presence of:)

Assistant Director of Governance and ICT
Council of the City of York



ANNEX 8: WASTE CONSULTATION RESPONSES

Properties on Barbican Road, Wellington Street and Heslington Road already present their waste at the front of Changes to waste collection would be required for Willis, Gordon and Wolsley Streets.

Street	I am <u>happy</u> with the potential change to front door rubbish collections should the alley gates be installed	I am <u>not happy</u> with the potential change to front door rubbish collections should the alley gates be installed	Comments
Willis Street		X	
Wolsley Street		X	I believe that numbered wheelie bins need to be considered (to reduce the manual handling risks to the householders when moving a fortnight's rubbish from the back alley to beside their front door).
Wolsley Street		X	I don't understand why we need gates. We don't have any problems with the alley behind the house. It's a huge waste of time and money, maybe you can work on the parking problem as this is actually an issue.
Willis Street		X	The reasons I am not happy. We do have bags, the students put their bags out (3 or more weekly/fortnightly) at any time of the week! I have seen <u>rats</u> walking down Willis Street and on the wall in the back lanes. (There is no rat/vermin deterrent section now) in York. The bags - runny liquid & get so smelly and elderly people like myself find it hard to walk the front paths anyway without having terrible runny smelly rubbish there. Some students have been known to not put there rubbish out for some weeks - heard of one where 40 bags of rubbish in the back!! yard in the city centre area! We have birds (large ones plus rats go at the bags!). Although we need gates in the back lane to stop burglaries, and drinking, and dog poo! Some people put their recycling rubbish out on the wrong day, I feel it would be bad if both go out - confusing in the same place (at the front of the house). IF! rubbish at the front of the house it would be difficult to get past with so many bags from students in multiple occupancy.
Gordon Street		X	This is <u>ABSURD</u> . We already have to keep black bags in our yard for a fortnight, and now you will be expecting us to either carry bags (often wet from the rain) through our house, or considerable distance from the back yard right round the road. <u>Why</u> can we not have a black bin? There is more than enough room in the alley. <u>Why</u> can bin men not have access to the yard? Or <u>why</u> can rubbish not be collected from outside the gate at the very least? I do in principle support the gates, but this latest proposal (and the process in general) is appalling.
Willis Street		X	The current system in my view is not ideal. It is unsanitary leaving rubbish in the street particularly for students who maybe leaving for holidays on days other than collection days it is an issue and I believe your proposal makes the issue worse. Please can industrial bins be provided.
Gordon Street		X	I am not happy with having to bring rubbish through house and I am not happy bringing my recycling through house because both binliners and boxes collect rain water and it can cause damage in my living room.
?		X	This would mean having to carry, potentially wet or dripping bags of rubbish through the house every fortnight. It would also increase the chance of damage to cars parked on the street by collection vehicles.

Gordon Street		X	Pulling out refuse on the pavement at the front of the house would (a) be unsightly, (b) potentially obstruct the footpaths, (c) be likely to generate litter in the street, which because of the heavy parking would be difficult for the Council to clean up, and (d) entail having to bring refuse through the house. On the other hand we have a valuable amenity in the form of the back lanes to terraced housing that opens directly onto the street, and collecting refuse from the lanes at the rear seems an obvious and appropriate use of that amenity - and it would be better if the recycling boxes were also emptied from there as they used to be. No evidence whatsoever has been presented to residents to justify use of permissive pavers to place lockable barriers across these highways, nor indeed to justify proposing a PSO at all.
Heslington Road		X	As I live/own at 34A Heslington Road this is off the main street down the adjacent alleyway in the gates will my rubbish be collected from outside my door or *can't read* as happens with post etc. Also, possible damage to parked cars on main street especially in bad weather blowing rubbish around bin men collecting using large bins.
Wolsley Street		X	
Wolsley Street		X	Currently a number of residents are putting waste bags at the front of my front door - I live in an end terrace and each Monday open my door to find bags piled high. Would communal waste bins at the end of each alley be more appropriate? It really isn't very nice having bags of waste left outside - sometimes for up to 3 or 4 days!
Willis Street	X		We are very keen to have the back alleyway to the rear of our house gated for a variety of reasons and feel that the change to rubbish collections is only one small consideration. We would be very disappointed if the proposal was shelved because of this. Having to take our rubbish to the front of the property is not a problem - the issue around here is with people regularly putting their rubbish out whenever they like, at any time of the week and often in a recycling week. Thank you! Please feel free to contact us at any time if you require any further information. Thank you. The only question that we do have relates to access to the back of our property if we were having work done to the house taking several days. Any deliveries or visits by our window cleaner who comes once a month and usually on a day when the house is empty because we are at work. Thank you.
Willis Street	X		
Willis Street	X		I would have no problems with placing my rubbish outside my front door or past the new gate so the collection could still occur.
Willis Street	X		
Gordon Street	X		The recycling bins are collected at the front - I don't see why rubbish collection is different anyway?
Willis Street	X		This would be a FANTASTIC development. The back alleyways are always full of bags of rotting rubbish left at random times by who-knows-who. I don't think all residents of our street. We have seen rats in the alleyways eating the rubbish on several occasions and had rats in both our back yard and our neighbours. Undoubtedly attracted by other people's rubbish in the back alleys. I have had to call the Council before about this problem, and call out pest control on two occasions. I assume if the rubbish was collected out the front then both the rats and the perpetrators would be less able to hide! I would love to be contacted about this! :)
Wolsley Street	X		
Wolsley Street	X		I haven't been consulted about the gates but I would wholeheartedly welcome them. I already put my rubbish streetside. Presumably this would apply to recycling also.
Gordon Street	X		On balance NOT allowing rubbish bags into the alley way would be a huge improvement. I <u>assume</u> that black plastic bin <u>bags</u> would be used at the front porch. (I would be unable to get a "dustbin" or "wheely" bin to the front, due to the house layout - & crossing a carpeted lounge.) i.e. If "wheely" bins were deemed necessary, I/we would have to wheel it to the end of the alleyway for collection.

Gordon Street	X		I am 'fairly' happy with the potential change... I wish the gates to be installed however I am concerned about having to place rubbish in the street as someone keeps dumping excessive rubbish at incorrect times at the rear of my property and the mess is disgusting. Can the bags not be left in the lane outside the gates? or a waste bin be placed to put the bags into to prevent cats. Because of the takeaway in the street the street can already be disgusting at times with rubbish/food discarded.
Willis Street	X		
Wolsley Street	X		
Gordon Street	X		
Wolsley Street	X		No Issues at all

14 For
12 Against

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**Decision Session – Executive Member for
City and Environmental Services****12 November 2015**

Report of the Acting Director City and Environmental Services, Neil Ferris

SPEED MANAGEMENT UPDATE**Overview**

This report, providing an update on the management of vehicle speeds across the city, has been split into 3 elements which are all closely linked.

1. Part 1 - Speed Review Process Update

Part 1 gives an update on the collaborative Speed Review Process, set up under the 95 Alive Partnership, in conjunction with the Police (NYP) and Fire Service (NYF&R). The report advises of locations from 2013, 2014 and 2015 where concerns about traffic speeds have been raised, and provides an update on progress towards assessing these against the agreed prioritisation framework. This section also includes information relating to a petition received on 27 August 2015 from residents of Cranbrook Road expressing their concerns about speeding vehicles along that road.

2. Part 2 - Review of Speed Management Engineering Programme

Part 2 details a review of the speed management sites which have previously been investigated via the Partnership and prioritised for assessment for an engineering solution. It seeks approval of the 2015/16 Speed Management programme, to consider the implementation of cost effective speed reduction measures.

3. Part 3 - Vehicle Activated Sign Review

Part 3 follows the first major review of vehicle activated signs (VAS) as speed management tools across the Council area since 2009. This section seeks approval of an updated VAS policy which includes the criteria that a site would have to meet before a VAS

can be considered, monitoring of existing and new sites and, the future maintenance of VAS.

Recommendations

4. Part 1, Speed Review Process Update

Acknowledge the update and information in the report and agree to continue to investigate community speed concerns as raised by individuals and including Cranbrook Road, via this data led method of assessing speed complaints. This process is part of the 95 Alive Partnership (run across York and North Yorkshire Council areas) and facilitates a continuation of NYP input and enforcement activity, where appropriate and NYF&R inputting time and staff hours in the collections of speed data.

5. Part 2, Review of Speed Management Engineering Programme

i) Approve the proposed programme of schemes (Annex A-P sites) and authorise officers to undertake further consultation and advertisement of speed limit orders as necessary, and to implement the measures if no objections are received. Any measures which receive objections should be reported back to the Director for a decision.

ii) Authorise officers to carry out additional speed surveys (Annex Q and R sites) and to carry forward these sites for further assessment in the 2016/17 programme.

iii) Approve the inclusion of further feasibility work for the three sites with speed limit issues (Annex S) in the ongoing programme of speed management schemes.

6. Part 3, Vehicle Activated Sign Review

i) Retain the existing criteria for speed limit VAS, which is that Local Transport Plan (LTP) funding will only be used where the 85%ile speed equals or exceeds the signed limit by 10%+2mph. Where this funding criteria is not quite met, a Ward Committee or Parish Council may still wish to fund the installation of a VAS. In this situation, a threshold of 85%ile speeds being 10% above the speed limit should be adopted.

ii) Establish criteria for the provision of hazard warning VAS based on at least one recorded injury accident in the previous three years, with reports of inappropriate speed (which may be within the posted speed limit).

iii) Replace the existing system of monitoring by collection and analysis of speed data before installation and three months after.

iv) VAS to be reviewed as and when they develop faults applying the criteria in i. and ii. above. If the site meets the criteria, it is recommended that the VAS is repaired or replaced. If they do not, the sign and post should be removed and the site disbanded.

v) Consider the need for future allocations for the review and aftercare of LTP funded signs. Ward committee or Parish Councils are expected to fund any maintenance (if they so wish) if they originally purchased the signs.

Contact Details

Author:

Trish Hirst
Road Safety Officer
Sustainable Transport
Tel No. 01904 551331

Chief Officer Responsible for the report:

Neil Ferris
Acting Director CES

**Report
Approved**

Date 27/10/15

Specialist Implications Officer(s)

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

All

For further information please contact the author of the report

Supporting Papers:

Part 1 - Speed Review Process Update

Part 2 - Review of Speed Management Engineering Programme

Part 3 - Vehicle Activated Sign Review



Decision Session - Executive Member for City and Environmental Services 12 November 2015

Report of the Acting Director City and Environmental Services

Part 1: Speed Review Process

Summary

1. This report gives an update on the collaborative Speed Review Process, set up under the 95 Alive Partnership, in conjunction with North Yorkshire Police (NYP) and North Yorkshire Fire and Rescue Service (NYF&R) and the Council Road Safety & Engineering Projects Teams. This ensures that resident's speed concerns are considered, and where feasible, interventions are implemented.
2. The report advises of locations from 2013, 2014 & 2015 where concerns about traffic speeds have been raised, and provides an update on progress towards assessing these against the agreed prioritisation framework.
3. This report also addresses a petition received by the Council on 27 August 2015 from residents of Cranbrook Road concerning speeding vehicles along that road.

Background

4. Speed Management is a broad area, which encompasses a number of council departments and other agencies. The Speed Review Process is just one strand of speed management, which was agreed with other 95 Alive Partners to ensure speed complaints are appropriately managed.
5. The Partnership receives a high number of speed related concerns, from a number of sources. The process does not stand alone, but feeds into other processes, such as casualty reduction, danger reduction, safe routes to school, setting of speed limits etc.
6. To help manage this, a data led method of assessing speeding concerns in York, was approved at the Meeting of the Executive Member for City

Strategy and Advisory Panel on 30 October 2006. This established that speeding issues should be assessed against certain national criteria. The criteria for assessment are shown within Annex A. This criteria was updated in 2012 to include additions, such as the NYP camera van and the implementation of signed only 20mph limits across the city.

7. In the past (pre- 2008) these complaints were responded to by individual agencies, Police, Fire Service or CYC but this resulted in mixed messages to the public and a big overlap of work that was neither cost effective or consistent.
8. By working together in partnership, resources, knowledge and expertise have been pooled to fully investigate all concerns raised. This also provides greater flexibility to ensure Partnership Agencies can look across both the City and the County to make the most difference to casualty reduction and speed.
9. A simplified diagram of how the process works is shown at Annex B. The form for reporting issues is available on the CYC council web site and NYP website and is reproduced at Annex C.
10. Most recently (2015) there has been a move to streamline the process across all areas of the 95 Alive Partnership (City of York & North Yorkshire County Council area). This has included a more proactive role being taken by the Police & Crime Commissioner's Office. As a partnership we moved over to a new administration process and new name on 26th October 2015. The process is now known as the Speed Management Protocol (SMP). This is to help stream line the process across all Agencies and the City and County.
11. In York members of the public will see no difference in the reporting process, but it is planned to have an area on the Traffic Bureau web site where all the results of investigations, across both the City and County, will be available for the public to see. It is also anticipated that a new electronic form and submission process will soon be available which will be a positive move for residents in the City of York. (There is a already a downloadable form on the CYC & NYP web sites)
12. Casualty reduction is a key target for the Partnership. For general information, the last 3 years (to end of 2014) Killed and Seriously Injured (KSI) statistics for York, including the average 3 year figures from 2002-04 as a guide, are shown in the table below.

KSI	02-04. 3yr avg	2012	2013	2014
Pedestrians	21	18	14	16
Pedal Cyclists	9	11	15	21
Motor Cyclists	25	15	9	13
Car Occupants	49	5	18	22
Other	7	2	2	3
Total	111	51	58	75

13. The table shows that there is a downward trend in KSI in all categories except for cycle casualties. The increase in cycle casualties can be, to some extent, explained by the correlating increase in cyclists in the city. There has been a 20% rise in cycle activity in the city over the last 10 years, with as much as half of that rise being evident between 2013 to 2014. Never the less, the increase in cycling casualties is of concern.
14. Slight injury statistics for York, for the last 3 years (to end of 2014) including the average 3 year figures from 2002-04 as a guide, are shown in the table below.

Slight	02-04. 3yr avg	2012	2013	2014
Pedestrians	67	62	59	59
Pedal cyclist	117	128	133	170
Motor cyclist	102	46	50	62
Car Occupant	381	217	202	201
Others	53	20	19	16
Total	721	473	463	508

15. It is of note that the rise in "slight cycling accidents" between 2013 - 2014 is statistically significant. As above this is explained to some extent by the rise in cycle activity. More work is ongoing to look in detail at what is happening and how these increases can be re-addressed.
16. Continued assessment over 8 years, of resident speed concerns via the evidence led process has highlighted that the locations that are of most concern to residents in terms of perceived speeding, are usually directly outside their property and rarely have a related casualty problem. This

suggests that a lot of community concerns around speed are of perceived risk - "accidents waiting to happen".

17. Annex D shows all the sites reported in 2013, 2014 & 2015 and progress to date. A total of 76 sites listed.

For 2013 there are 25 sites with 2 outstanding. (Road/bridge works which prevented the site being investigated)

For 2014 there are 21 sites with 13 outstanding.

For 2015 there are 30 sites with 30 outstanding.

18. Sites outstanding are waiting for 7 day x 24 hour speed data to be taken. These have been outstanding for so long because the Partnership data logging equipment has gradually over the last few years begun to fail. This has seen a back log of sites awaiting data collection, with no identified budget for us to be able to replace failing equipment.
19. The Partnership has been working hard to address the issue of the failing equipment. Funding was identified last year, by North Yorkshire Police Crime Commissioner, from income generated from speed fines to allow the Partnership to purchase new speed recorder equipment for the whole Partnership across North Yorkshire County Council & York areas.
20. Collection of data with the new equipment started across the County in July 2015; however as can be expected with the roll out of new equipment and processes, there have been a number of teething problems. These have gradually been resolved; with NYF&R now confirming that work to collect the back log of speed data is now underway.
21. To give an overview of the scale of the issues there are outstanding 160 sites across York & North Yorkshire (45 in York) which are now awaiting speed data collection.
22. NYF&R confirmed that 14 of those sites (NYCC area) had been collected and that they hoped to address all other outstanding sites as soon as possible.
23. In spite of the above, speed investigations consistently conclude that all locations of resident concern appear to be sites where there are no or few speed related casualties. This means that in terms of prioritising work load, speeding concerns generally have a lower priority than casualty reduction work for all agencies involved. It is acknowledged, however, that encouraging drivers to moderate their speed to suit the prevailing

conditions is important, since driver error is the major contributory factor in many accidents. Lower speeds can reduce the chances of a collision occurring, and the severity of resulting casualties.

Consultation

24. As part of the Speed Review Process all locations were visited and risk assessed by CYC Road Safety & NYP Traffic Management Officers.
25. NYF&R, on behalf of the Partnership, undertake speed surveys in areas identified as not having an injury issue, but where there are resident concerns about speed. If the Council were to undertake these speed surveys the cost would be between £100 - £300 each to undertake, thus the input of these resources by Partners is a valuable contribution.
26. It is important to reiterate that independently of the Speed Review Process, CYC will continue to fund speed surveys, as priority at sites, such as those highlighted as “high” accident locations. This is as part of the ongoing commitment to reduce casualties. However, as stated above, there are none of these sites identified in this report.
27. Once speed surveys are returned, these are analysed by the Partnership team, against the criteria to determine what, if any further action would be appropriate. (A summary of the various initiatives or “tools currently available to tackle speed” can be found at the end of Annex A)

Prioritisation of Speeding Issues Raised

28. This report covers all the locations which have been reported between November 2012 and September 2015. All are documented in year marked pages on Annex D, along with any results from investigations.
29. **Category 1 (high speeds and high accidents)** - None of the current complaints investigated fall within the category 1 criteria.
30. **Category 2 (low speeds and high accidents)** - None of the current complaints investigated fall within the category 2 criteria.
31. **Category 3 (high speeds and low accidents)** – The category 3 sites shown at Annex D, have all been forwarded onto the Projects Team with more information in Part 2 of this report, the Review of Speed Management Engineering Programme, with the exception of the 2 sites below where investigations concluded too late for them to be included in the engineering list:-

- Wigginton Road 14 91 0 020
- Fishergate 13 91 0 150

These 2 locations will be passed to the (Council Engineering) Project Team for consideration of further cost effective speed reduction measures for inclusion in this year's budget if possible, or carried over to next year.

32. It is of note that a number of the sites that have been identified for engineering feasibility, are in existing 20mph speed limits, which may be an indication that some signed only 20mph speed limits need physical traffic calming to ensure compliance.
33. The Transport Capital Programme includes a funding block for Speed Management, for schemes at sites identified via this process. This is discussed in the Review of Speed Management Requests to Engineering report.
34. Locations proposed for physical speed reduction measures will be assessed and prioritised under the following criteria:-
 - Accident data
 - Mean/ 85th percentile and the percentage over the posted limit. (**see Annex A**)
 - Proximity to schools and shops.
35. **Category 4 (low speeds and low accidents)** - All sites that have scored category 4 under the criteria at Annex A, have been evaluated according to the data. Where appropriate the SID (speed indicator device) scheme has been offered to residents (see Annex A for details)
36. The SID scheme was first used successfully in Leeds and was subsequently implemented in York, to provide an ideal "education" solution, to sites where residents had localised concerns about speeding, but where the data has not evidenced a speeding issue. It is only used (in York) as evidenced via the speed review process as an "education tool by communities" (and not directly as a speed reduction measure).

Police Enforcement

37. The current community concern Police enforcement list from the Speed Review Process, (York / Selby / Tadcaster Area) is at Annex E. This enforcement is over and above that undertaken by NYP at existing casualty locations/routes across the county.

38. It is of note that the idea of enforcement at these locations is NOT to issue speeding tickets, but to educate drivers, thus information on issue of tickets at each individual location is not available, however local Policing teams will feed back at Ward/Parish meeting as and when enforcement has taken place (NYP camera operation updates are freely available on the NYP website). Police intelligence suggests that a high number of those captured are York residents.
39. The NYP managed camera van may be used, along with more traditional Police methods for enforcement.
40. The placing of the camera van is completely at the discretion of NYP, whose current policy is that all requests from the community, for the camera van will be processed through the SMP and with due regard to their operational requirements. Information on the sites due to be visited by the camera van and feed back can be found at the following address.

www.northyorkshire.police.uk/safetycamera

41. The NYP managed camera van operation has steadily been expanding over the last three years and now has six mobile camera vans, which operate across the whole of North Yorkshire and York and may be used, along with more traditional Police methods for enforcement.

Petition from Residents of Cranbrook Road.

42. Cranbrook Road is a signed only 20mph speed limit on a residential street. A petition of over 200 names was presented at the Executive meeting on 27 August 2015 by Cllr Stuart Barnes/Lead Petitioner Paul Williams. The petition states:-

“We the undersigned petition the Council to build speed ramps or bollards on the street of Cranbrook Road, York because of motorists speeding continuously beyond 20 mph. We the residents are concerned for our children’s safety on these roads”.

43. A Speed Review Concern Form was received, from Mr Williams and was acknowledged by the Partnership on 15 July 2015. Investigation of casualty data has been carried out, and there have been no casualty road traffic collisions (RTC’s) in the last 6 years at Cranbrook Road. (01/01/2009 to 31/05/2015).
44. A site assessment was undertaken on 23 September 2015.

45. The location is one of the 45 outstanding sites that are now with NYF&R awaiting 7 day x 24hr speed data.
46. It is noted that Mr Williams had written to his MP, Rachael Maskell on several occasions prior to submitting a Speed Concern Report form to the Partnership, and all letters from Rachael Maskell MP were responded to fully by NYP and CYC advising of the Partnership approach.
47. Cranbrook Road will be subject to the same criteria for action as all other community concerns and the conclusions, once reached will be shared with Mr Williams, Rachael Maskell MP and Cllr Stuart Barnes.

NYP Community Speed Watch

48. In March 2015 NYP began a 6 month trial of an initiative that has run in other areas by Police called Community Speed Watch. This gives local communities, with the help of Police Volunteers, the opportunity to undertake an educational type “enforcement” scheme, where those found speeding are sent an official letter asking them to consider their actions. There is no formal ticket or prosecution.
49. As the scheme was a pilot, it took slightly different forms in different areas – but in the City of York, the scheme was trialled in a very similar format to the already existing SID scheme, and the City of York sites picked for the trial were all category 4 sites as identified via the SMP.
50. The pilot has now concluded, and an internal NYP Decision Notice written. It is understood that NYP Community Speed Watch will resume at Easter 2016, in a new style to take consideration of the finding from the pilot. For members of the public, requests to implement Community Speed Watch on their street will be via the SMP. This ensures the site is investigated and evidenced as suitable for the intervention.

Options

51. **Option 1** – To agree with the findings and recommendations of the report, to continue to work in Partnership to give a cost effective, and evidence led solution to provide the appropriate level of investigation to community speed concerns.
52. **Option 2** – To leave the Partnership and independently (as CYC only) respond to residents concerns about speeding.

Analysis

53. Option 1, would acknowledge the update and information in the report and agree to continue to investigate community speed concerns, as raised by individuals, via this data led method of assessing speed complaints. This process is part of the 95 Alive Partnership (run across York and North Yorkshire Council areas) and facilitates a continuation of NYP input and enforcement activity, where appropriate and NYF&R inputting time and staff hours in the collections of speed data.
54. The inputs and joint working of the partnership provide a large cost saving to the Council and ensure a jointly identified priority list for speed reduction measures within the constraints set by budgets and the Department for Transport (DfT) guidance for the posted speed limit.
55. Option 2, To leave the Partnership would leave CYC in a difficult position in terms of investigating these none/low accident issues. Collection of speed data for such sites is likely to be restricted by funding constraints. It is also likely that collaborative work with NYP in terms of enforcement and requests for the safety cameras could be challenging without clear evidence led process. Thus leaving the Partnership would not be beneficial for CYC or the residents who are raising concerns about speeding.

Council Plan

56. The Plan is built around 3 key priorities:
 - A Prosperous City For All.
 - A Focus On Frontline Services.
 - A Council That Listens To Residents
57. Speeding traffic is a common complaint from residents. Measures that are provided from the Local Transport Plan funding or through Ward Committees or Parish Councils provide a way to address these issues. Promoting the Speed Indicator Device (SID) gives communities, where it is evidenced as appropriate, the tools to help themselves to make a difference.

Implications

- **Financial** - Revenue and capital funding for speed reduction schemes in 2015/16 are set, thus potential measures will need to be prioritised.
- **Human Resources (HR)** - As anticipated, the reduced officer resources to this service, has seen a lengthening in the response times for speeding complaints. Resources will be focussed on areas, which deliver the best value for money in terms of casualty reduction.
- **Crime and Disorder** - Speeding is a criminal offence and the Council has a responsibility to deliver an effective Speed Management Strategy. It is a Police responsibility to enforce the appropriate speed limit as per the DfT guidelines and Road Traffic Law.
- **Information Technology (IT)** - It is anticipated that the reporting procedure will become electronic, but in order to work successfully across 3 or more organisations will take manpower and funds the Partnership continues to work towards this goal.
- There are no **equalities, legal, property** or **other** implications.

Risk Management

58. 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.
59. Strategic - There are no strategic risks associated with the recommendations of this report.
60. Physical - Road accidents by their very nature are unpredictable and it is always possible that an injury accident will occur on a route that has been assessed where no action was taken. The data led method of assessing speeding issues ensures that routes with a casualty record are prioritised.
61. Financial - It is now evident that demand for speed management treatments outweighs the capacity to deliver. All potential speed management administration and engineering treatments will be subject to budget allocation.
62. Organisation/Reputation - There is likely to be opposition to a recommendation to take no action following the assessment of a speeding issue. However, the data led method of assessing speeding issues enables justification to be provided in instances where no action is

deemed appropriate. With reduced allocations and increased administration workload it is possible that the level of service provided will be lower than the public's expectations leading to a risk that the council's reputation will suffer.

Recommendations

- 63. That the Executive Member is asked to approve option 1, to agree with the findings and recommendations of the report as a cost effective, and evidence led solution to provide the appropriate level of investigation to community speed concerns.

Reason: So that all locations identified, from past reports as well as this current report, are considered for appropriate speed reduction measures on clear and equal guidelines.

Contact Details:

Author:

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Road Safety Officer
Sustainable Transport
Tel No. 01904 551331

Chief Officer Responsible for the report:

Neil Ferris
Acting Director CES

Report Approved

Date 27/10/15

Specialist Implications Officer(s)

Financial
Patrick Looker
Finance Manager
Tel No. 01904 551633

Wards Affected: List wards or tick box to indicate all

All

For further information please contact the author of the report

Background Papers:

- i) Meeting of the Executive Member for City Strategy and Advisory Panel on 30 October 2006.
- ii) Report to the Executive Member for City Strategy Decision Session on 19th November 2012.

Annexes

- Annex A – Criteria paper
- Annex B – Flow chart of process (simplified)
- Annex C – Speed Concern Report Form
- Annex D – Speed site list and data summary
- Annex E – NYP enforcement list

ANNEX A

Criteria for assessing speed issues, as agreed at Meeting of Executive Members for City Strategy and Advisory Panel Oct 06 - updated October 2012.

This established that, speeding issues should be assessed against certain criteria:-

1. **a. Injury accident record** - based upon North Yorkshire Police data, for the preceding three years, and prioritised on severity using the standard categorisations of fatal, serious, or slight. Officers use a points scoring system to rank sites as high or low. This is based on a slight casualty receiving 1 point, with a fatal or serious casualty being weighted at 4 points. A total points score of 6 or more is need for the site to be given a “high” ranking.

b.Speed data - collected using automatic counting equipment and conducted over a period of at least 24 hours, but usually 7 days X 24hrs.
2. DfT advice is to use the mean and 85th percentile speeds, when considering speed implications.
3. The **mean (average) speed** recorded by the survey provides a good overall indication of the speed environment, but it does not give a good indication of how many drivers may be exceeding the legal speed limit by a significant amount.
4. The **85th percentile speed** helps to show this by indicating the speed not exceeded by 85% of the traffic surveyed, and hence is the level exceeded by the other 15%.
5. Based on Association of Chief Police Officers (ACPO) criteria, the thresholds used Nationally to bring a consistent approach in speed enforcement across the Country, which is a requirement of Camera Safety Technology are worked out by the following formula:-
6. Threshold speed = speed limit + 10% + 2mph. For example in a 20 zone, the formula would look like:-
7. Speed limit + 10%+ 2mph = 20mph + 2 + 2mph = **24mph**

8. The table below summarises the thresholds above which vehicle speeds are regarded as “high” within the assessment framework adopted Nationally and Regionally:

Speed Limit	Threshold (mean speeds)	Threshold (85 th percentile speeds)
20 mph	20 mph	24 mph
30 mph	30 mph	35 mph
40 mph	40 mph	46 mph
60 mph	60 mph	68 mph

9. Based on the available speed data and the injury accident record, each road is then categorised using a scale of 1 - 4, with 1 being the highest priority, as shown in the following table:

Category	Speed	Casualties	Priority	Treatment
1	High	High	Very High	Speed management measures
2	Low	High	High	Casualty reduction measures
3	High	Low	Medium	Speed management measures, <i>if funds available.</i>
4	Low	Low	Low	Speed Indicator Scheme (SID) scheme etc.

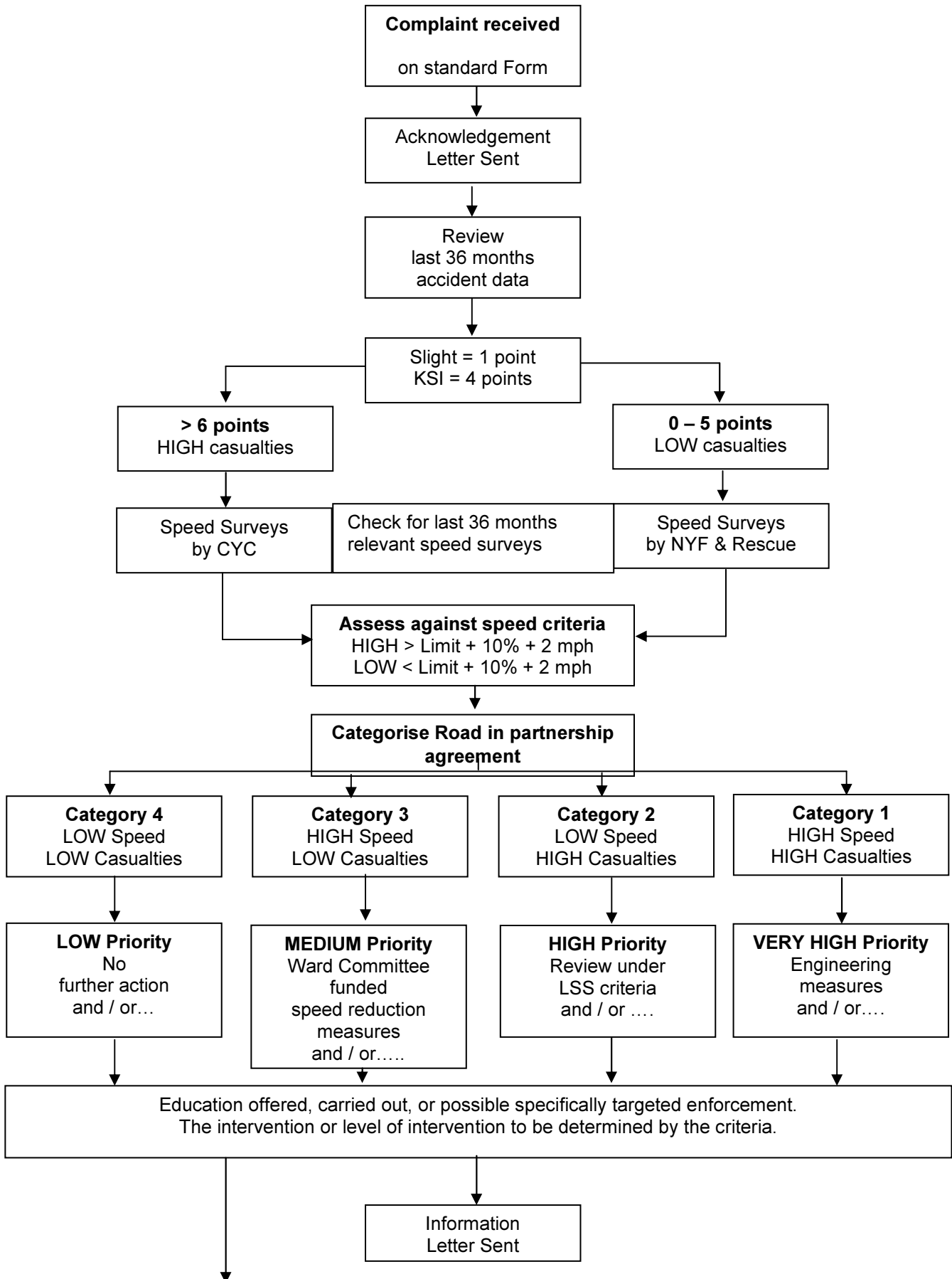
Summary of available options.

What solutions are offered, depends very much on the analysis of the data, however in the main, various options tend to fall within the 4 classifications shown above.

- Sites that fall within category “one” will be treated as priority and will be referred to Transport Projects, to be considered for cost effective treatment under the **casualty or speed reduction budget**.
- Sites that fall within category “two” would be referred to Transport Projects, to be considered for cost effective treatment under the **casualty reduction budget** as priority.
- Sites that fall within category “three” will be referred to Transport Projects to be considered for cost effective treatment under the **speed management budget**. Funding for category “three” locations they will be prioritised by:-
 - Accident data;
 - Speeds, considering, the mean/85th percentiles and the percentage of traffic over the speed limit.
 - Proximity to schools and shops.
- Police enforcement may/or may not, be recommended for use at the site, depending on the outcome of the investigation and its suitability. This could be a traditional Police presence or the Police camera van. PLEASE NOTE THE PLACING OF THE CAMERA VAN IS COMPLETELY AT THE DISCRETION OF NYP, whose current policy is that all requests from the community for the camera van will be processed through this Speed Review Process,
- Occasionally, and if the analysis suggest, sites may be forwarded to Network Management, for a review of the speed limit.
- The Speed Indicator Device (SID) scheme can be offered to some category 4 sites, usually where data evidences 85th percentile speeds are below enforceable limits. SID is a “mobile” speed indicator device, which provides volunteer members of the local community, who have concerns about speeding, and wish to make a difference with the opportunity to address anti social behavior and influence motorists’ style of driving through education.

- SID works particularly well, when tackling the casual or local speeder who may not have realised that they are driving too fast or breaking the speed limit. SID notifies them of their speed and helps to make them more aware of potential hazards in the area and the appropriate speed at which they should be traveling. It also helps to re-enforce positive speed behavior, by indicating to the motorists who are driving within the speed limit.
- We ask that volunteers represent a group such as a tenants/residents association or Parish Council in order that the broader feelings of the community can be represented, rather than the feelings of one individual. It also means that there will be more volunteers on hand to operate the SID when deployed at the selected survey sites. Full training is offered to those communities that have been offered SID. **Please note**, SID is only offered as an option via the speed review process and not as a “stand alone” educational resource because the data evidence is required that there is a “perception” issue that can be addressed by education.
- Occasionally a mobile vehicle activated sign may be used where the environment is not suitable for the SID scheme, but the data evidence is that there is a perception issue, that can be addressed by education.

95 Alive Partnership Speed Review Process (Simplified)



Feedback, to community, through already established and existing channels, via Police, NYF&R or Council depending on the intervention offered/implemented. And regular public reports.

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: Office use Only

Speed Concern Report

Please note – **ALL** details are required.

Name (Dr / Mr / Mrs / Ms / Miss)

Address.....

.....

Postcode..... Tel Number(s)

E mail

Vehicles exceeding themph speed limit along (Road name)

.....
at / near to (house number / junction with)

.....

MON / TUE / WED / THUR / FRI / SAT / SUN / ALL DAYS

Time(s)..... if all day is there any time that you feel is worse.....

Type of vehicle Car / Motorcycle / Lorry / Bus / All Vehicles

driven by Residents / General Traffic / Employees of.....

Additional Information

.....

.....

.....

Signature

I would be willing to participate in any Community Action initiatives regarding the issue I have raised.	YES / NO
--	-----------------

**Post to: North Yorkshire Police, Traffic Bureau, PO Box809 York YO31 6DG
or email to speedconcerns@northyorkshire.pnn.police.uk**

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Annex D 2015 Page 3 Number	Road	Area	Speed data						3 year casualty record			Acc with speed causation			Overall (1 - 4)			
			Location/date	Direction	Duration	Limit	Mean	85th percentile	Fatal	Serious	Slight	Fatal	Serious	Slight				
80 91 0 030	North Lane Huntington		LC 5 o/s house 27			30						0	0	1	0	0	1	(acc 3yr to end 2014)
80 91 0 172	Beckfield Lane		opp Grayshon Dv			30						0	0	0	0	0	0	(acc 3yr to end 2014)
90 91 0 241	Boroughbridge Rd A59	Poppleton	o/s Restholme new LC			40						0	0	2	0	0	0	(acc 3yr to end 2014)
90 91 0 390	Wetherby Road	Rufforth	Lc 17 opp Victr Fm Cl			30						0	0	0	0	0	0	(acc 3yr to end 2014)
90 91 0 391	Wetherby Road	Rufforth	LC 2			30						0	0	0	0	0	0	(acc 3yr to end 2014)
90 91 0 400	Bradley Lane Rufforth	Rufforth	LC 6 opp h/s 20			30						0	0	0	0	0	0	(acc 3yr to end 2014)
10 91 0 470	Scarcroft Rd, 20 limit		LC 16			20						0	2	1	0	0	0	(acc 3yr to end 2014)
10 91 0 471	Scarcroft Rd, 20 limit		LC 13			20						0	2	1	0	0	0	(acc 3yr to end 2014)
10 91 0 571	Stirling Road	Clifton Moor	LC 6			30						0	0	2	0	0	1	(acc 3yr to end 2014)
14 91 0 080	Bootham		LC 12			30						0	0	4	0	0	0	(acc 3yr to end 2014)
14 91 0 090	Durlston Drive	Strensall	LC 3			30						0	0	0	0	0	0	(acc 3yr to end 2014)
15 91 0 010	Pulleyn Drive	off Tadcaster Rd	LC 6 o/s 10			30						0	0	0	0	0	0	(acc 3yr to end 2014)
15 91 0 020	The Old Village	Huntington	LC 7 Trent Cottage			20						0	0	0	0	0	0	(acc 3yr to end 2014)
11 91 0 021	Chaloners Road	Dringhouses	LC6 OS 21			30						0	0	1	0	0	0	(acc 3yr 01/06/12 - 31/05/15)
90 91 0 500	Gale Lane	Acomb	LC 31 O/S 165			20						0	0	1	0	0	0	(acc 3yr 01/06/12 - 31/05/15)
10 91 0 591	Grantham Drive		LC 9 O/S 54			20						0	0	1	0	0	0	(acc 3yr 01/06/12 - 31/05/15)
15 91 0 040	Main Street	Hessay	TP O/S 2			30						0	0	0	0	0	0	(acc 3yr 01/06/12 - 31/05/15)
15 91 0 050	New Road	Hessay	TP O/S 1			30						0	0	0	0	0	0	(acc 3yr 01/06/12 - 31/05/15)
15 91 0 030	Northfield Lane	Upper Poppleton	TP nr Rowan House			60						0	0	0	0	0	0	(acc 3yr 01/06/12 - 31/05/15)
90 92 0 460	Malton Road A1036		LC 26			40												see also 90 91 0 460
90 91 0 571	Haxby Road	New Earswick	LC 119			20												
10 91 0 261	Murton Lane	Murton	on street furnature Opp Wayside			40												
15 91 0 060	Cranbrook Road		LC 7			20												
15 91 0 070	Grants Avenue	Fulford	LC 4 o/s 26			20												
15 91 0 080	Heworth Road		LC 4 opp VAS			20												
15 14 10 090	Willow Bank	New Earswick	LC10 o/s 36			20												
15 14 10 100	Stamfordbridge Road (A166)	Murton	post in highway nr Southlands			40												
15 14 10 110	St Saviourgate		on parking sign o/s 14			30												
15 14 10 120	Jockey Lane	Huntington	LC 6 across from Range			30												

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

12 November 2015

Report of the Acting Director CES, Neil Ferris.

Part 2 - Review of Speed Management Engineering Programme

Summary

1. This report details a review of the speed management schemes which have been referred for an engineering solution and seeks approval of the detailed 15/16 speed management programme.

Background

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

Existing Requests

4. There are currently 40 locations referred to CYC Transport Projects for engineering solutions to be developed and implemented. In the 2015/16 Capital Programme an overall budget of £90k has been allocated to be spent on speed management schemes.
5. None of the sites have a significant casualty history but it is recognised that speeding traffic is a concern for some residents and impinges on their quality of life. Therefore each of the sites have been reviewed

based on the existing speed data records and placed into one of three categories:

a. **2015/16 schemes** (21 sites)

Sites where low cost measures are considered feasible to address the speeding problem.

b. **Sites for further review** (16 sites)

Sites where further data collection is required to provide a solid basis for investigation.

c. **Sites with speed limit issues** (3 Sites)

Sites where the speed records and road environment suggest the existing speed limit is inappropriate.

2015/16 Speed Management Schemes

6. Proposals for each of the 21 sites were developed and initial consultation carried out with relevant CYC officers, ward members, parish or town councils and North Yorkshire Police.
7. Following consideration of all the comments received 16 of the schemes are recommended for further consultation with residents and implementation. Any substantive objections to the schemes or associated Speed Limit Orders would be reported back to the Director.
8. These 16 schemes are listed below with estimated costs. A detailed breakdown of each site along with consultation feedback and analysis of the comments is provided, along with a plan showing the outline design of the scheme in Annex A - P.

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

Sites (in priority order)	Recommended Action	Estimate	Annex
Danebury Drive, South	Alterations to traffic calming	£24k	A
Main St, Wheldrake	Improved gateway signing / carriageway narrowing	£8k	B
Chaloners Rd, Dringhouses, North of the 20mph Zone	Introduction of on-road cycle lanes	£2k	C
Eason View, Dringhouses	Alterations to traffic calming	£16k	D
Bishopthorpe Rd, Crematorium to Palace	Improved gateway signing	£1.5k	E
Usher Lane, Haxby	Improved gateway signing	£2k	F
York Road, Strensall	Introduction of on-road cycle lanes	£5k	G
Stockton Lane / Sandy Lane, Stockton on the Forest	Improved gateway signing & 40mph buffer limit	£3k	H
Naburn Lane, Fulford, rear of designer outlet	Improved gateway signing	£1.5k	I
Common Rd, Dunnington	Relocation of speed limit gateway & improved signing	£4k	J
Sim Balk Lane, Bishopthorpe	Improved gateway signing	£1.5k	K
Moorlands Rd, Skelton, Village Entry	Improved gateway signing & lining	£2.5k	L
Main St, Askham Richard	Relocation of speed limit gateway & improved signing	£5k	M
B1224 Wetherby Road, West of Beckfield Lane junction	Introduction of on-road cycle lanes	£4k	N
Green Lane, Clifton	Improve deflection at mini-roundabouts	£10k	O
Church Lane, Wheldrake	Improved gateway signing	£2k	P
TOTAL		£92k	

10. The remaining five sites have been omitted from the 2015/16 programme due to concerns and objections raised by the Parish Council / Ward Councillor and the Police. Details of these schemes including consultation feedback and reasons for the schemes omission are provided in **Annex Q**. These will be reviewed again as part of the development of the 2016/17 programme.

Sites for further study (Annex R)

11. Sixteen sites reviewed would benefit from being revisited with new data required to get a better idea as to what is currently happening at these locations. It is recommended that speed surveys are commissioned for each of these sites this year and that they will form the basis of the 2016/17 programme along with any carry over from the 2015/16 programme. The estimated cost of this work is £2k.

Sites with speed limit issues (Annex S)

12. Three of the sites reviewed are considered to have speed limits which are unrealistic for the road environment. Most drivers assess what is a safe speed to travel for a given environment this is usually reflected by the speed limit. In these instances the limit is considered to be lower than appropriate leading to poor compliance.
13. To improve driver compliance with these limits significant alterations to the road environment would be required with potential costs way in excess of the current speed management budget. In order to assess these sites, a more detailed investigation of what can be done to bring speeds down to a more appropriate level is required. The estimated cost of this work is £3k.
14. This could be undertaken this financial year to determine the likely cost of any engineering measures. It is recommended that the outcome of the feasibility studies should be considered for a future years capital programme, alongside other priorities at that time.

Options

15. Option (i) –

- Approve the proposed programme of schemes (Annex A-P sites) and authorise officers to undertake further consultation and advertisement of speed limit orders as necessary, and to implement the measures if no objections are received. Any measures which receive objections will be reported back to the Director for a decision.
- To approve the carrying out of additional speed surveys (Annex Q and R sites) and to carry forward these sites for further assessment in the 2016/17 programme.
- Approve the inclusion of further feasibility work for the three sites with speed limit issues (Annex S) in the ongoing programme of speed management schemes.

Option (ii) –

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

Option (iii) - Do nothing, reallocate spend elsewhere.

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

Analysis

16. Option (i)

The review of the speed management schemes has been carried out utilising a data based approach and prioritised using the framework set out by the Road Safety Partnership. Preliminary consultation has been undertaken to gauge views on the proposals and responses have been considered. Where appropriate, scheme proposals have been revised to reflect the comments or have been omitted from this year's programme. This option aims to spend the full budget

allocation by addressing the sites in a prioritised order. It also provides a solid base of work for the 2016/17 speed management programme and provides a suggestion for dealing with sites where the speed limit is considered to be unrealistic.

17. Option ii)

This option offers the Executive Member the opportunity to review the prioritisation of the works if deemed appropriate. The original ranking was based on a data led process and to reprioritise the programme could be questioned by residents or members of other parties so is not recommended.

18. Option iii)

Requests to review speeds at the sites under consideration were received from local residents and have been through the appropriate procedure as laid out in the Council's speed management policy. Doing nothing would be an inappropriate response to the request and will have no affect on the current vehicle speeds.

Council Plan

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

- **A Council That Listens To Residents –**

The schemes are all based on reports of speeding traffic from local residents, by responding to these requests for action the council is demonstrating that it is listening to residents. Preliminary consultations have included Parish and Town Councils and also the Police.

Implications

20. *Financial –*

The estimated total cost to deliver the programme is £97k. The Current Speed Management Allocation for 15/16 is £90k, with £9k already spent during the initial investigations.

21. The 2015/16 programme is currently estimated to be £16k over-programmed, which is considered manageable. Schemes will be tackled in priority order and any scheme which is not completed within 2015/16 could be carried forward to the 2016/17 programme, to be implemented early in the 2016/17 year, taking into account other priorities at that time. An increase to this year's budget is not proposed.
22. Human Resources - None.
23. Equalities - None.
24. Legal - None
25. Crime and Disorder –
Speeding is a criminal offence and the council has a responsibility to deliver an effective Speed Management Strategy. It is the responsibility of North Yorkshire Police to enforce the appropriate speed limit.
26. Information Technology (IT) - None
27. Property - None.

Risk Management

28. 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:
29. Authority reputation – this risk is in connection with public perception of the Council if work is not undertaken following the review of a site passed through the Road Safety Partnership and is assessed at 10.

Risk Category	Impact	Likelihood	Score
Organisation/ Reputation	Minor	Probable	10

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

Recommendation

31. It is recommended that the Executive Member approves Option (i), which comprises:
- Approval of the proposed programme of schemes (Annex A-P sites) and authorisation for officers to undertake further consultation and advertisement of speed limit orders as necessary, and to implement the measures if no objections are received. Any measures which receive objections should be reported back to the Director for a decision.
 - Approval to carry out additional speed surveys (Annex Q and R sites) and to carry forward these sites for further assessment in the 2016/17 programme.
 - Approval to include further feasibility work for the three sites with speed limit issues (Annex S) in the ongoing programme of speed management schemes.

Reason: To deliver measures to address speed complaints raised by local residents.

Contact Details

Author:

Ben Potter
Engineer
Transport Projects
Tel: 01904 553523

Chief Officer responsible for the report:

Neil Ferris, Acting Director

Report **Date 27/10/15**
Approved

Specialist Implication Officer(s)

Wards Affected:

All

For further information please contact the author of the report.

Annexes

Annex A - P, 15/16 Speed Management Scheme Outline Designs

Annex Q, Sites referred back into 16/17 development

Annex R, Sites for further study

Annex S, Sites with speed limit issues

Site: Danebury Drive, South

ANNEX A

Speed Limit: 20mph **Max Mean Speed:** 25mph **Max 85%ile:** 31mph

Injury Collisions Jan 2012 – Dec 2014: 3

Proposals: Replace the three speed cushion arrangement with two cushions and build-outs to narrow the carriageway, and thereby encourage lower vehicle speeds.

Consultation Comments:

CYC Landscape Architect - Can the build-outs be soft and include trees?

CYC Arboricultural Officer - Agree, trees will help combat pollution and help with drainage.

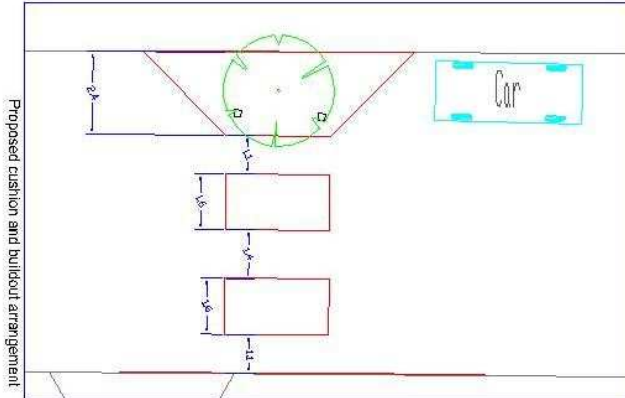
CYC Flood Risk and Asset Manager - Can we put highway drainage in the build-outs and have a good SuDs solution?

Cllr Barnes - will adjacent residents be consulted?

North Yorkshire Police - No comment.

Analysis / Response: The inclusion of trees on the proposed build-outs has been investigated and appears to be achievable. This will be explored further during the next stage of consultation.

Local consultation will be undertaken in due course.



Proposed cushion and bollard arrangement

NOTES

OUTLINE DESIGN

CITY OF YORK
 Engineering, Transport Services, Environment, Planning
 2, Wellington Square, 1st Floor, 100 Market Street, York YO1 1JG, UK
 Tel: 01904 567000 Fax: 01904 567001

PROJECT
 SPEED MANAGEMENT SCHEME
 20 ZONE - SOUTH

TRIGGER
 TRAFFIC CALMING
 OPERATIONS
 OUTLINE DESIGN

Drawn by: B. FORTER **Date:** 05/09/10
Checked by: CHECK **Date:** DATE 3
Approved by: ALTH **Date:** DATE 3
Drawing No.: TP/150020/00/01 **Revision:** A

Project Name: NTS **Proj. Scale:** 1:1

Doc. Reference: **Proj. Scale:** 1:1

Site: Main St, Wheldrake

ANNEX B

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

Injury Collisions Jan 2012 – Dec 2014: 1

Proposals: Improve the gateway signing and relocate the speed limit further away from the access to the industrial area to highlight the start of 30mph speed limit.

Consultation Comments:

CYC Traffic Network Manager - Can we include Elvington (Greengales Lane) approach in proposals for Wheldrake? Move limit to make signs more visible.

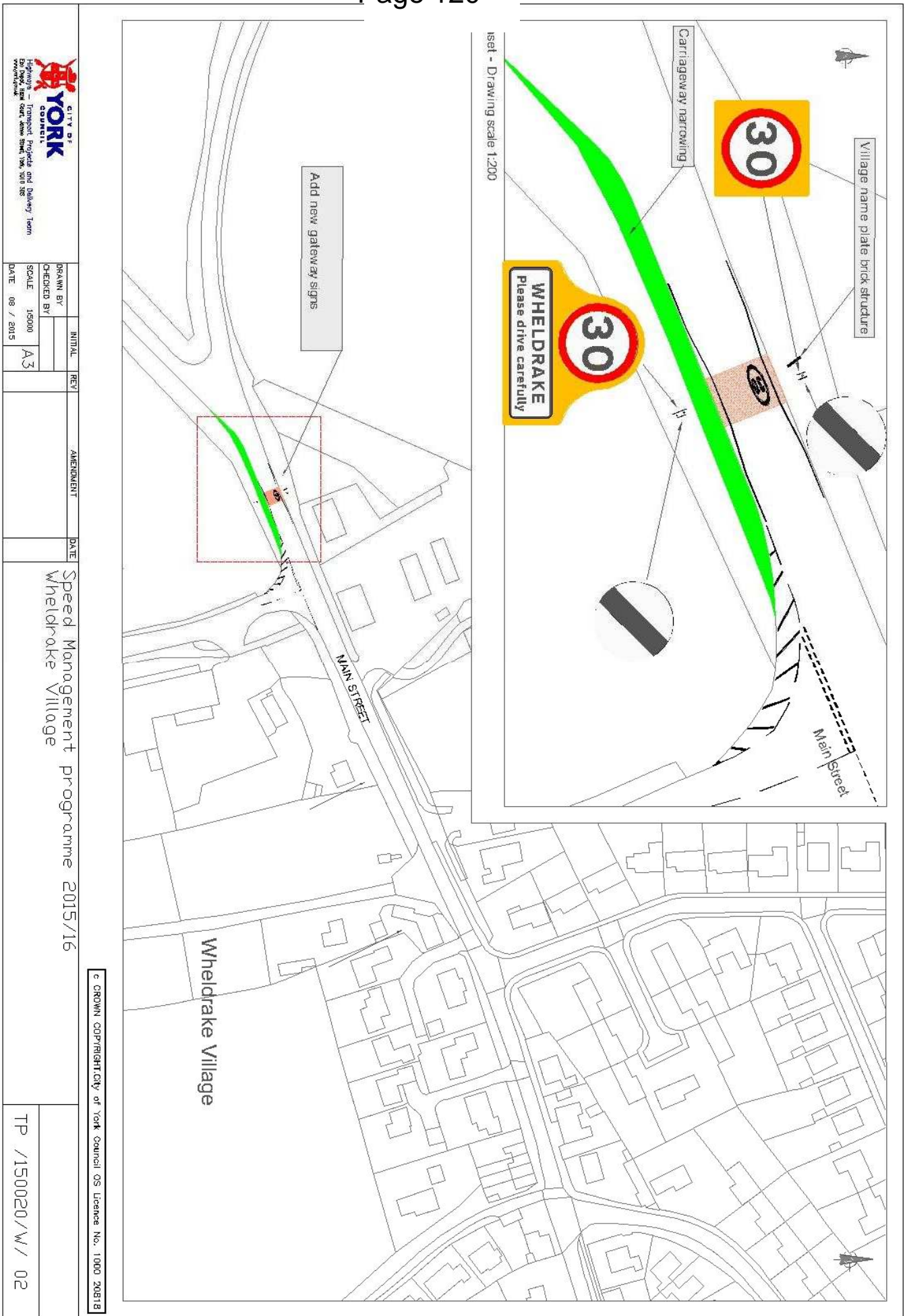
Wheldrake PC - Please can the village entry on Greengales Lane be altered to reduce speeds?

North Yorkshire Police - There has been no consultation with regards to repositioning the 30mph speed limit signs and I have reservations that this will be effective. The environment for the speed limit has not been altered and it is doubtful that this will encourage or achieve higher rates of driver compliance.

Analysis / Response: The speed management process deals with specific location based complaints through data lead investigations. Greengales Lane has been investigated previously with speeds last recorded in 2011 at mean speed 30mph, 85% 35mph. No action is suggested at this location.

Official consultation for any amendments to the Speed Limit Order will be conducted once the scheme is approved and initial consultation with local residents has been carried out.

Improved signing and a visual narrowing of the carriageway through the use of road markings should help to reduce entry speeds into the village. Outbound speeds will likely remain higher than desirable due to the rural nature of the roads beyond the village. To address this the road could be narrowed over this section through the removal of the slip road into Wheldrake Lane, this has been added to the scheme for further consultation.



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Speed Management programme 2015/16
Wheldrake Village

 <p>CITY OF YORK COUNCIL <small>Improving Transport, Protecting and Delivering Tomorrow By York, New York, New York, New York, New York</small></p>		DRAWN BY CHECKED BY SCALE 1:5000 DATE 08 / 2015	INITIAL REV AMENDMENT DATE	TP /150020/W/ 02
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Site: Chaloners Rd, Dringhouses, North of the 20mph Zone **ANNEX C**

Speed Limit: 30mph **Max Mean Speed:** 28mph **Max 85%ile:** 35mph

Injury Collisions Jan 2012 – Dec 2014: 1

Proposals: Introduce on road cycle lanes on the northern section of the road and remove the centreline to provide cycle facilities and visually narrow the carriageway.

Consultation Comments:

CYC Transport Planner – queried potential issues with parked vehicles.

Cllr. D'Agorne - supports 1.5m cycle lanes

Cllr. Fenton - no objection to a consultation with residents. Will First be consulted as it is on the no. 4 bus route?

North Yorkshire Police - No comment

Analysis / Response: This length of Chaloners Rd is covered by “No waiting at any time” double yellow lines so the area will be free of parked vehicles.

Local consultation will be undertaken along with consultation with any bus companies using the route.

Site: Eason View, Dringhouses

ANNEX D

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

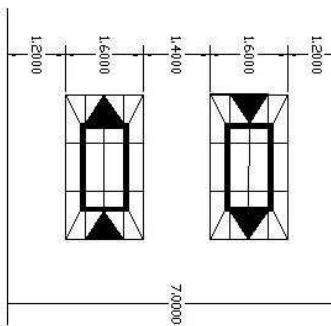
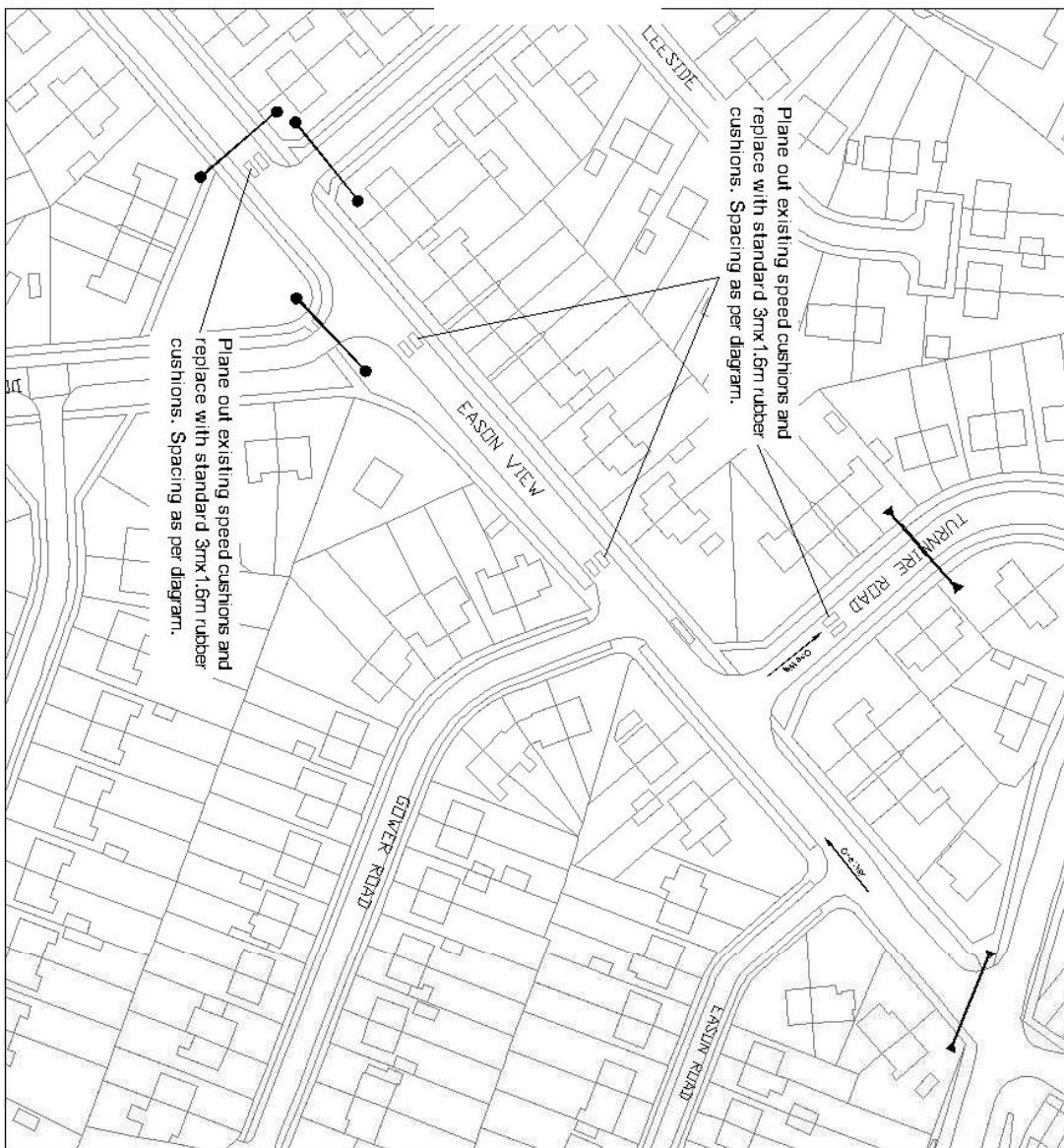
Injury Collisions Jan 2012 – Dec 2014: 1

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

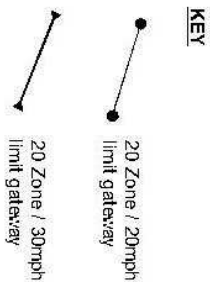
Consultation Comments: *Cllr. Fenton* - no objection to a consultation with residents. Will First be consulted as its on the no. 4 bus route.

North Yorkshire Police - No comment

Analysis / Response: Local consultation will be undertaken along with consultation with any bus companies using the route.



Proposed speed cushion spacing



NOTES:

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OUTLINE

Station	By	Checked/Approved	Date	Description



Highways - Transport, Signals and Delivery Team
 York City Council, 100, The Gateway, York, YO1 1DD

Project: SPEED MANAGEMENT SCHEMES
 EASON VIEW
 20 MPH ZONE

Drawing: OUTLINE DESIGN

Drawn by: B POTTER	Date: 03-08-15
Checked by: A N OTHER	Date: XXXXXX
Authorised by: A N OTHER	Date: XXXXXX
Drawing No: TP/150020/EV/01	Revision: A

Drawing Scale: 1:10000 A3
 CAD Filename: Plot Scale: 100

Site: Bishopthorpe Rd, (Crematorium to Palace)

ANNEX E

Speed Limit: 30mph **Max Mean Speed:** 35mph **Max 85%ile:** 42mph

Injury Collisions Jan 2012 – Dec 2014: 1

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

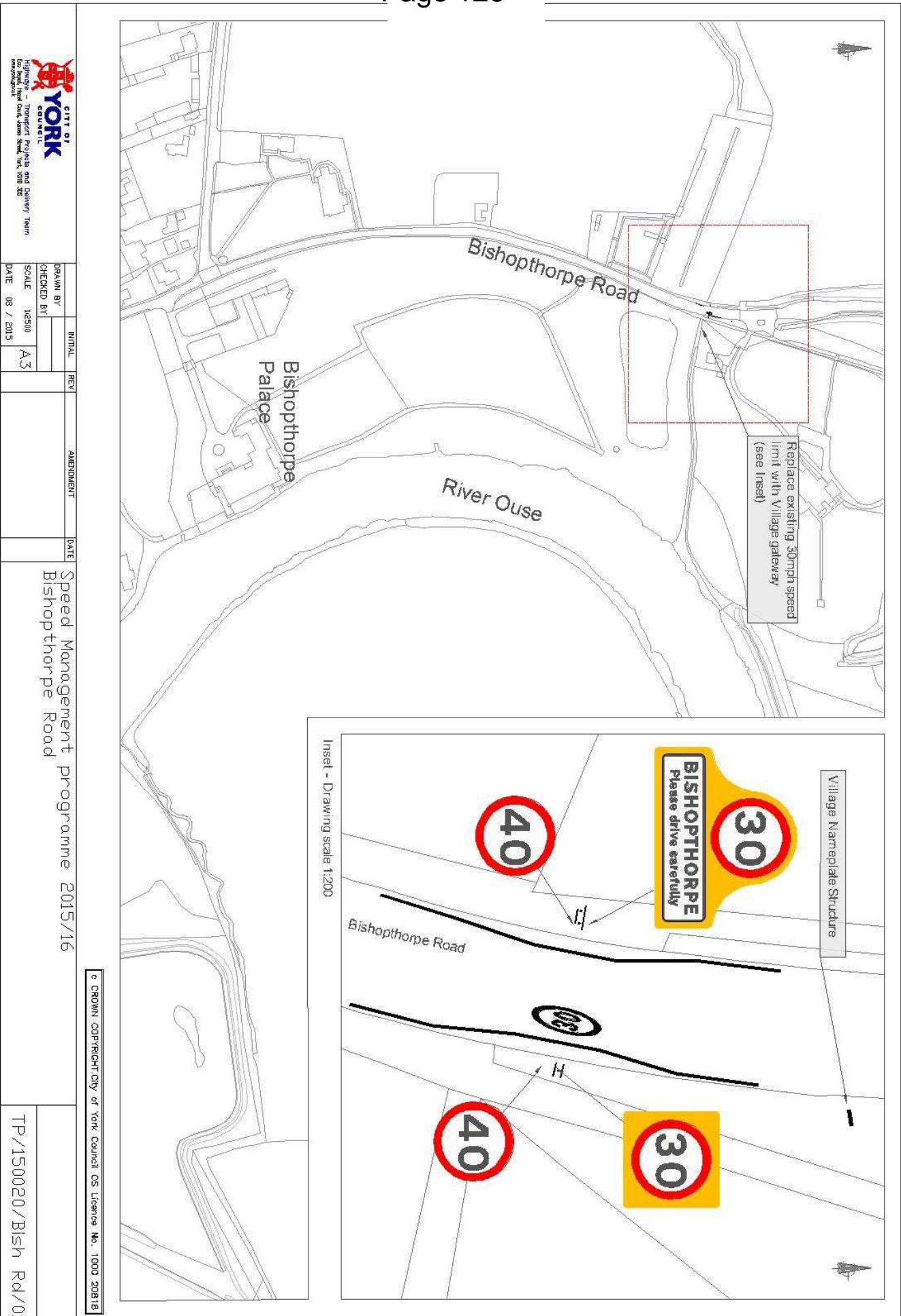
Consultation Comments: *Cllr Galvin* -not enthusiastic about the large yellow signs but happy to support if that is what is required to bring speeds down.

Bishopthorpe PC - Requested that the planters and village signs are retained.

North Yorkshire Police - It is disappointing that exploring the re-siting of the 30mph terminal has not been considered. It is doubtful that the environment is correct at this location for the start of the 30mph speed limit or that the proposed measure will be effective as the environment is incorrect for a 30mph speed limit at this location.

Analysis / Response: The village planters and existing vilage name plates will be retained and the new signs located to ensure all the entry features work together.

Relocation of the speed limit further into the village was considered, however a location with suitable forward visibility to the signs could not be achieved. The potential locations would also create other problems due to the narrow footways along this stretch of highway and the potential for vegetation overgrowing the signs creating an ongoing maintenance issue.



CITY OF YORK
 Planning
 Transport, Roadworks and Delivery Team
 100, The Guildhall, 100, The Guildhall, York, YO1 1DD
 www.york.gov.uk

DRAWN BY	INITIAL	REV	AMENDMENT	DATE
CHECKED BY				
SCALE	1:2500	A3		
DATE	08 / 2015			

Speed Management programme 2015/16
 Bishopthorpe Road

TP/150020/Bish Rd/01

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Site: Usher Lane, Haxby

ANNEX F

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

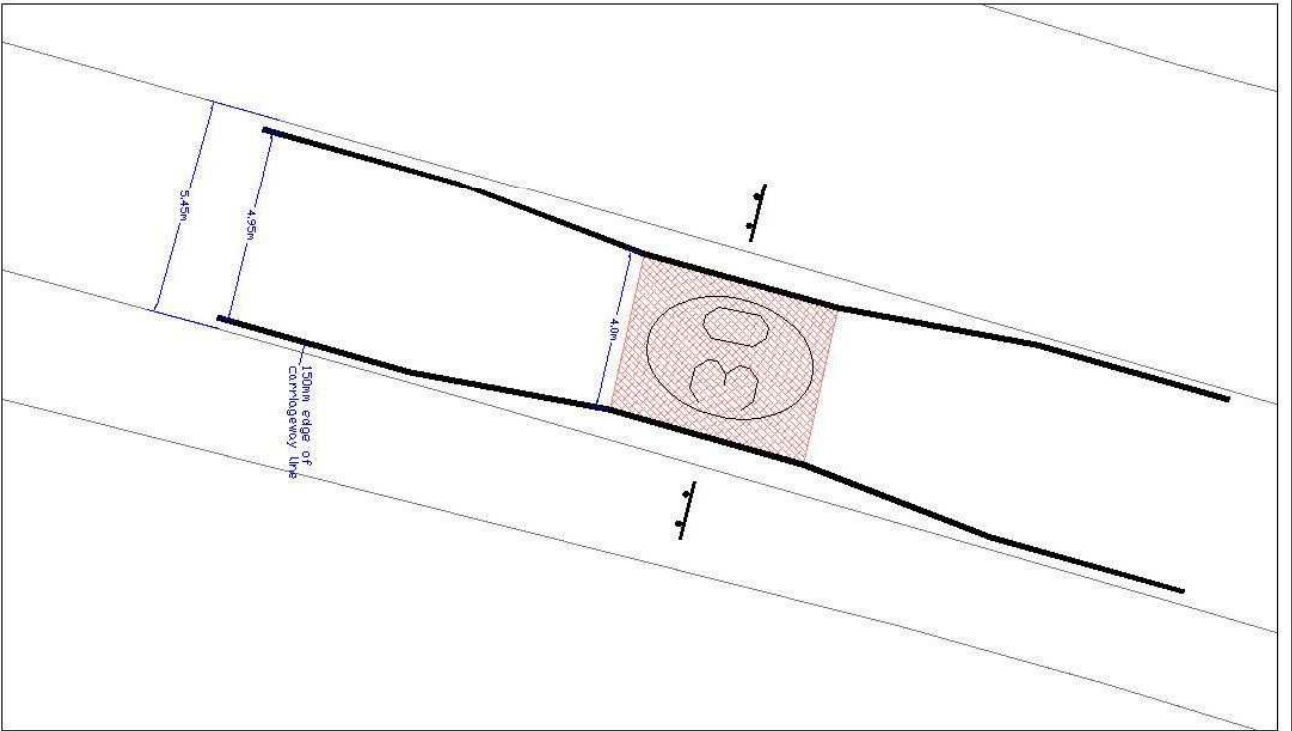
Injury Collisions Jan 2012 – Dec 2014: 1

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

Consultation Comments: *Haxby Town Council* - Happy to support the proposed changes.

North Yorkshire Police - It is doubtful that these proposed measures will be effective in reducing the speed of traffic in either direction.

Analysis / Response: The proposals aim to reduce vehicle speeds by creating a more significant gateway feature that visually narrows the carriageway. The measures are low cost and will be monitored post implementation to check the effectiveness.



NOTES:

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OUTLINE DESIGN

Revision	By	Checked/Approved	Date	Description



City of York Council
Highways and Transport Projects and Delivery Team
Highways and Transport Projects and Delivery Team
100, The Gateway, York YO1 1DD

Project:
SPEED MANAGEMENT SCHEMES
USHER LANE, HAXBY
VILLAGE GATEWAY

Drawing:
OUTLINE DESIGN

Drawn by:	B. POTTER	Date:	04-08-15
Checked by:	A. N. OTHER	Date:	XXXXXX
Authorised by:	A. N. OTHER	Date:	XXXXXX
Drawing No:	TP/150020/UL/01	Revision:	A
Drawing Scale:	1:1000	Sheet:	A.3
CAD Filename:	Prel_Scale:100		

Site: York Road, Strensall

ANNEX G

Speed Limit: 30mph **Max Mean Speed:** 32mph **Max 85%ile:** 38mph

Injury Collisions Jan 2012 – Dec 2014: 1

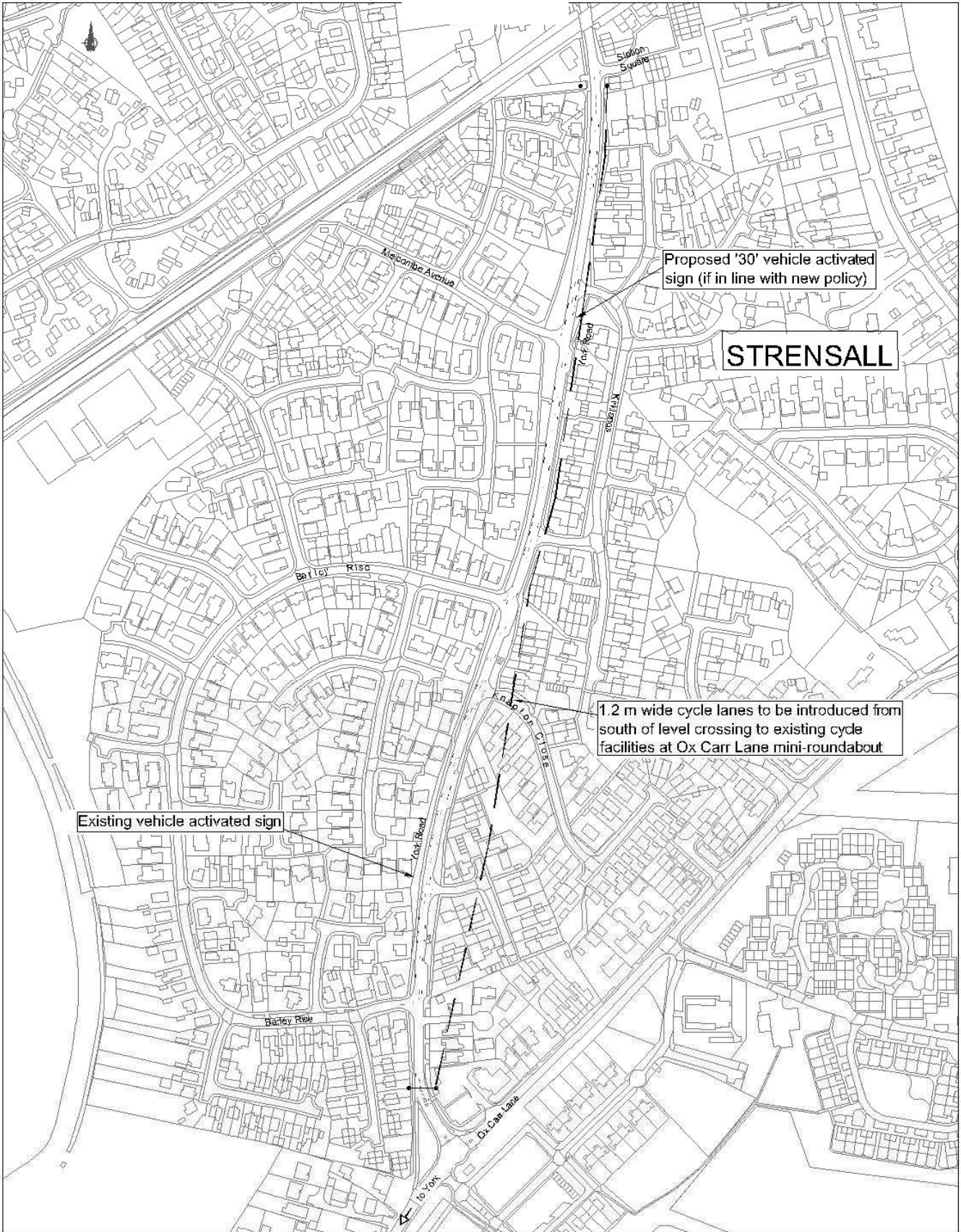
Proposals: Introduce on road 1.2m wide cycle lanes on both sides of York Road to provide cycle facilities and visually narrow the carriageway (Existing carriageway width is 7 to 7.3m). An additional vehicle activated sign (VAS) is proposed if this is in line with the new policy (being considered concurrent to this report).


Consultation Comments: *Strensall PC* - Not convinced that cycle lanes will have any impact on speeds.

Cllr. Doughty – supports the views of the Parish Council.

North Yorkshire Police - No comment.

Analysis / Response: Visual narrowing of the carriageway can help to alter a driver's perception of the available road width thereby reducing vehicle speeds.



 <p>CITY OF YORK COUNCIL Highways – Transport Projects and Delivery Team The Depot, Hazel Court, James Street, York, YO1 3DS www.york.gov.uk</p>	<p>Speed Management Programme 1516 York Rd, Strensall - cycle lanes</p>			<p>TP/150020/YkRdS/01</p>	<p>SCALE NTS A3</p>
	<p>REV</p>	<p>AMENDMENTS</p>	<p>DATE</p>	<p>BP</p>	<p>DATE 25/08/15</p>

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

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

Injury Collisions Jan 2012 – Dec 2014: 1

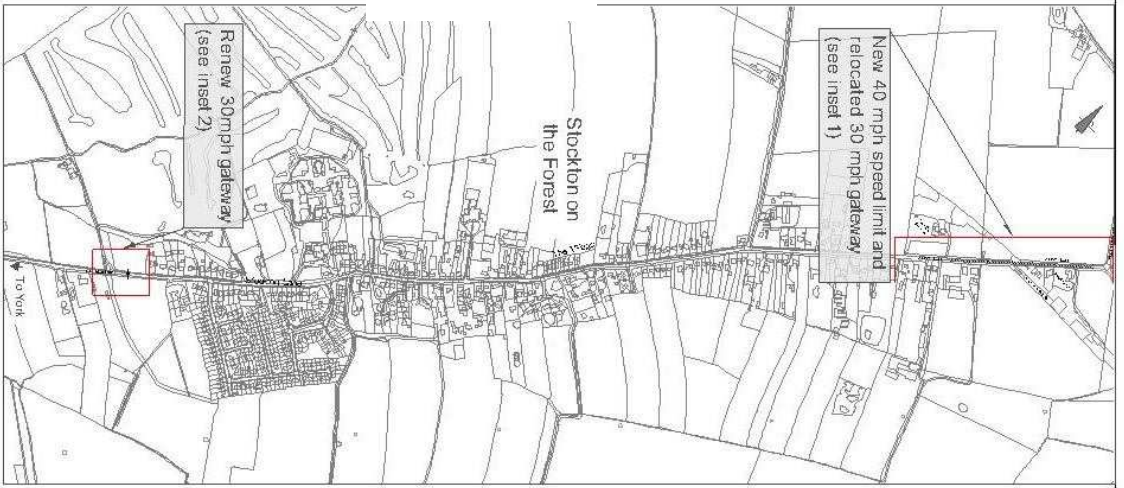
Proposals: Improve the village gateway signing to highlight the start of the 30mph speed limit and add edgelines to visually narrow the carriageway. The eastern gateway on Sandy Lane will be relocated further into the village where there are properties on both sides of the road to aid driver recognition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

Consultation Comments:

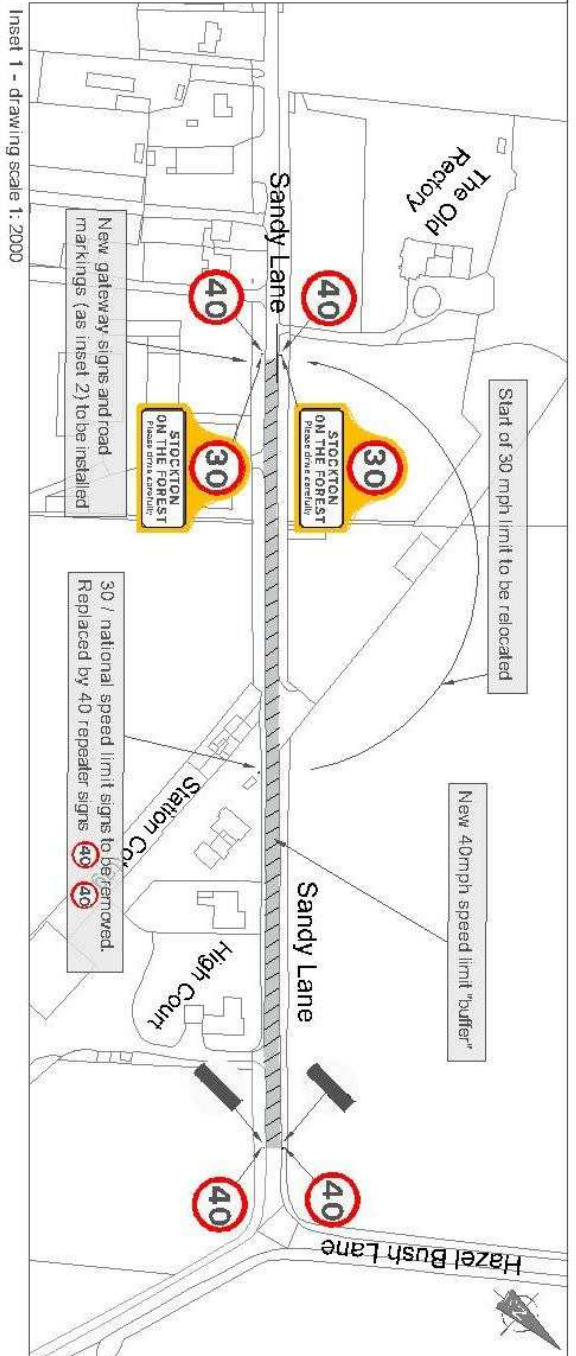
North Yorkshire Police - Stockton on Forest is a linear development which has historically had a speed issue. Significant engineering is required along its full length to achieve acceptable driver compliance. No consultation has been entered into with regards to the introduction of a 40mph speed limit on Sandy Lane, which is not likely to effectively encourage higher driver compliance with the 30mph limit, which it is presumed is the reason for the 40mph limit.

Analysis / Response: Recent speed readings taken in the 30mph speed limit to the west of the village do not indicate a particular problem with excess speeds. Outside the Primary School there is a traffic calmed 20mph zone, so the main concern is the east of the village which the proposals seek to address. It is recognised that a 30 mph speed limit encompassing all the development is not particularly realistic (supported by vehicle speed readings of mean 31mph and 85th percentile 38mph). A short length of 40mph is therefore proposed to cover the single sided development with the 30mph speed limit starting where development is present on both sides. It is hoped that drivers are more likely to recognise the relevance of each speed limit and adjust their speed accordingly.

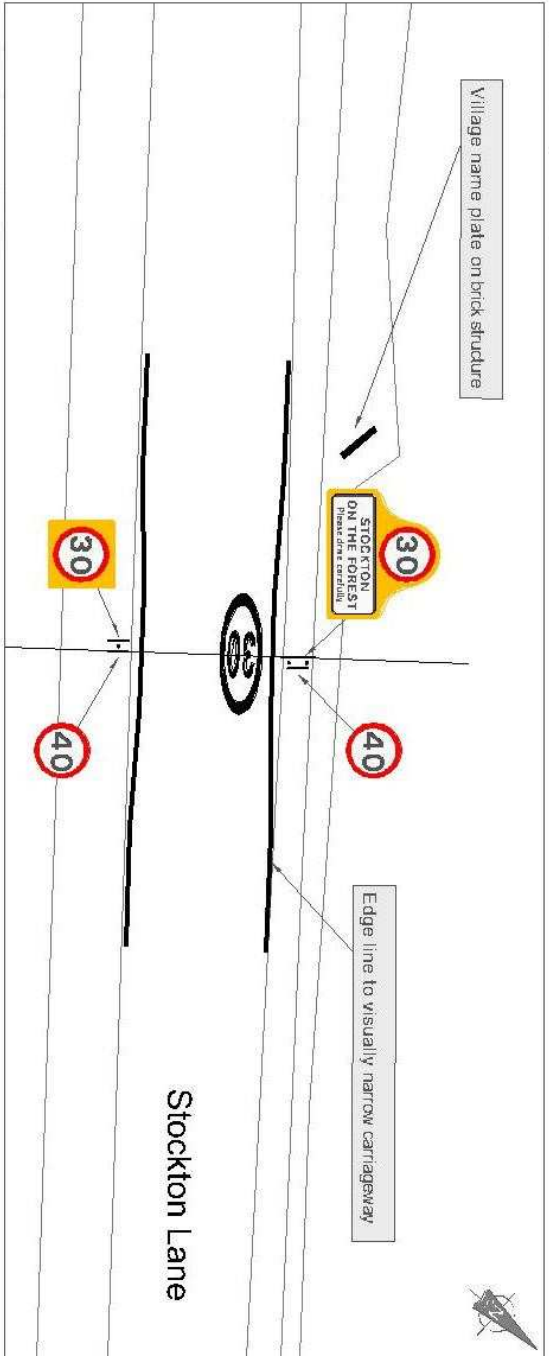
Official consultation for any amendments to the Speed Limit Order will be conducted once the scheme is approved in principle and initial consultation with local residents has been carried out.



Location of sites



Inset 1 - drawing scale 1: 2000



Inset 2 - drawing scale 1: 200

 <p>CITY OF YORK COUNCIL Highways – Transport Projects and Delivery Team 15, The Guildhall, York, YO1 9PS</p>	INITIAL	REV	AMENDMENT	DATE	Speed Management Programme 2015/16 Stockton on the Forest	TP/150020/SDF/T/01
	DRAWN BY: FS CHECKED BY: LER SCALE: 1/7000 DATE: 08 / 2015					

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Site: Naburn Lane, Fulford, nr York Outlet **ANNEX I**

Speed Limit: 30mph **Max Mean Speed:** 37mph **Max 85%ile:** 44mph

Injury Collisions Jan 2012 – Dec 2014: 0

Proposals: Improve the speed limit gateway feature to highlight the start of the 30mph speed limit. The centre line has not been replaced following surface dressing to reduce the 'urban' look of the road.

Consultation Comments: *Cllr Aspden* - supports scheme. If Fulford is successful in securing a new Fulford sign could we coordinate these proposals with it.

Fulford PC - Generally happy with the scheme. Queried the text for the sign being all caps. Asked if CYC would support new planters if they gain funding for Fulford in Bloom campaign.

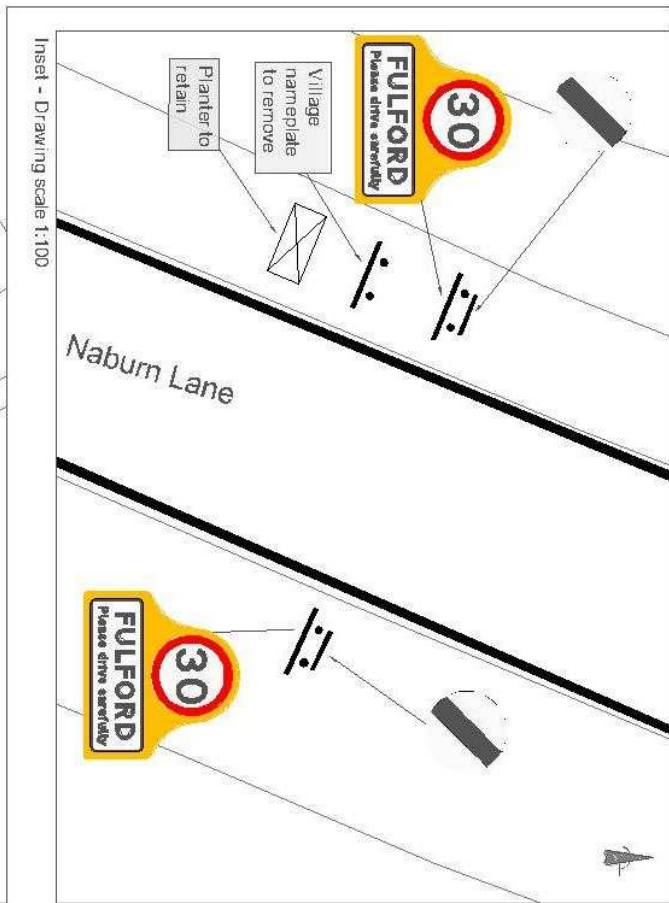
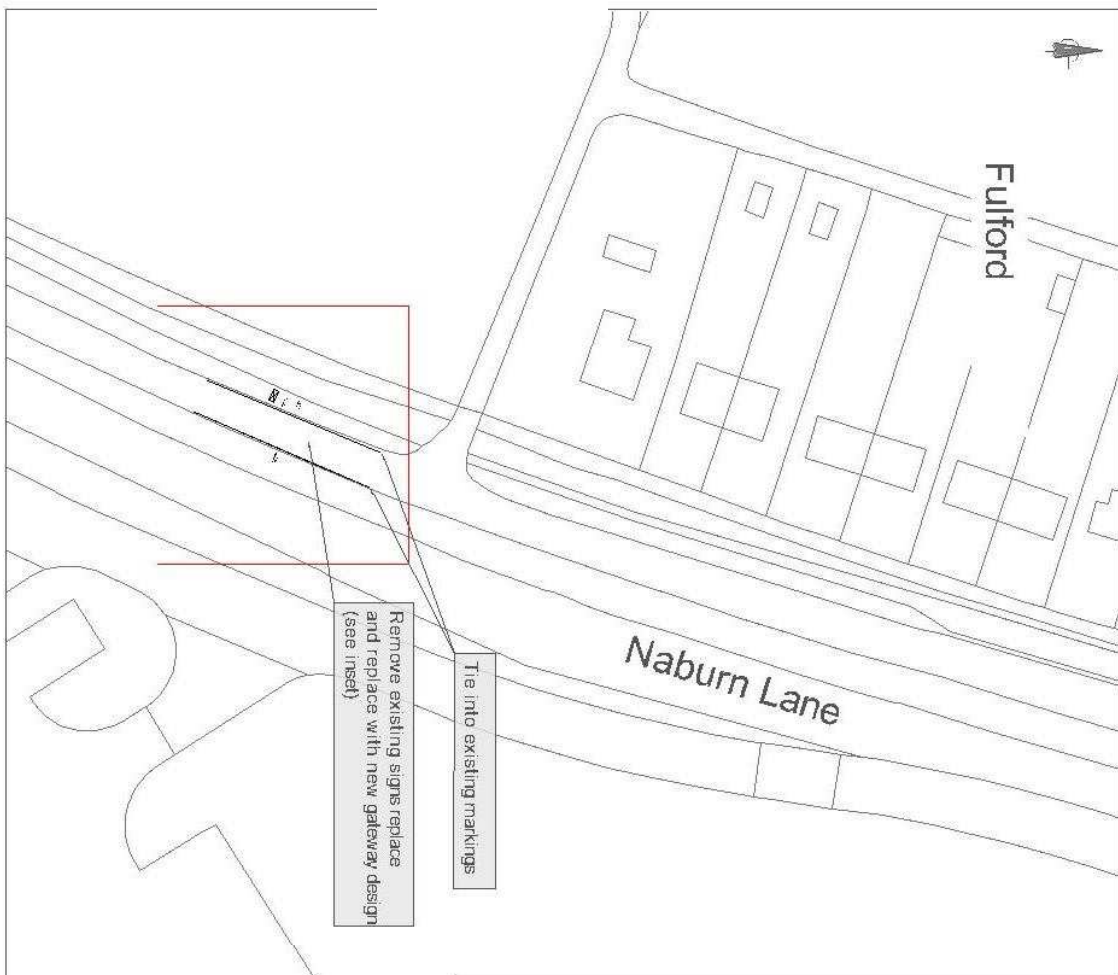
Naburn PC - Happy with the proposals but asked if anything could be done to warn drivers coming over the bridge Naburn bound.

North Yorkshire Police - This road should be a 40mph speed limit. It does not fit any national guidelines for a 30mph speed limit. This is an historic speed complaint site. The 30mph speed limit was only introduced here due to the Naburn Mental Hospital, Fulford Maternity Hospital, Nurses Home, other NHS staff residences and staff and to protect patients and staff walking along the B1222 Naburn Lane 24/7. All this has now literally disappeared, with all the buildings spoken of being demolished. The justification for the 30mph speed limit has also disappeared along with the buildings. The proposed measures will be unlikely to be effective in achieving acceptable driver compliance with the posted limit.

Analysis / Response: The text for the sign cannot be varied under TSRGD 2002. CYC are happy to support the new planters for Fulford in bloom and all speed management work will compliment any proposals.

A 30 roundel road marking could be installed on the downward side of the bridge but will require special dispensation from DfT, this will be requested.

The removal of a 30mph limit between this gateway and the junction with the A19 is unlikely to be supported by local residents and ward councillors, even if the environment is more fitting for a 40mph limit. Therefore officers suggest that the low cost measures proposed should be taken forward to try and reduce speeds at this location and monitored post implementation before suggesting the removal of the 30mph limit.



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Speed Management programme 2015/16
Naburn Lane - Fulford

CITY OF YORK COUNCIL
Highways - Transport Projects and Delivery Team
150 Blvd, West Bank, James Street, York, YO10 3BE
01904 770000

INITIAL	REV	AMENDMENT	DATE

DRAWN BY: []
CHECKED BY: []
SCALE: 1:7000
DATE: 08 / 2015

TP / 90910620 / 01

Site 12: Common Rd, Dunnington -o/s Sports Club

ANNEX J

Speed Limit: 30mph **Max Mean Speed:** 36mph **Max 85%ile:** 44mph

Injury Collisions Jan 2012 – Dec 2014: 0

Proposals: Relocate the speed limit gateway to the village nameplate location, and improve the signing to highlight the start of the 30mph limit and aid driver recognition of reason for speed limit. The vehicle activated sign will be relocated if considered in line with the new policy (currently being drafted).

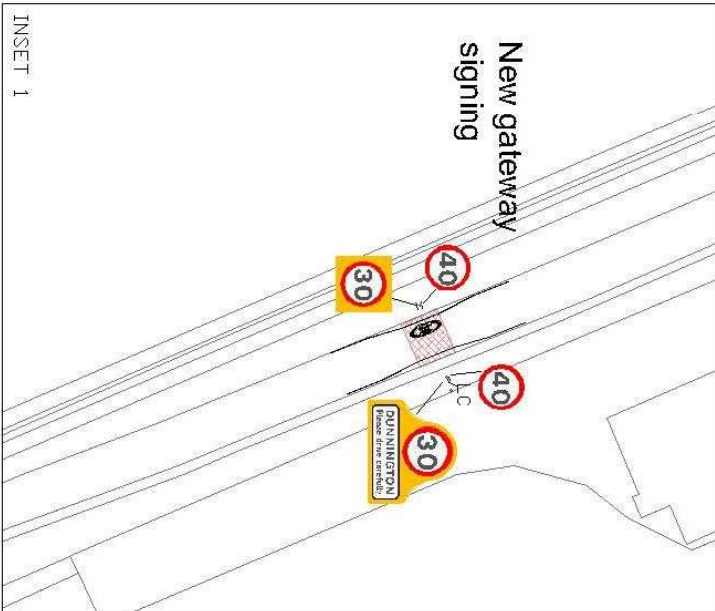
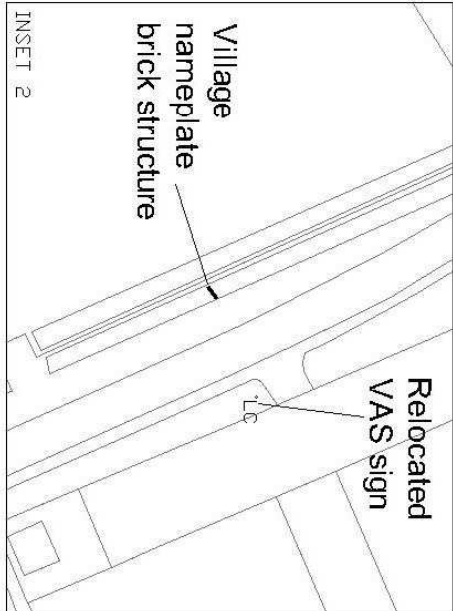
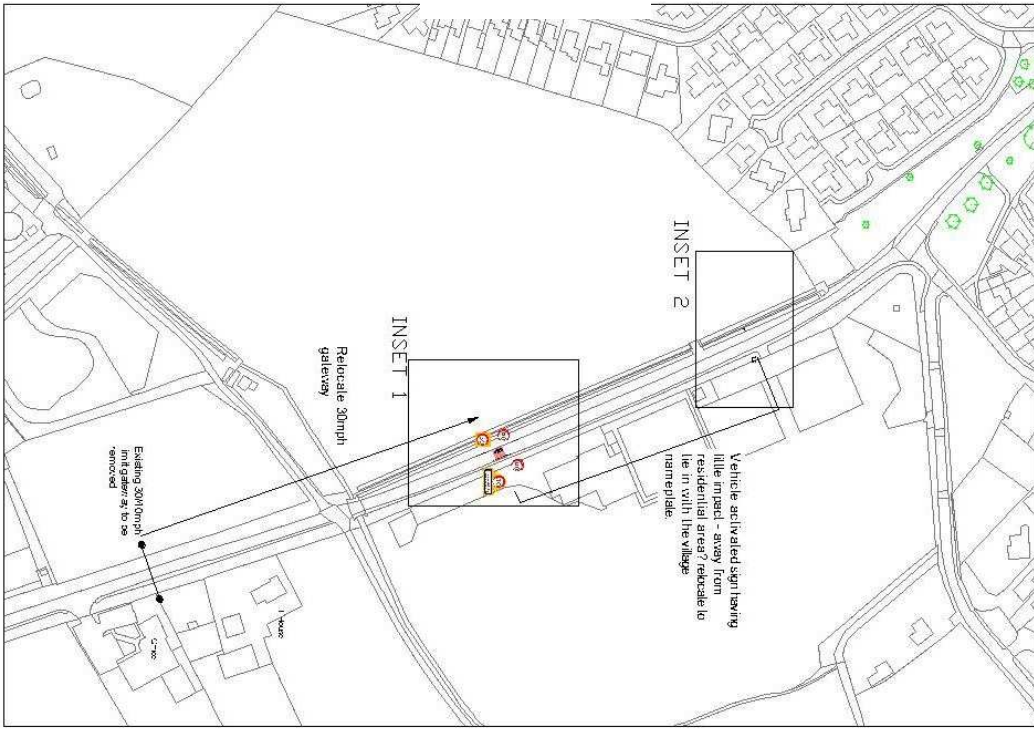
Consultation Comments: *Cllr Brooks* - Does not support increasing speed limit past the sports club as accessed by children & young people. Would like to see VAS repaired or replaced with a larger sign & discreet rumble strips or setts if possible.

Dunnington PC - Would prefer it to remain as 30 past the sports club because of children walking from the village.

North Yorkshire Police - No consultation has been entered into with regards to this. This road is clearly a road which is suitable for a 40mph. The environment for a successful 30mph speed limit on Common Road is not present.

Analysis / Response: Officers agree with the comments raised by North Yorkshire Police and note that the scheme proposals seek to relocate the start of the 30mph much closer to the start of the village. However, following comments from the Ward Councillor and Parish Council officers agree that the extents of the 30mph should be relocated to just beyond the sports club and the VAS relocated to tie into the current village boundary stone location. This seems to be a suitable compromise and speeds will be monitored post implementation to monitor the effectiveness of the measures.

Official consultation for any amendments to the Speed Limit Order will be conducted once the scheme is approved in principle and initial consultation with local residents has been carried out.



NOTES:

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OUTLINE DESIGN

Revision	By	Checked	Approved	Date	Description



Highways - Transport Projects and Delivery Team
 www.york.gov.uk

Project: SPEED MANAGEMENT SCHEME 15/16
 COMMON ROAD
 DUNNINGTON

Drawing: SPEED LIMIT
 GATEWAY RELOCATION
 OUTLINE DESIGN

Drawn by:	A. N. OTHER	Date:	XXXXXX
Checked by:	A. N. OTHER	Date:	XXXXXX
Authorised by:	A. N. OTHER	Date:	XXXXXX
Drawing No.:	TP/150020/CR/01	Revised:	4
Drawing Scale:	1:10000	Sheet:	A 3
OAD Reference:		Plot Scale:	1:100

Site: Sim Balk Lane, Bishopthorpe

ANNEX K

Speed Limit: 30mph **Max Mean Speed:** 35mph **Max 85%ile:** 41mph

Injury Collisions Jan 2012 – Dec 2014: 0

Proposals: Improve the village gateway signing and add edge of carriageway lines to highlight the start of the 30mph speed limit and visually narrow the carriageway encouraging lower speeds. The brick planter can remain if the Parish Council wishes.

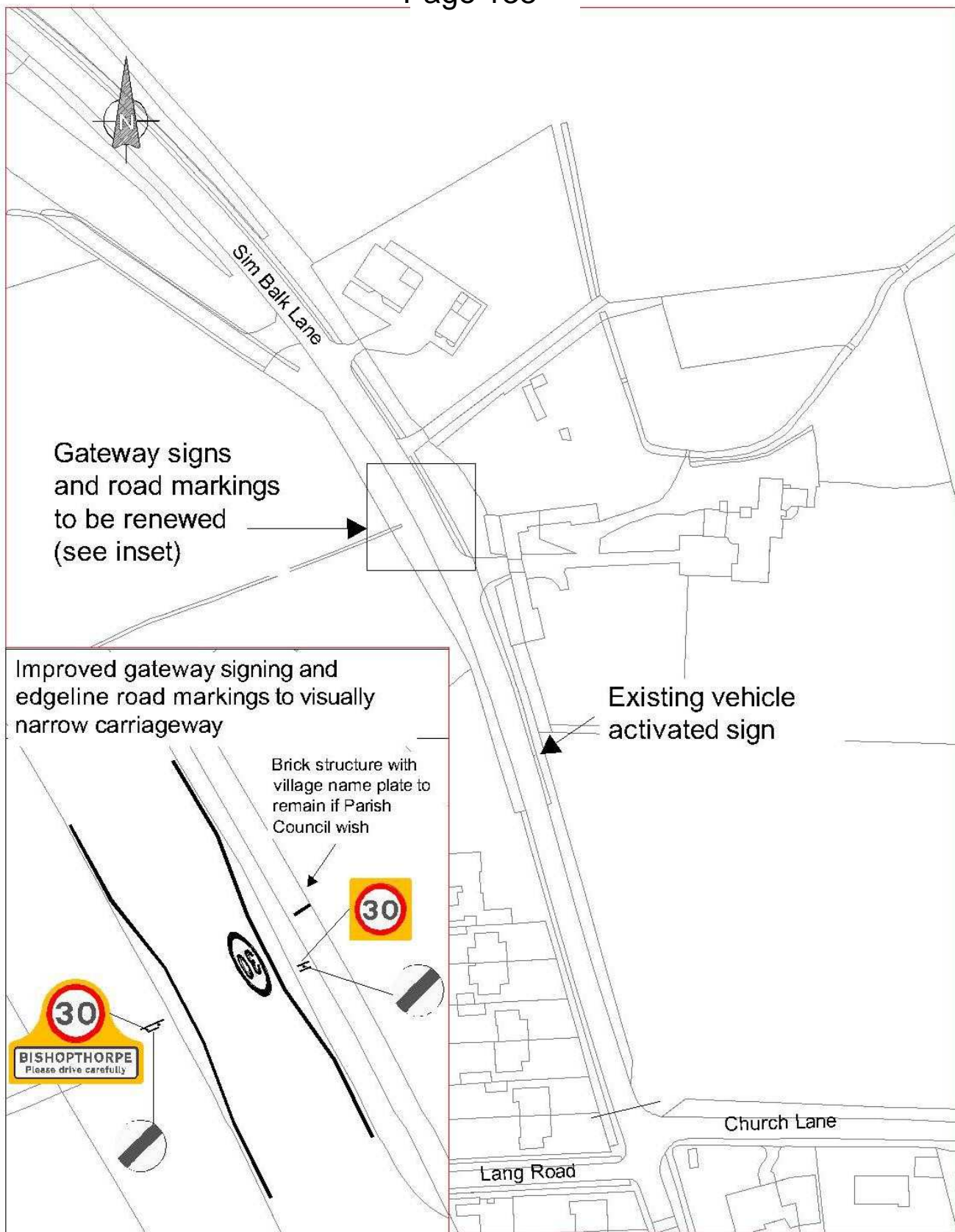
Consultation Comments: *Cllr Galvin* -not enthusiastic about the large yellow signs but happy to support if that is what is required to bring speeds *down*.

Bishopthorpe PC - Requested that the planters and village signs are retained.

North Yorkshire Police - The 30mph speed limit on Sim Balk Lane has historically been problematic and probably terminates at the incorrect point. Without adjustment of the termination of the limit the measures proposed are likely to have limited impact.

Analysis / Response: Officers agree that the location of the 30mph limit gateway is not optimal. However, the 20mph School Safety Zone boundary starts just 200m further along Sim Balk Lane, creating a 30mph limit below the recommended minimum length of 600m so making this shorter is not advised. It is also important to try and slow vehicles before they enter the school zone so the 30mph limit acts as a buffer to encourage lower speeds on approach. The existing 30mph signs however are not particularly visible on the approach to the village so improving them should hopefully improve compliance.

The village planters and existing village name plates will be retained and the new signs located to ensure all the entry features work together.



 <p>CITY OF YORK COUNCIL</p> <p>Highways – Transport Projects and Delivery Team Eoi Dept, Havel Dock, Knaves Street, York, YO10 30E www.york.gov.uk</p>	<p>Speed Management programme 2015/16 Sim Balk Lane, Bishopthorpe</p>			SCALE	1:1000	A3														
	<table border="1"> <thead> <tr> <th>REV</th> <th>AMENDMENTS</th> <th>DATE</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	REV	AMENDMENTS	DATE				<table border="1"> <tr> <td>TP/10910070/01</td> </tr> </table>	TP/10910070/01	<table border="1"> <tr> <td>Drawn</td> <td>Checked</td> <td>CHECKED BY</td> <td>DATE</td> </tr> <tr> <td>LR</td> <td> </td> <td> </td> <td>04/08/2015</td> </tr> </table>	Drawn	Checked	CHECKED BY	DATE	LR			04/08/2015		
REV	AMENDMENTS	DATE																		
TP/10910070/01																				
Drawn	Checked	CHECKED BY	DATE																	
LR			04/08/2015																	

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Site: Moorlands Road, Skelton, Village Entry

ANNEX L

Speed Limit: 30mph **Max Mean Speed:** 35mph **Max 85%ile:** 43mph

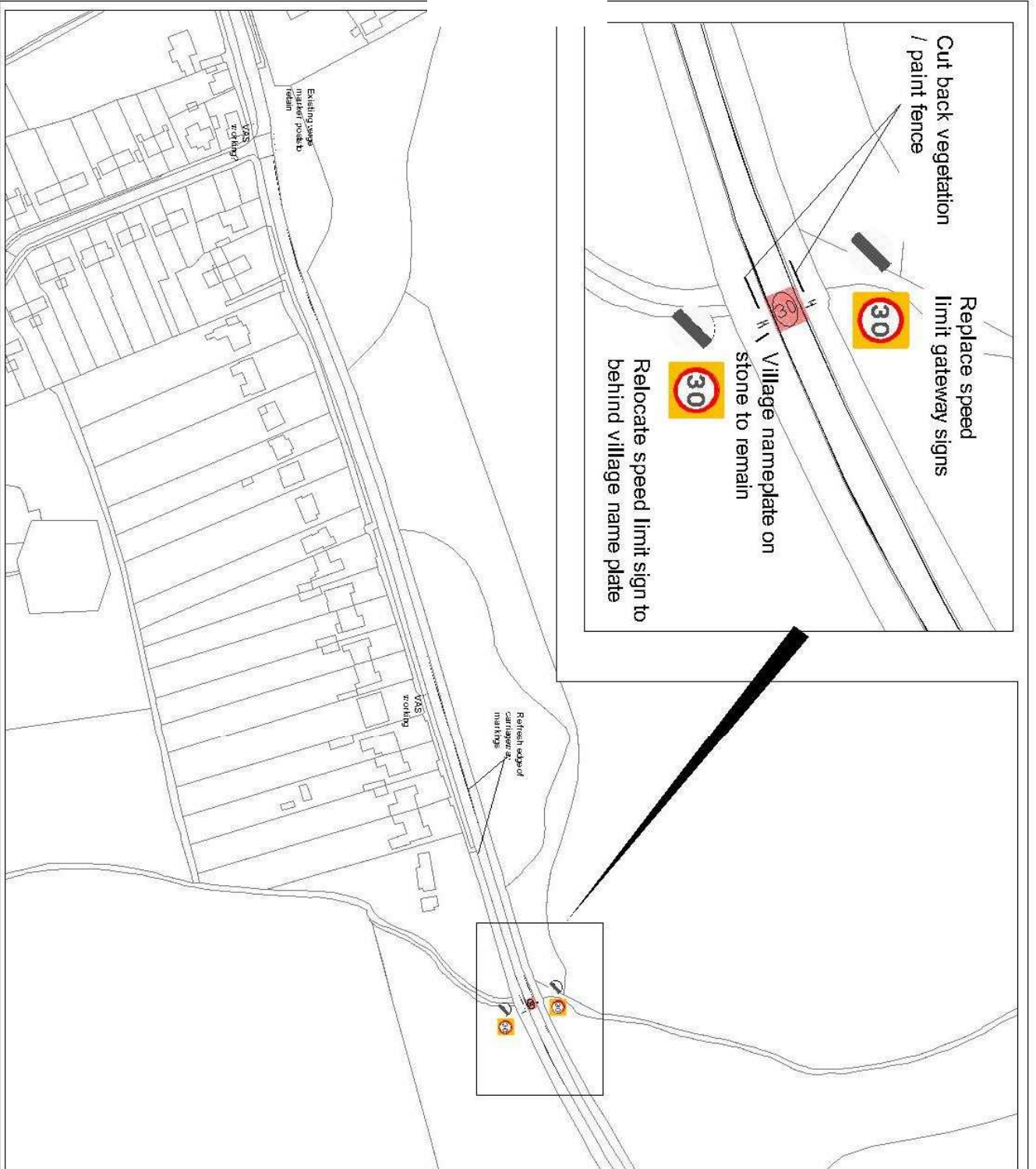
Injury Collisions Jan 2012 – Dec 2014: 0

Proposals: Improve the village gateway treatment to highlight the start of the 30mph speed limit and remark the edge of the carriageway lines to the junction with Brecksfield to visually narrow carriageway.

Consultation Comments: *Cllr Gillies* - no problems with proposals.

North Yorkshire Police - It is disappointing that it has not been suggested that Moorlands Road should be resigned as a 40mph speed limit, which it originally was. Moorlands Road does not and never has, fit the criteria for a 30mph speed limit.

Analysis / Response: Moorlands Road on plan only has single sided development. However, it doesn't have an open aspect to the fields on the northern side. So whilst a 40mph limit may be correct with reference to the guidance, it didn't seem appropriate after a site visit was carried out. In fact the installation of a 40mph limit could increase speeds through this section and have a further negative impact on the residents who are already complaining about the speed of traffic. Therefore some low cost measures are proposed to try and reduce speeds, these will be monitored post implementation.



NOTES:

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OUTLINE DESIGN

Revision	By	Checked/Approved	Date	Description



Highways – Transport Policies and Delivery Team
 15, The Leazes Road, Leeds LS2 9JL
 Tel: 0113 254 2000

Project
SPEED MANAGEMENT SCHEMES 15/16
MORLANDS ROAD
SKELTON

Drawing
VILLAGE GATEWAY ALTERATIONS
OUTLINE DESIGN

Drawn By: **B. POTTER** Date: 06/08/15
 Checked by: **A. N. OTHER** Date: XXXXXX
 Authorised by: **A. N. OTHER** Date: XXXXXX
 Drawing No.: **TP/150020/MR/01** Revision: **A**
 Drawing Scale: **NTS** A3
 CAD Filenames: **Plot Size: 100**

Site: Main Street, Askham Ri

ANNEX M

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

Injury Collisions Jan 2012 – Dec 2014: 0

Proposals: Relocate the southern gateway and improve village entry signing to highlight the start of the 30mph speed limit and aid driver recognition of the reason for the speed limit where the development starts. Improved signing at the northern gateway to the village is also proposed. It is considered that timber bollards throughout the village would be beneficial to visually narrow the road, however, the verge is not adopted highway so the Parish Council will be approached on this element of the proposals.

Consultation Comments: *Janine Riley (CYC Conservation Architect)* - Bollards likely to be unpopular with residents. Consult with PC.

Askham Richard PC - Happy with larger signs. No to bollards. Want to discuss the benefit of moving the signs closer to the village at southern gateway. Can we consider gates as per Rufforth.

North Yorkshire Police - No consultation has been entered into with regards to the re-location of any speed limit terminal signs.

Analysis / Response: At the request of the PC the timber bollards have been removed from the scheme.

Speed limits associated with a change in road environment such as the start of a built up area are better respected by drivers. If gates similar to Rufforth are considered effective these could be installed at the site of the existing 30mph limit gateway at the southern access and the gateway relocated as previously suggested. Further consultation will be undertaken with the PC to agree the final scheme before consulting with residents.

Official consultation for any amendments to the Speed Limit Order will be conducted once the scheme is approved in principle and initial consultation with local residents has been carried out.

Site: B1224 Wetherby Road
West of Beckfield Lane junction

ANNEX N

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

Injury Collisions Jan 2012 – Dec 2014: 0

Proposals: Introduce on road cycle lanes and remove the centreline to provide cycle facilities and visually narrow the carriageway.

Consultation Comments: *Cllr Waller* - Unsure that the proposals would reduce vehicle speed. Requested 40mph speed limit buffer and speed cameras.

Cllr Hunter - supports Cllr Wallers comments.

Cllr Barnes - will adjacent residents be consulted?

Cllr D'Agorne - supports 1.5m cycle lanes.

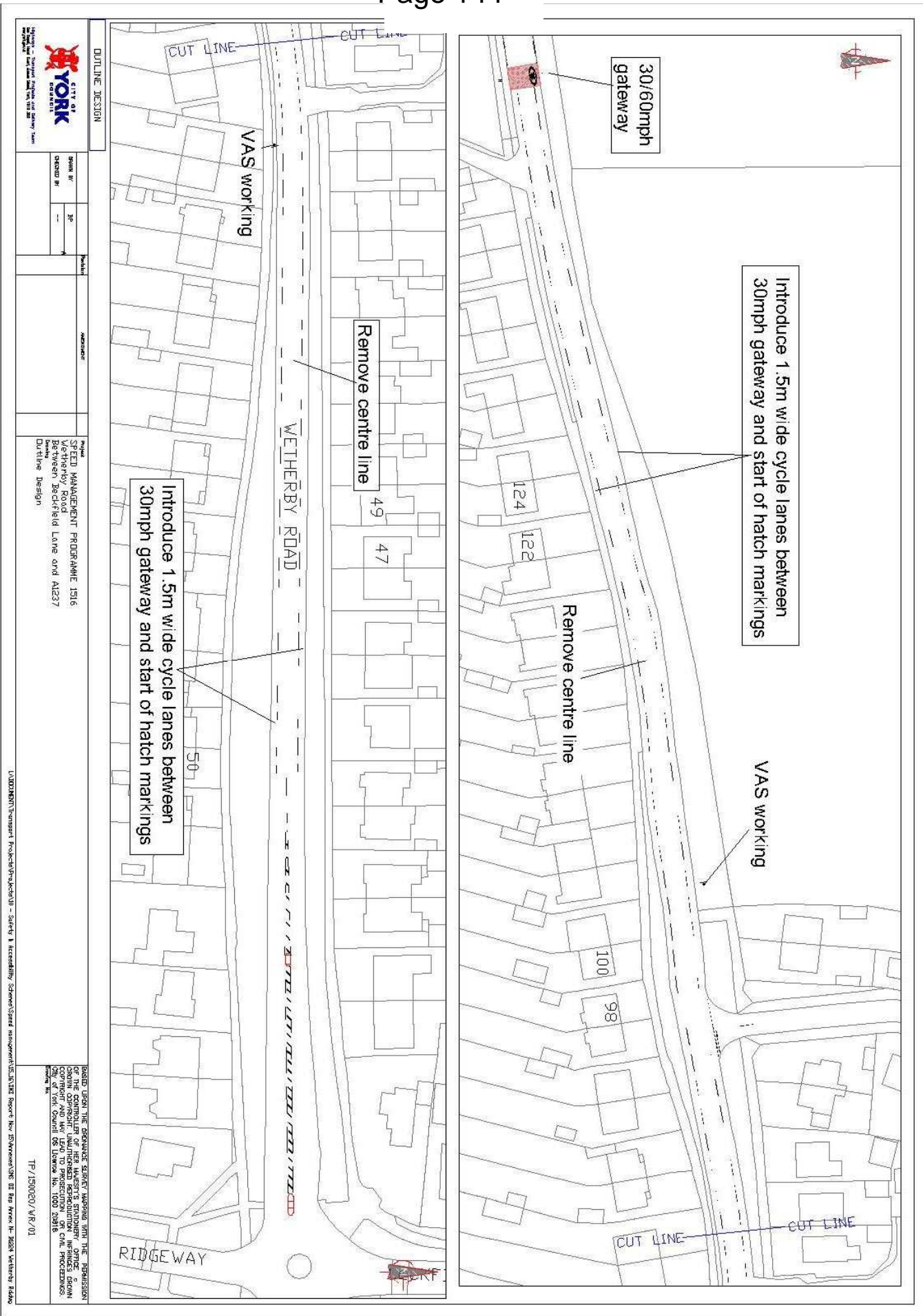
North Yorkshire Police - No comment.

Analysis / Response: Visual narrowing of the carriageway can help to alter a drivers perception of the available road width thereby reducing vehicle speeds. Additionally the width of Wetherby Road through this section allows removal of the centre line to create a narrow central running lane where drivers have to give way to one another and cyclists. Not allocating enough road space for car drivers to pass unchallenged will help to keep vehicle speeds lower.

The B1224 between the A1237 and the existing 30mph limit is unsuitable for a 40mph speed limit buffer and would likely create a further compliance issue. It is considered more important to try and address the existing speeding issue.

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

Local consultation will be undertaken.



Site: Green Lane, Clifton

ANNEX O

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

Injury Collisions Jan 2012 – Dec 2014: 0

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

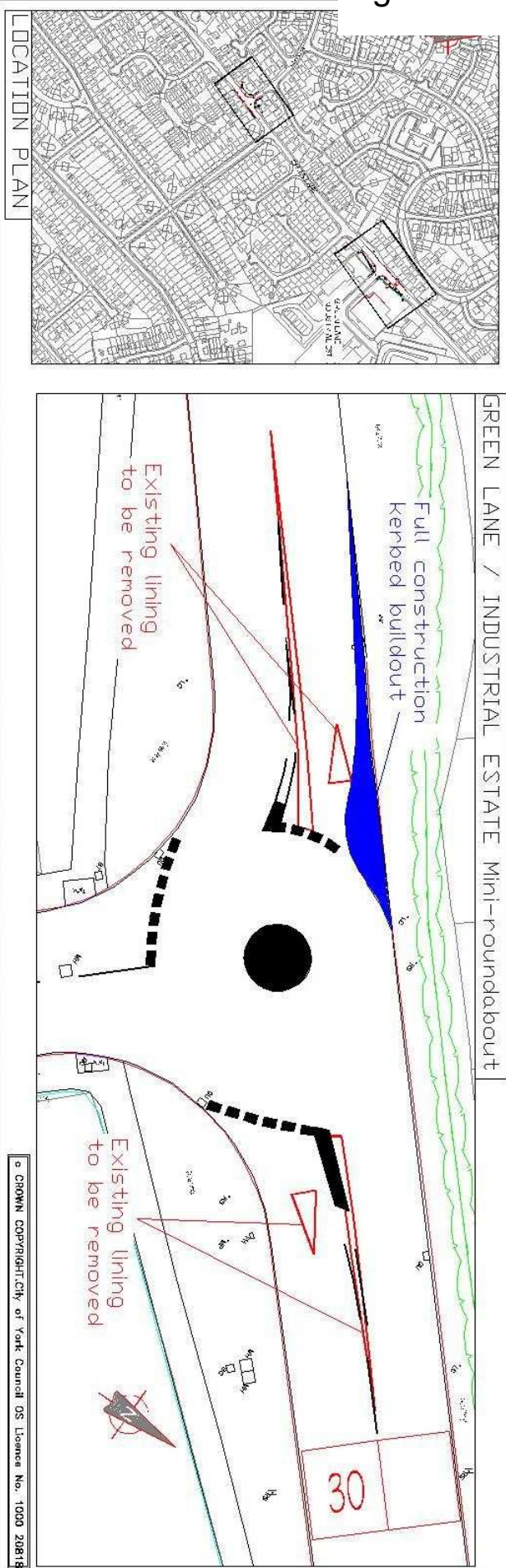
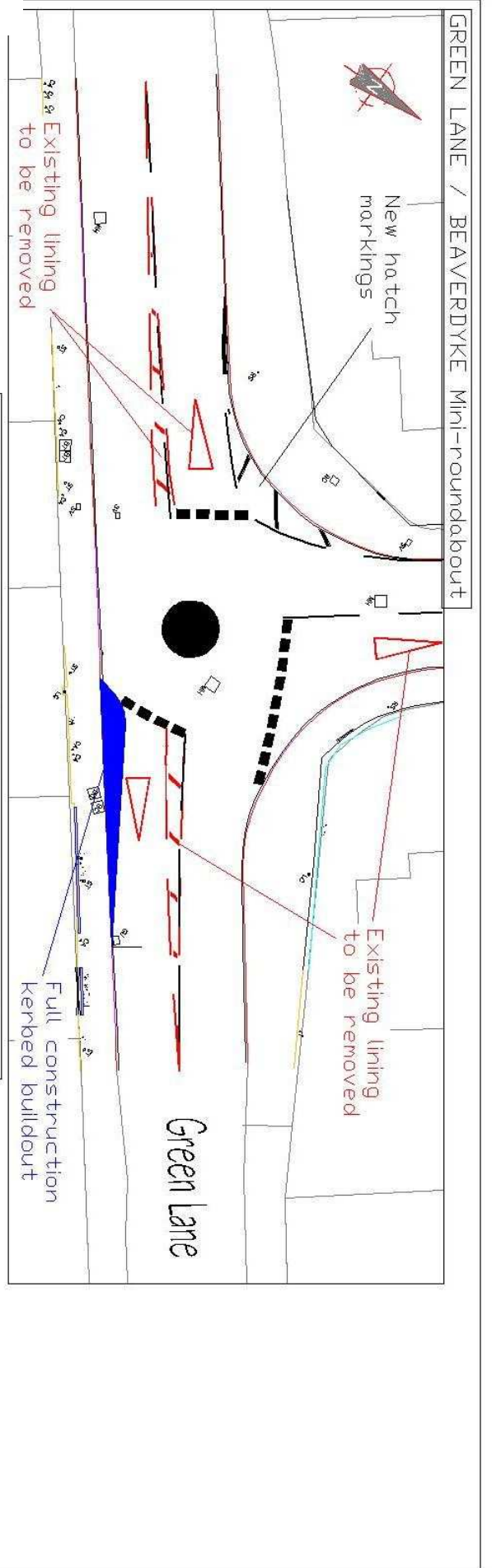
Beaverdyke junction - Provide a build-out on the southern kerbline and hatching road marking on the northern kerbline. The road markings will be updated to correctly identify the junction as a mini-roundabout.

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

Consultation Comments: *Cllr Dew* - support as long as no move to use vertical calming.

North Yorkshire Police - Although the measures proposed should be effective to some extent in the immediate vicinity, the road environment remains an obvious 40mph speed limit, as per national guidelines. It is suggested that further significant engineering would have to be entered into achieved acceptable driver compliance throughout the length of the speed limit.

Analysis / Response: The surrounding road environment is changing due to the development of the grain store site and the introduction of traffic signals at the Water Lane junction. Along with these proposed changes to the mini-roundabouts it is hoped speeds are reduced over a wider area through the Water Lane / Green Lane signal scheme. Future monitoring of the area will be required following the completion of the scheme and development work.



LOCATION PLAN

DRAWN BY	INITIAL	REV	AMENDMENT	DATE
BP				
CHECKED BY				
SCALE	NTS	A3		
DATE	28/08/15			

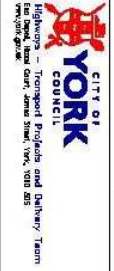
SPEED MANAGEMENT SCHEMES 15/16

GREEN LANE, CLIFTON

Buildouts at mini-roundabouts

TP/150020/GL/01

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Site: Church Lane, Wheldrake

ANNEX P

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

Injury Collisions Jan 2012 – Dec 2014: 0

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

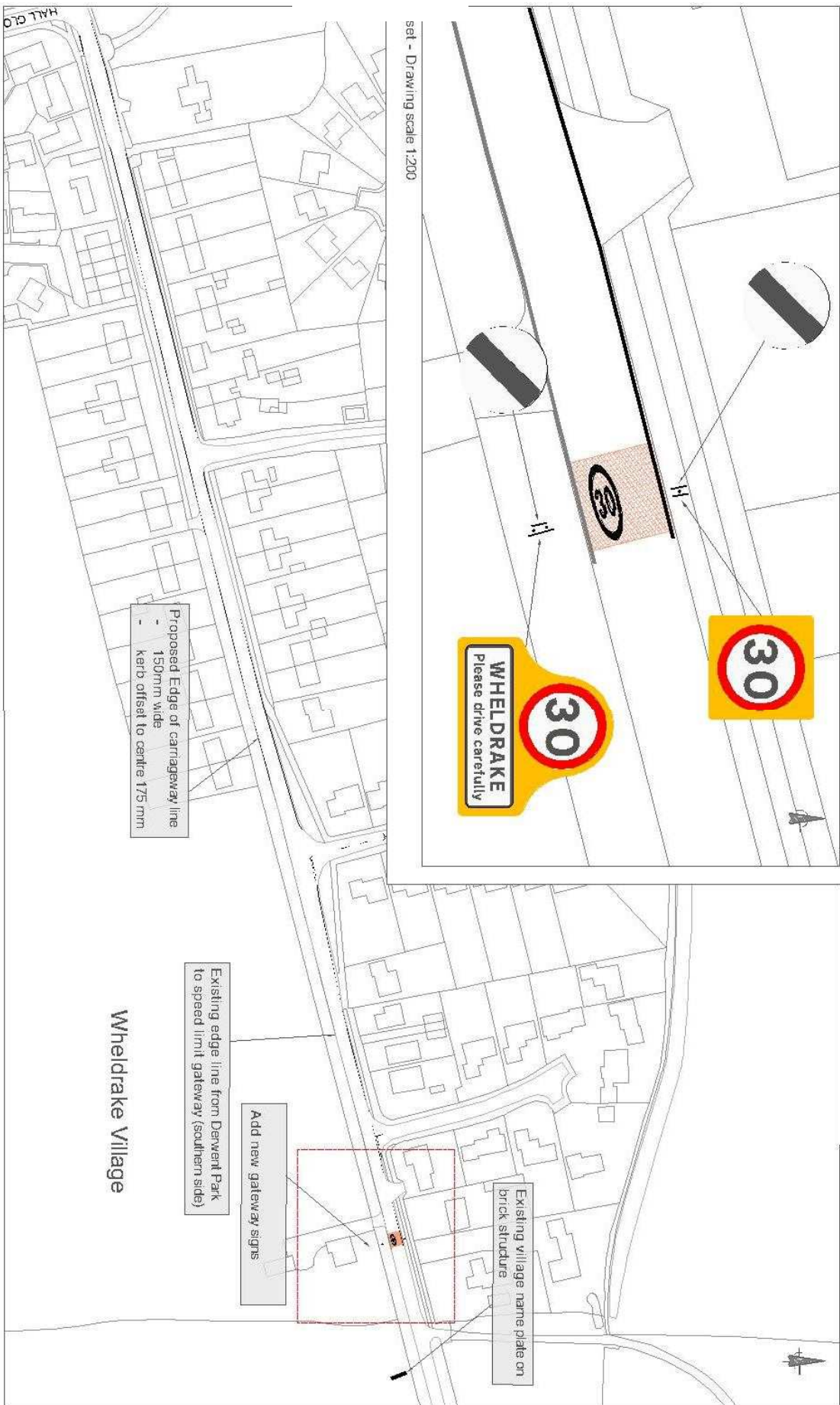
Consultation Comments: *Alistair Briggs (CYC Traffic Network Manager)* - Can we include Elvington approach in proposals for Wheldrake? Move limit to make signs more visible.

Wheldrake PC - Please can the village entry on Greengales Lane be altered to reduce speeds.

North Yorkshire Police - Church Lane is an historic speed complaint location. The road is straight with linear development with houses set well back. The environment is difficult for a 30mph speed limit and the measures may not be strong enough to achieve acceptable driver compliance.

Analysis / Response: The speed management process deals with specific location based complaints through data lead investigations. Greengales Lane has been investigated previously with speeds last recorded in 2011 at mean 30mph, 85% 35. No action is suggested at this location.

The Carriageway at this location is quite narrow so the addition of edge of carriageway markings to visually narrow the available road space should have some impact on vehicle speeds.



set - Drawing scale 1:200

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Speed Management programme 2015/16
Wheldrake Village

CITY OF YORK COUNCIL
 Planning - Transport Projects and Delivery Team
 100 Westgate, York YO1 1AB
 01904 567000

INITIAL	REV	AMENDMENT	DATE

DRAWN BY	CHECKED BY	SCALE	DATE
		1:5000	08 / 2015

INITIAL	REV	AMENDMENT	DATE

TP /150020/W / 01

Site: Haxby Rd - Nestle Entrance

Speed Limit: 30mph **Max Mean Speed:** 32mph **Max 85%ile:** 38mph

Injury Collisions Jan 2012 – Dec 2014: 1

Proposals: Relocate the 30mph speed limit gateway slightly further away from Nestles entrance, and improve the gateway signing to highlight the start of the 30 mph speed limit. Edge of carriageway lines will be added to visually narrow the carriageway. Any work will be coordinated with the request for a pedestrian refuge outside Nestle.

Consultation Comments: *Cllr Flinders* - No objections

Cllr Dew - support as long as no move to use vertical calming.

North Yorkshire Police - No consultation has been entered into to agree to the re-siting of the 30mph speed limit signs. The environment for a 30mph speed limit at this location does not exist and the measures proposed are likely to be ineffective. Without significant engineering measures the road remains as suitable for a 40mph speed limit.

Analysis / Response: A developer funded scheme for a new crossing point close to this location is currently in development. This is likely to have an impact on vehicle speeds, therefore the decision has been taken to remove this site from the 15/16 programme and review speeds again following the completion of any works.

Site: Murton Way, Murton (nr VAS)

Speed Limit: 30mph **Max Mean Speed:** 36mph **Max 85%ile:** 42mph

Injury Collisions Jan 2012 – Dec 2014: 0

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

Consultation Comments: *Cllr Warters* - Concerned proposals don't go far enough. Would like stone structures to remain. Rumble devices at village entry requested. From meeting: Opposed to new signs & markings. If expensive concentrate resources on entry with most problems.

Cllr Brooks - Supports Cllr Warters comments.

Murton PC - Opposed to the removal of stone wall village signs. Could white lines be left to fade (however removal would not be an appropriate use for funding). Would like to trial a narrowing with temporary barriers. Any solutions should be rural in nature ie granite rumble strips.

North Yorkshire Police - The environment in Murton Way remains incorrect for a 30mph speed limit and a gateway treatment will be unlikely to achieve acceptable driver compliance through the speed limit.

Analysis / Response: Although discussions with the Ward Councillor and Parish Council for Murton are ongoing no agreement has been reached on these proposals. Therefore the scheme will be removed from the 15/16 programme and considered for inclusion in the 16/17 programme.

Site: Tadcaster Road, Copmanthorpe

Speed Limit: 30mph **Max Mean Speed:** 34mph **Max 85%ile:** 41mph

Injury Collisions Jan 2012 – Dec 2014: 0

Proposals: Relocate the village gateway and add edge of carriageway line narrowing to highlight the start of the 30mph speed limit and aid driver recognition of the reason for the speed limit where the development starts.

Consultation Comments: *Cllr Carr* - Doubts effectiveness as considers speeds are worse eastbound.

Copmanthorpe PC - More concerned about speeds on Manor Heath and Temple Lane.

North Yorkshire Police - Tadcaster Road, Copmanthorpe has been a historical speed complaint location. The main reason for this is the lack of driver compliance due to the speed limit being incorrect for the environment. Without significant engineering measures the proposals are likely to be ineffective. The current speed limit does not comply with national guidelines for a 30mph speed limit.

Analysis / Response: Due to a lack of local support for the proposed changes the scheme has been removed from the 15/16 speed management programme. No other proposals are being actively developed.

Manor Heath and Temple Lane are both being dealt with in other sections of this report. See Para 8.

Site: Murton Lane, Murton (opp Smary Ln)

Speed Limit: 30mph **Max Mean Speed:** 32mph **Max 85%ile:** 38mph

Injury Collisions Jan 2012 – Dec 2014: 0

Proposals: Improve the village gateway signing and add edge of carriageway lines to highlight the start of the 30mph speed limit and visually narrow the carriageway encouraging lower speeds. The faulty vehicle activated sign will be replaced if considered to be in line with the new policy (currently being drafted).

For completeness, the village gateway signing and road markings on Moor Lane will be renewed. See Murton Way plan.

Cllr Warters - Concerned proposals don't go far enough. Would like stone structures to remain. Rumble devices requested. From meeting: Opposed to new signs & markings. If expensive concentrate resources on entry with most problems. Wish to be consulted on any road markings proposals / refreshes in Ward. Not justified to remove white lines. Requested price for granite rumble strip and verge widening on Murton Lane.

Cllr Brooks - Supports Cllr Warters comments.

Murton PC - Opposed to the removal of stone wall village signs. Could white lines be left to fade (however removal would not be an appropriate use for funding). Any solutions should be rural in nature ie granite rumble strips. Would appreciate VAS repair but not replacement.

North Yorkshire Police - No comment.

Analysis / Response: Although discussions with the Ward Councillor and Parish Council for Murton are ongoing no agreement has been reached on these proposals. Therefore the scheme will be removed from the 15/16 programme and considered for inclusion in the 16/17 programme.

Site: Common Rd, Dunnington - Elvington Med Practice

Speed Limit: 30mph **Max Mean Speed:** 28mph **Max 85%ile:** 35mph

Injury Collisions Jan 2012 – Dec 2014: 0

Proposals: Consider adding seating to the wide areas of verge to reduce the open aspect of the area. This is not adopted highway, so the Parish Council will be approached on this element of the proposals. See Common Road outside Sports Club plan.

Consultation Comments: *Janine Riley (CYC Conservation Architect)* - Please ensure benches are appropriate for village setting.

Cllr Brooks - Would not want to lose openness of village green.

Dunnington PC - not keen on benches as they like the open space.

North Yorkshire Police - No comment.

Analysis / Response: As the village green is not adopted highway any proposals would need the support of the local Parish Council. Therefore, due to the lack of local support the scheme has been withdrawn from the 15/16 speed management proposals.

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Annex R - Sites to reassess

File Number	Site	Injury collisions 1/1/2012 - 31/12/2014				Speed Limit (mph)	Maximum mean speed	Maximum 85%ile speed
		Fatal	Serious	Slight	TOTAL			
10910110	Tadcaster Road near to Pulleyn Drive			5	5	30	31	35
10910111	Tadcaster Road near to Ainsty Grove		1	3	4	30	31	35
11910010	Burton Stone Lane		1	1	2	20	25	29
90910380	Green Lane, Acomb			2	2	30	29	35
90910431	Broadway, Fulford			2	2	30	32	38
90910572	Hawthorn Terrace, New Earswick			2	2	20	25	29
10910200	Top Lane, Copmanthorpe			1	1	30	29	35
90910641	Askham Lane in 20 mph limit			1	1	20	24	30
11910030	Main Street, Heslington (nr Walnut Close)			1	1	30	30	34
90910470	Long Ridge Lane, Nether Poppleton			1	1	30	28	35
10910060	Leeman Road (nr Martins Court)				0	30	32	37
12910140	Heslington Rd - 20mph limit				0	20	21	24
90910080	St Helens Road in 20 mph limit				0	20	23	27
10910420	Fordlands Road, Fulford				0	30	29	35
90910290	Woodlands Grove, Stockton Lane				0	30	28	34
11910060	Greenshaw Drive, Haxby (Opp Ruddings Close)				0	30	30	36

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Annex S - Sites with speed limit issues

File Number	Site	Injury collisions 01-01-2012 to 31-12-2014 (36 months)				Speed Limit (mph)	Maximum mean speed	Maximum 85%ile speed
		Fatal	Serious	Slight	TOTAL			
12910040	Moor Lane, Woodthorpe			1	1	30	38	39
10910150	Manor Heath, Copmanthorpe	1	0	1	2	30	35	40
10910040	Temple Lane, Copmanthorpe				0	30	32	38

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

12 November 2015

Report of the Acting Director City and Environmental Services, Neil Ferris.

PART 3: VEHICLE ACTIVATED SIGNS REVIEW

Summary

1. This report seeks approval of an updated Vehicle Activated Sign (VAS) policy which includes:
 - a. The criteria that a site would have to meet before a VAS can be considered;
 - b. Monitoring of existing and new sites and;
 - c. The future maintenance of VAS.

Background

2. VAS were developed to address the problem of inappropriate speed where conventional signing had not been effective. They are relatively inexpensive and can often be used on roads where physical traffic calming would not be appropriate.
3. There are two types of VAS approved for use on UK roads, both are triggered by a vehicle exceeding a set speed and have an option to also show the text 'SLOW DOWN' and / or have flashing amber lights. They are:
 - a. Hazard warning signs.
 - b. Speed limit roundels / camera symbols (where appropriate).
4. Since 2005, 66 VAS have been installed in the Council area as shown in **Annex A**, the majority (57 signs) are over five years old and consequently are out of warranty. Several of these signs are known to be faulty, and it is expected that all the existing signs will fail in the

next few years. In a time of growing budgetary constraints, there could be significant implications for the maintenance of these signs. As the majority of signs (61 out of the 66) are speed limit roundels, this will be the main focus of the report.

5. There are also two signs owned by Network Rail at the Wigginton Road level crossing, these are not included in this review.
6. A new speed limit VAS is currently £2100 plus VAT, but this is expected to be reduced if a better deal can be secured (previously these were £1600 plus VAT under a now expired framework agreement). These signs currently come with a 6 year warranty which covers everything except vandalism, impact damage and theft. There are also other costs associated with VAS such as electrical connection, post installation, speed surveys and staff fees.
7. The current VAS policy was approved on 20th October 2009 by the Executive Member for City Strategy in response to concerns over the proliferation of signs. This included recommendations for the criteria that new LTP and Ward Committee sites should meet, and the monitoring and review of sites following implementation.
8. It should be noted that in addition to meeting any agreed policy criteria, there are other practicalities to take into account when considering a site for the installation of a VAS. There needs to be good clear visibility of the sign for approaching drivers to see it, and also for the radar to detect oncoming vehicles. An available electricity supply is also required. Solar and wind powered units are an alternative option but these need to have a clear south facing aspect for optimal efficiency. In addition, each proposal would be subject to a consultation process which would include residents, Councillors, Parish Councils, North Yorkshire Police and other affected parties. The outcome of any consultations would have to be reported to the Director or Executive Member for a decision to be made.

Existing VAS

9. The first major update since 2009 to the VAS inventory has now been undertaken. This has included a visual inspection of all the signs, a

review of injury accident data and an assessment of before, after and recent speed data for all 66 sites.

10. Twelve signs are currently faulty or otherwise missing, of which nine were originally LTP funded. Repairs or replacements at these sites alone could cost in the region of £20,000.
11. A large amount of speed survey data has been collated and the number of sites with reliable before and after data averaged a 1.8mph reduction in mean speeds and a 2.7mph reduction in 85th percentile speeds. Recent speed data has been collected for each of the sites but because most of the VAS are quite old, it seems likely that there would have been other changes that may affect vehicle speed such as a general increase in traffic volume, changes to parking patterns or road layouts.
12. Although at the majority of sites VAS were installed for speed rather than accident reduction purposes, injury accident records have also been checked for each site. Twenty sites were found to have had recorded injury accidents in the three years before implementation, and about half of these are now indicating a reduction in accidents.

Current VAS Policy and Proposals

13. Key recommendations contained within the 2009 report included the criteria a site had to meet before it could be considered for the installation of a VAS and monitoring of the sites to provide information for any review.
14. The criteria adopted in the 2009 report was as follows:
 - a) That Local Transport Plan (LTP) funding will only be used where the 85thile speed equals or exceeds the signed limit by 10%+2mph (i.e. 35mph in a 30mph limit, and 46mph in a 40mph limit). This would be consistent with the speed enforcement thresholds employed by the police (ACPO guidelines).
 - b) Where this funding criteria is not quite met, a Ward Committee or Parish Council may still wish to fund the installation of a VAS. In this situation, a threshold of 85thile speeds being 10% above the speed

limit should be adopted (i.e. 33mph in a 30mph limit and 44mph in a 40mph limit).

15. It is not proposed to make any changes to this criteria with respect to speed limit VAS, and therefore any new requests (which for LTP funding are generally expected to come through the speed review process) would have the existing criteria applied. The criteria for hazard warning VAS was not specifically covered. This is discussed later in the report.
16. The existing policy also recommends:
 - c) That monitoring of traffic speeds at VAS sites is carried out at approximately 3 months after implementation to gauge initial performance, and then again at around 3 years (or earlier if considered appropriate), along with a review of accident records, to assess the long term effectiveness of the sign.
 - d) That the outcomes of this monitoring process and officer recommendations be reported to the Executive Member in respect of LTP funded VAS, and Ward Members in respect of Ward Committee funded VAS, for decisions to be made on the retention or possible re-deployment of the VAS.
17. Owing to budget and staff resource constraints it has not been possible to review the VAS signs to the level originally anticipated. There has been no budget specifically allocated for the monitoring and aftercare of VAS, and re-deployment would have invalidated the manufacturers warranty. Post implementation speeds were however, checked as a matter of good practice. It is also difficult to define how much speeds may be affected by other factors three years after implementation, such as changes in parking patterns or road layout. It is therefore difficult to isolate the effectiveness of the VAS without taking speeds with it operational and switched off.

Maintenance of Existing and Future stock

18. Given the current age of the VAS stock, and the likelihood of an increasing number failing, it is evident that a system needs to be adopted to tackle this issue. It is therefore proposed to review

individual sites as and when they become faulty (outside their warranty period) using up to date speed readings and applying the same criteria as for new sites. Any LTP funded sites that meet this criteria should have their signs repaired or replaced. If the original sign was funded by the Parish Council or Ward Committee, they would be asked if they would like to pay for repairs or replacement. If they do not wish to, removal is the proposed approach. Any signs that do not meet the criteria should be removed and the site disbanded after informing the appropriate Parish Council, Ward Committee and Ward Councillors.

19. The budget of £50,000 will be used to complete this year's review and refurbish or replace faulty or missing LTP funded signs provided that the sites meet the proposed criteria. An allocation for this purpose may also need to be considered for future year's capital programmes, taking into account any other priorities at the time. If there are significant financial implications, a further review may be needed.

Consultation

20. Consultation has taken place with key Council Officers, North Yorkshire Police, Group Spokespersons and Independent Ward Councillors. Four key questions were asked:
 1. Should we continue to install VAS at new sites?
 2. Should we keep the existing speed criteria for a new site to be considered for a VAS installation?
 3. When a VAS develops faults outside the warranty period, should we review it against the above criteria to decide if it should be repaired, replaced or removed (referring it back to the Ward Committee/ Parish Council, where appropriate)?
 4. Should a commitment to meet the costs of repairs and replacement of LTP funded signs be made on an annual basis until a further review?

CYC Officers

21. Alistair Briggs, Traffic Management Manager - answered yes to all four questions.

22. Russell Stone, Head of Highway Operations – wished to ensure that Ward Committees, Parish Council's and any other funding bodies were aware of any possible maintenance implications and where possible these be covered upfront.

Officer comments

This report is intended to be followed by a procurement exercise which will factor in the warranties offered by manufacturers as part of its considerations. It will also be made clear to non-LTP fund providers that other costs can arise such as repairs due to vandalism, vehicle impact, theft, damage to posts or electrical problems which would not be included in the warranty.

23. Trish Hirst, Road Safety Officer – wished to see more robust criteria, in line with national guidance, for LTP funded signs. Specifically that VAS should only be considered where there is an accident problem associated with inappropriate speed, where other solutions are either not practical or have failed, that VAS should not be used as a substitute for fixed signing, and should be used sparingly.

Officer comments

It is agreed that where the use of hazard warning VAS are concerned, there should be a history of recorded injury accidents (the last three years is generally considered to be an appropriate timeframe). In these instances, inappropriate vehicle speed may be within the posted speed limit (eg. At a bend or junction) so the speed criteria is not considered appropriate for this type of sign. However, there are so few LTP funded speed limit VAS that it is considered once the speed criteria is applied, the individual officer should be able to determine the suitability of VAS taking into account any other factors.

North Yorkshire Police

24. Steve Burrell, North Yorkshire Police Traffic Management Officer – commented that:
- a) Most of the VAS are being ineffectively used to treat excess speed rather than inappropriate speed as recommended in the guidance. With the exception of sites with hazard warning VAS which raise awareness of oncoming hazards, this has led to a very short

timeframe in which the signs are effective. Therefore, the implementation of speed limit VAS are not considered to represent value for money.

- b) The signs have not been used sparingly as recommended in the guidance and frequent exposure to drivers has compounded the issue of long term effectiveness.
- c) North Yorkshire Police have an expectation that the national guidance (mainly Transport Advisory Leaflet 1/03) is adhered to on every occasion and therefore no enforcement action will be considered necessary or entered into where the signs are placed. Where the sign is found to be ineffective, further measures should be put in place by CYC.

Officer comments

- a) *Monitoring of VAS has shown positive effects on vehicle speed, which it is accepted does diminish over time, however, there is still considered to be enough evidence to support the use of the signs. One possible solution would be the use of portable signs for rotation around several locations. However, as these are more expensive than fixed VAS (£2625 from our current supplier) with only a 12 month warranty, and take down and installation costs, these are not considered to offer better value for money.*
- b) *It is agreed that there are a lot of VAS in the York area. The report in 2009 was written to tackle this proliferation, but since then only eleven signs have been installed. In addition, recent surveys suggest that as the signs develop faults and the sites assessed, there will be a reduction in the overall number.*
- c) *As the majority of speed limit VAS are installed on roads where vehicle speeds are at or above the speed limit plus 10% but below the speed limit plus 10% = 2mph (the ACPO limit used to determine appropriateness for enforcement) it is considered unlikely that the situation would arise where there is any disagreement over enforcement action. In addition, where vehicle speeds are highest, the signs have generally been the most effective. Where they are not, their use and positioning would be reviewed.*

Group Spokespersons & Independent Councillors

Cllrs Gillies, D'Agorne, Reid, Williams, Hayes and Warters have been consulted but no responses have been received.

Options

25. Option 1 – To make no changes and retain the VAS policy as agreed in October 2009.
26. Option 2 – To update the VAS policy thus:
 - Retention of the existing criteria for speed limit VAS.
 - A new criteria for hazard warning VAS based on at least one recorded injury accident in the last three years. Speed data would be considered but would not be part of the criteria.
 - Speed data to be collected three months after installation for monitoring purposes.
 - A system of review when a sign develops faults by applying the criteria with the sign switched off or absent, with a subsequent decision by Officers as to repair, replacement or removal.
 - The consideration of a yearly allocation for the refurbishment and renewal of LTP funded signs. Ward committee or Parish Councils would be expected to fund any maintenance (if they so wish) if they originally purchased the signs.
27. Option 3 – To update the VAS policy, as otherwise considered appropriate by the Executive Member.

Analysis

28. Option 1 to make no changes is not recommended as whilst it does provide a criteria for new VAS, the system of periodic monitoring and review was not really adopted, and there is no mechanism in place to consider when signs should be repaired or replaced or where funding should come from.
29. Option 2 is recommended to tackle the issues of failing signs in a time of growing budgetary constraint. It will also ensure that new VAS are used appropriately, VAS are refreshed at sites where they are considered to still be warranted, deal with the issue of proliferation, and safeguard funding for the future maintenance of the VAS.
30. Option 3 to otherwise update the policy may be appropriate if it is in addition to the items in option 2, but as no other issues have arisen up to the point of writing, it is not currently considered to be justified.

Council Plan

31. The Council Plan has three key priorities:
- **A Prosperous City For All.**
 - **A Focus On Frontline Services.**
 - **A Council That Listens To Residents**
32. Speeding traffic and concerns about road safety are a common complaint from residents. Measures that are provided from LTP funding or by communities themselves through Ward Committees or Parish Councils provides a way to address these issues.

Implications

- **Financial** - There is an allocation of £50,000 in the Transport Capital Programme for this year's VAS review which should also cover the refurbishment or replacement of any faulty or missing VAS. An allocation for these purposes should also be considered for future year's programmes at the appropriate time, taking into account any other priorities. This money would otherwise have to be found from revenue maintenance budgets, or signs would continue to be faulty and hence ineffective.
- **Human Resources** - The future resource requirements will only be on an adhoc basis (when signs require review or are requested by ward committees), this is not thought to represent a significant amount of officer time, although it will need to be considered alongside other workload priorities.
- **Crime and Disorder** - Speeding is a criminal offence and the Council has a responsibility to deliver an effective Speed Management Strategy of which VAS form an element. It is the responsibility of North Yorkshire Police to enforce the appropriate speed limit as per the DfT guidelines and Road Traffic Law.
- There are no **equalities, legal, information technology, property** or **other** implications.

Risk Management

33. In compliance with the Council's risk management strategy, the following risks associated with the recommendations in the report have been identified and described below.
34. Organisation / Reputation – Where a site with a faulty VAS is assessed and recommended to be removed, or where a sign is requested and it does not meet the criteria, it is highly likely to meet some public opposition. The overall impact on the Authority is however thought to be minor if backed up by an agreed robust policy applied consistently. This gives a risk rating of 11 so frequent monitoring is required.

Recommendation

35. That the Executive Member is asked to approve Option 2 to update the Council's VAS policy, as follows:
 - i. To retain the existing criteria for speed limit VAS, which is:
 - a) That Local Transport Plan (LTP) funding will only be used where the 85%ile speed equals or exceeds the signed limit by 10%+2mph (i.e. 35mph in a 30mph limit, and 46mph in a 40mph limit). This would be consistent with the speed enforcement thresholds employed by the police (ACPO guidelines).
 - b) Where this funding criteria is not quite met, a Ward Committee or Parish Council may still wish to fund the installation of a VAS. In this situation, a threshold of 85%ile speeds being 10% above the speed limit should be adopted (i.e. 33mph in a 30mph limit and 44mph in a 40mph limit).

Reason: To ensure a consistent approach and targeted use of LTP resources. In the case of Ward Committee and Parish Council funding this allows the use of VAS where there are real concerns about the speed of traffic but where the stricter criteria for LTP funding is not met.

- ii. To establish criteria for the provision of hazard warning VAS based on at least one recorded injury accident in the previous three years,

with reports of inappropriate speed (which may be within the posted speed limit) .

Reason: To make sure hazard warning VAS are used appropriately.

iii. The existing system of monitoring should be replaced by collection and analysis of speed data before installation and three months after.

Reason: To focus future monitoring and review, where it is most needed.

iv. VAS to be reviewed as and when they develop faults applying the criteria in i. and ii. above. If the site meets the criteria, it is recommended that the VAS is repaired or replaced. If they do not, the sign and post should be removed and the site disbanded.

Reason: To address the issue of maintenance, longer term monitoring, and review the site objectively when the sign is not present.

v. To consider the need for future allocations for the review and aftercare of LTP funded signs. Ward committee or Parish Councils are expected to fund any maintenance (if they so wish) if they originally purchased the signs.

Reason: To address the current maintenance funding shortfall and ensure the VAS stock is maintained at sites where the signs are warranted.

Author:

Louise Robinson
Engineer
Highways
Tel No. 01904 553463

Chief Officer Responsible for the report:

Neil Ferris
Acting Director City and
Environmental Services

Report
Approved

Date 27/10/2015

Specialist Implications Officer(s)

Financial

Patrick Looker
Finance Manager
Tel No. 01904 551633

Wards Affected: List wards or tick box to indicate all

All

For further information please contact the author of the report

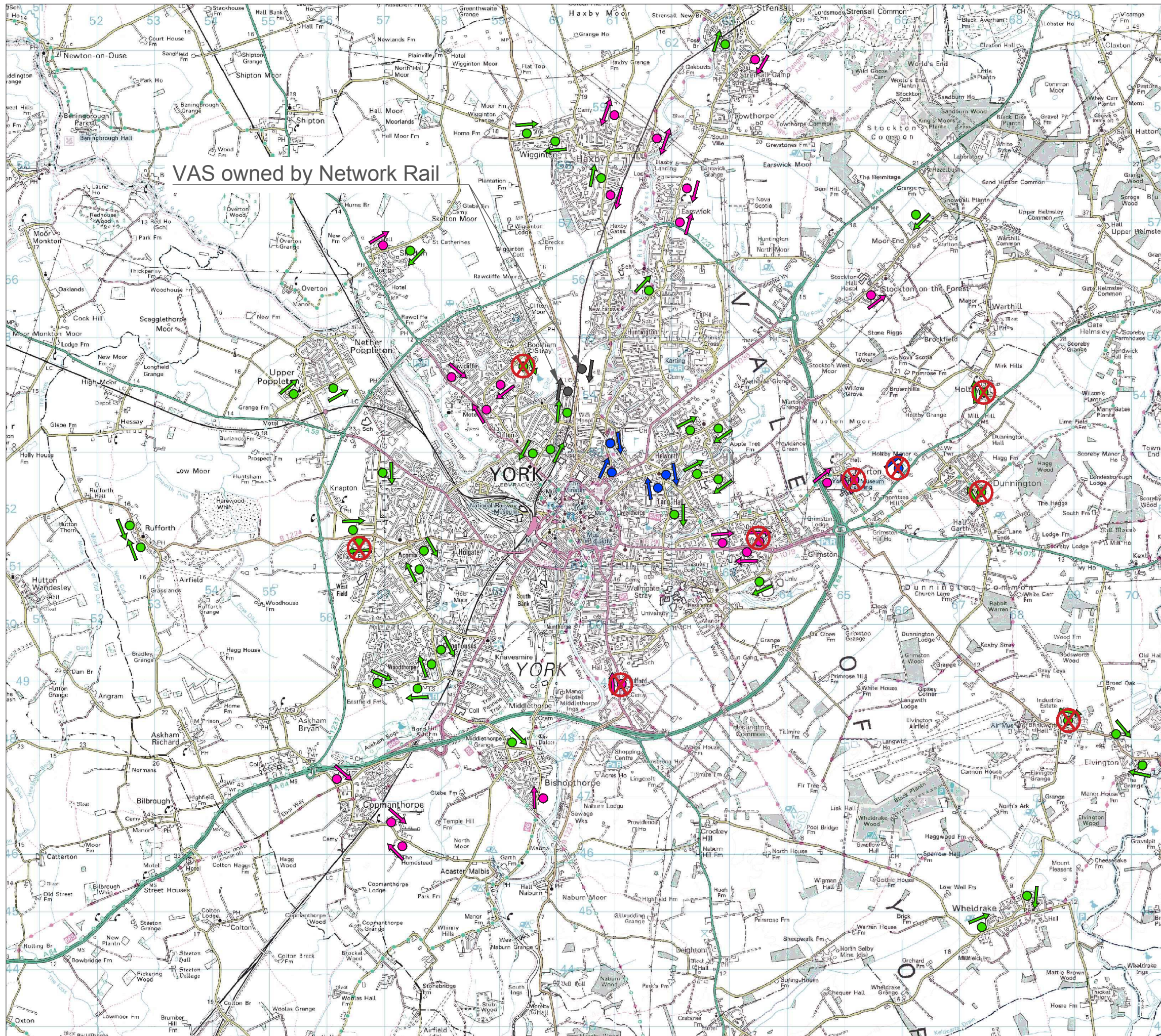
Background Papers

- i) Report to the Executive Member for City Strategy Decision Session on 20 October 2009 - VAS Policy
<http://democracy.york.gov.uk/ieListDocuments.aspx?CId=672&MIId=4764&Ver=4>

Annexes

Annex A – VAS Location Plan

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NOTES:

SPEED LIMIT VAS:

- LTP funded (38)
- Ward Committee / Parish Council funded (23)
- HAZARD WARNING VAS (5) (All LTP funded)
- ⊗ Missing or faulty VAS (9)

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DECISION SESSION

Revision	By	Checked	Approved	Date	Description				



Highways – Transport Projects and Delivery Team
 Eco Depot, Hazel Court, James Street, York, YO11 3DS
www.york.gov.uk

Project
 Vehicle Activated Signs Review

Drawing
 Location Plan

Drawn by	FS	Date: Sept 15
Checked by	LR	Date: Sept 15
Authorised by		Date:

Drawing No. DEC150012 / 01	Revision
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Drawing Scale:	NTS	A3
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**Decision Session – Executive Member
For Planning & Transport**

12 November 2015

Report of the Acting Director of City and Environmental Services

Stockton Lane – Speed Management Scheme

Summary

1. This report seeks approval for the implementation of cycle lanes on Stockton Lane between its junction with Lime Avenue and Greenfield Park Drive as shown in **Annex B**. To reduce speeds following the receipt of a speed complaint from local residents.

Recommendation

2. That the Executive Member approves the scheme as proposed in **Annex B** for implementation.

Background

3. Following receipt of a speeding complaint from local residents, Stockton Lane east and west of Hempland Lane was reviewed by the Road Safety Partnership team, as part of the speed management process. It was subsequently referred to the Transport Projects team to be considered for engineering measures.
4. Due to the length of road being investigated (approximately 0.65km) the review carried out speed surveys at two locations along Stockton Lane in order to obtain representative readings, as shown in **Annex A**:
 - a. Opposite Oakland Avenue, west of Hempland Lane. The speed data obtained indicates a mean speed of 29/33mph and an 85th% of 34/39mph.

- b. Near to house number 101, east of Hempland Lane. The speed data obtained indicates a mean speed of 29/33mph and an 85th% of 35/38mph.
5. The carriageway under consideration is approximately 9.3m wide bounded by footways on both sides with verge to the rear for some of its length. The highway is bounded by residential property boundaries (walls / hedges), with the properties themselves set back a significant distance. The nature of the highway through this section of Stockton Lane is thought to be a factor in the high percentage of drivers exceeding the speed limit. This is likely due to a perception that the speed they are travelling at is suitable for the road conditions.

Proposals

6. Officers consider that the most effective solution would be to alter the nature of the road to change driver perception and thereby reduce speeds.
7. An effective measure to reduce speeds at locations of this nature is to provide a visual narrowing of the carriageway using road markings. Proposals were therefore developed to install 1.5m wide on-road advisory cycle lanes on both sides of the road between Lime Avenue and a point approximately 200m north east of Whitby Avenue. Cycle lanes will visually narrow the carriageway to 3.15m running lanes and help to reduce average speeds.
8. The cycle lanes do not prohibit parking and as on street parking acts as a form of informal traffic calming no further parking restrictions are proposed as part of the scheme. The provision of cycle facilities also helps to improve driver awareness of cyclists and has the added benefit of encouraging cycling.
9. As part of the upcoming review of the Strategic Cycle Route Network there will be an emphasis on the provision of longer distance strategic routes which cater for commuter and leisure trips and help link up the villages surrounding the main urban area to the centre of York. The proposed scheme in this report would help provide one section of the strategic route between the village of Stockton on the Forest and York and will also benefit residents living either side of Stockton Lane in the Heworth Without area. The scheme therefore not only helps to calm traffic speeds but also helps deliver part of the strategic network.

Consultation

Local Residents

10. A consultation letter and plan (**Annex A**) was delivered to 116 properties which front onto this length of Stockton Lane. 14 responses were received, 7 in support of the scheme, 6 objecting to the proposals and 1 not giving an opinion either way. The main concerns raised by residents are summarised below with an officer response;

- How will the cycle lanes reduce speeds?

Officer response

Visual narrowing of the carriageway through roads markings is known to alter a driver's perception of the available road width which in turn encourages lower speeds.

- Wouldn't a signed 20mph limit be a more effective alternative?

Officer response

All roads within the outer ring road have been considered for signed 20mph limits and where appropriate these have been installed. Stockton Lane is a minor radial route and not considered suitable for a 20mph speed limit. National advice suggests that signed limits are 'most appropriate' where vehicle speeds are already low and general compliance requires existing average speeds to be around 24mph. This is significantly lower than the speed survey results.

- Police presence and fines would be of more effect.

Officer response

Enforcement action is a short term solution with an ongoing cost to North Yorkshire Police if regular enforcement is required. Therefore the Police support the installation of engineering measures to reduce vehicle speeds in the long term allowing the Police to target enforcement action where it can be most effective.

North Yorkshire Police

11. Generally support the scheme but made the following comment:

Although it is recognised that narrowing the carriageway by the use of a cycle lane will help to reduce the speed of traffic, this may not be totally effective whilst a central dividing line is maintained. It is asked that consideration be given to the removal of a central line, which may

introduce an element of uncertainty to drivers and a subsequent further reduction in speed.

Officer response

Removing the centre line was considered as part of the scheme however this would leave a central carriageway width between the cycle lanes of 6.3m removing the visual narrowing effect.

Guidance also suggests that removal of centrelines should only be carried out where the remaining road width can operate as a single track road with passing places. Due to the width of Stockton Lane drivers would still be able to pass each other in the remaining road space without the need to give way and reduce their speed, therefore retaining the centre line is considered an important element of the scheme.

Councillors

12. Local ward councillors and the party representatives for Transport were all consulted. The only response came from Cllr. Ruth Potter (Ward Cllr. Heworth at the time) who was adding her support for the scheme.

Safety Audit

13. The Stage 2 Road Safety Audit raised the following issues regarding the proposals:

- i) Stockton Lane near Lime Avenue.

A line of parked vehicles was observed directly adjacent to the end of the proposed cycle lane. Inexperienced cyclists preparing to overtake parked cars may remain in the cycle lane until the last second rather than taking a more assertive position where their intentions are clear to drivers.

Recommendation: End the cycle lane to the east of Lime Avenue.

- ii) The use of give way markings at the end of the cycle lane may be misleading and suggest that drivers are entitled to cut in front of cyclists.

Recommendation: Omit give way markings from the cycle lanes.

- iii) The start and end of the cycle lane are shown directly opposite each other where the carriageway becomes widest. However, it was

considered that the scheme may better meet its objective to reduce vehicle speed if the lanes extend beyond this point.

Recommendation: At the west end of the scheme the start of the cycle lane could be relocated to near the junction with Charles Moor which would narrow the traffic lanes at the point where drivers may otherwise start to increase their speeds as the road starts to widen). At the east end of the scheme similar benefits could be gained by extending the lanes to the junctions of Greenfield Park Drive and Algarth Road respectively.

14. All of the points raised by the safety audit are considered valuable amendments to the scheme and have been incorporated into an amended scheme design shown in **Annex B**.

Options & Analysis

15. *Option i.* Implement the scheme as shown in **Annex B**.

The proposals have been developed based on the evidence gathered through the Road Safety Partnership team and rely on well used techniques to reduce vehicle speeds through visual narrowing of the carriageway. The scheme has been amended to reflect safety audit recommendations to improve the effectiveness of the measures and improve the safety of the scheme.

Although a small number of the residents consulted do not agree that the measures will have any impact, support has been shown by the local Police force and more than half of the respondents.

16. *Option ii.* Do nothing.

The request to review speeds in the area was received from local residents and has been through the appropriate procedure as laid out in the Councils speed management policy. Doing nothing would be an inappropriate response to the request and will have no effect on slowing current vehicle speeds.

Council Plan

17. The Council has approved a new Council Plan in October which focuses on the following key themes:

- a prosperous city for all - where local businesses can thrive and residents have good quality jobs, housing and opportunities
- a focus on frontline services - to ensure all residents, particularly the least advantaged, can access reliable services and community facilities
- a council that listens to residents - to ensure it delivers the services they want and works in partnership with local communities

18. The speed management investigation process is a direct response to resident feedback helping to improve the community involvement in transport issues. Improving road safety will also make the local community feel safe.

Implications

19. This report has the following implications:

- **Human Resources** – None.
- **Financial** – The current allocation for the scheme in 2015/16 is £5k. The scheme is funded through the capital programme speed management schemes budget and is affordable from this year's allocation.
- **Equalities** – All road users will benefit from improved safety as a result of lower speeds.
- **Legal** – The City of York Council, as Highways Authority, has powers under the Highways Act 1980 and associated Road Traffic Regulations Act 1984, and the Town and Country Planning (General Permitted Development) Order 1995 to implement the measures proposed.
- **Crime and Disorder** – None
- **Information Technology** - None.
- **Land** – None
- **Other** – None.

Risk Management

20. 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:
21. Authority reputation – this risk is in connection with public perception of the Council not undertaking a project that has been consulted upon and is assessed at 2.

Risk Category	Impact	Likelihood	Score
Organisation/ Reputation	Minor	Remote	2

22. This risk score, falls into the 1-5 category and means the risk has been assessed as being "Very Low". This level of risk requires periodic passive monitoring.

Contact Details

Author:

Ben Potter
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Highways
Tel: (01904) 553496

Chief Officer:

Neil Ferris
Acting Director of
City & Environmental Services

Report
approved:



Date: 27/10/15

Specialist Implications Officer(s)

There are no specialist implications.

Wards Affected: Heworth / Heworth Without

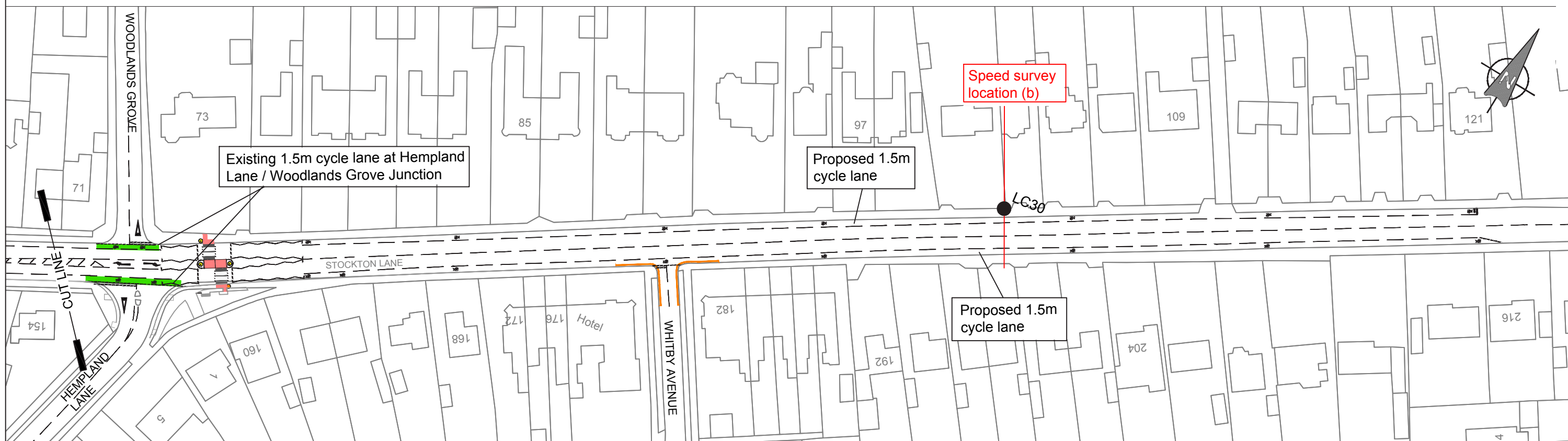
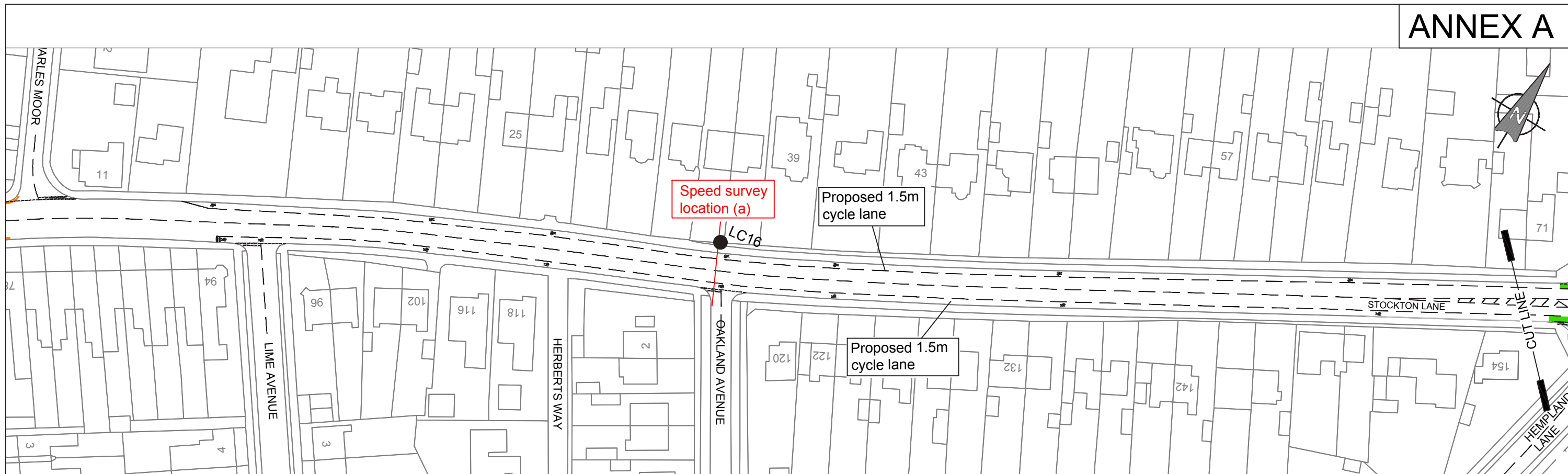
For further information please contact the author of the report.

Background Papers

None

Annexes

- Annex A Consultation Plan
- Annex B Amended Proposals



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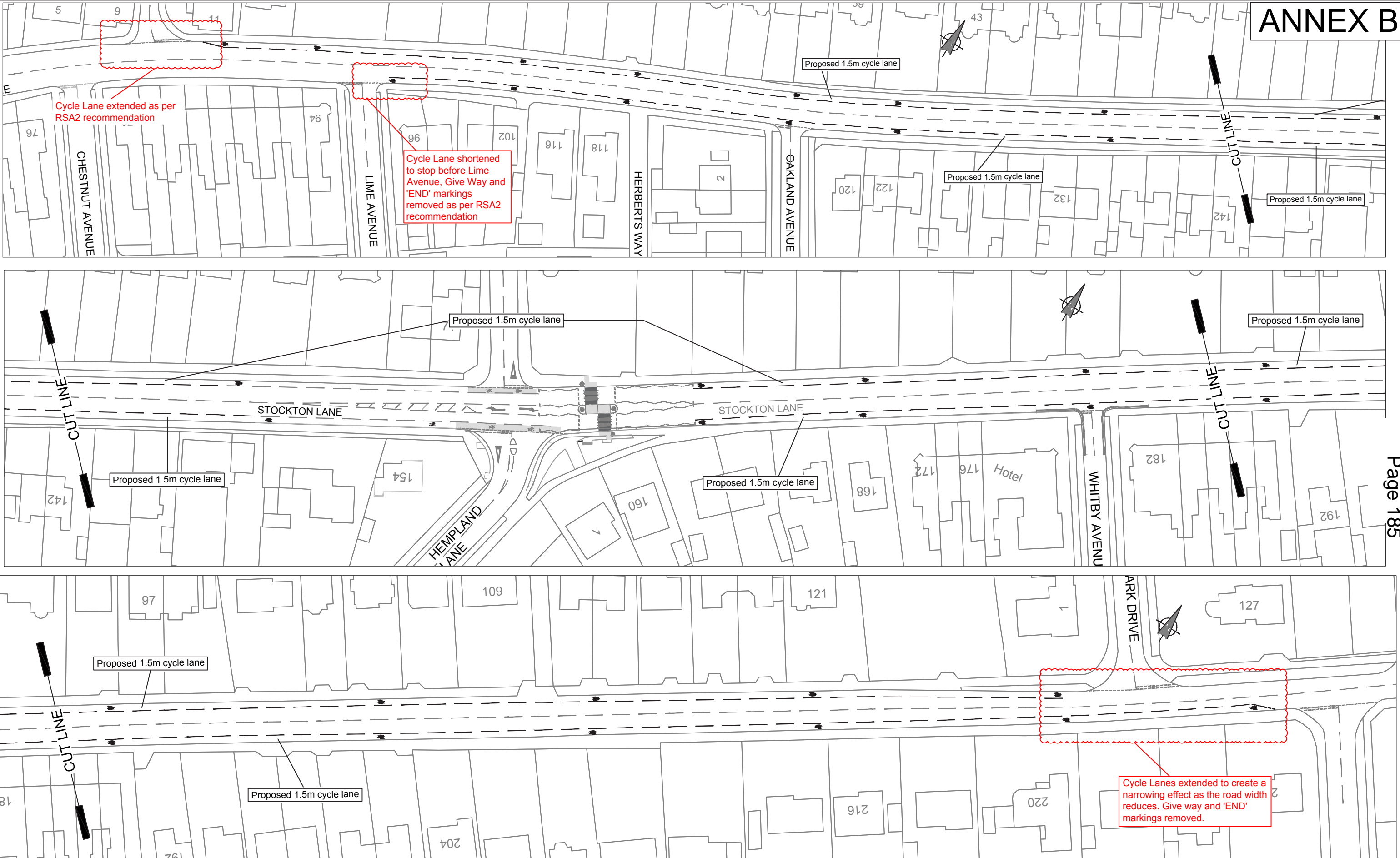


INITIAL	REV	AMENDMENT	DATE
B.Potter			
A N OTHER			
NTS	A3		
DATE	02/02/2015		

Stockton Lane Speed Management
 Proposed Cycle Lanes

TP/11011861/SL/001

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	INITIAL	REV	AMENDMENT	DATE
DRAWN BY	B.Potter	A	Extents of cycle lane altered and end markings removed following RSA2	24/07
CHECKED BY	A N OTHER			
SCALE	NTS	A3		
DATE	04/05/2015			

Stockton Lane Speed Management
Revised Scheme Design

TP/140175/1200/01

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

12 November 2015

Report of the Acting Director City and Environmental Services

City Centre Strategy

Summary

1. To consider options for further investigation regarding the regulation of vehicles and other operational issues in the central retail area of the city.

Recommendation

2. It is recommended that the Executive Member approves the further investigation into the regulation of the city centre as identified in options 2, 4, 6, 9 and 11.

Reason: To enable a comprehensive and coherent review of the operation of the public highway in the city centre to be undertaken with the aim of minimising the impact of vehicular traffic whilst maintaining access for visitors, residents and businesses where appropriate.

Background

3. At the conclusion of the last set of changes to the operation of the traffic management in the city centre pedestrian zone in 2014 some further possibilities were outlined for future consideration. In addition, the ongoing evolution of the central area, through new developments for example, opens up other operational issues for consideration. Hence this report is not confined to the extents of the existing pedestrian zone.
4. At the core of the last changes put forward in 2012 was the desire to bring greater unity to the operating hours of the Pedestrian zone to promote, through simplifying the restrictions, a better understanding and compliance with the regulations and to more vigorously restrain the use of the area by motor vehicles. This approach achieved the aims set out at that time, however there are still significant differences in the regulations in place as indicated on the plan in Annex A (the different restrictions are colour coded and include the streets surrounding the pedestrian zone)

There are further options that can be considered to further simplify ongoing management of the city centre.

5. Some issues listed below can be considered or progressed in isolation whilst other issues are more firmly linked with each other and would have to form part of a package of measures.
 - Extending loading and unloading only periods either side of the pedestrian zone (excluding Stonegate and The Shambles)
 - Standardise the general vehicle access restriction outside the daytime pedestrian zone / loading period hours(excluding Stonegate)
 - Extending the period of the road closure at the Nessgate / Spurriergate junction into the evening or through the night
 - Blue badge and Green permit access to the pedestrian zone
 - Piccadilly / Pavement / Stonebow vehicle access and enforcement

Options and Outline Analysis

Extending loading and unloading only periods

6. Option 1 – confirm the loading only period as it is now (8 to 10.30am and 5 to 6 pm). Although this restriction does not necessarily aid improvements to the early evening economy due to increased traffic, the restriction is standard across the pedestrian zone area, hence it can be recommended.
7. Option 2 – extend the loading only period to 7 to 10.30am and 5 to 7pm). One of the criticisms of the previous extension of the pedestrian zone hours was the reduced period of time when loading could take place. By extending the loading only period some additional priority is provided to delivery drivers over general traffic making use of the streets for non-loading purposes. At present blue badge holders are also able to use the streets during the loading period and it is suggested this remains so. By extending the loading only period at the start and end of the day there should be a reduction in use of the city centre streets by more general traffic movements which may assist in improving conditions for the early evening economy. This restriction would be put forward for the whole of the pedestrian zone, hence further investigation of this option can be recommended.

General access outside the pedestrian zone / loading period hours

8. Option 3 – retain the current system whereby some streets are open for use by all and others are restricted for access only use. This mixture of restrictions can lead to inadvertent misuse of the restricted streets. In addition, the use of these streets by general traffic adds to the number of

vehicles in the central area making cross town journeys rather than using the inner ring road. The volume of traffic during the early evening is a source of complaint for some. Because the changes to restrictions within the area cause some confusion this option is not recommended.

9. Option 4 – unifying the restrictions outside the pedestrian and loading only hours should assist in aiding clarity of restrictions and reducing the volume of traffic in the early evening and through the night. This change to the restriction could be taken forward regardless of what hours of operation the loading only period are following investigation. Hence investigating this option is recommended.

Extending the period of the Nessgate junction road closure

10. Option 5 – make no changes to the current restriction. This location is controlled by the various traffic regulation orders that prohibit traffic during the pedestrian only hours (when the bollards are in place), the loading only hours and the access only hours (when signs indicate the restriction in place). Although this option can be recommended, because there is existing abuse of the regulations taking no action at this junction would not lead to a reduction in the number of vehicles in the central area outside the pedestrian only hours.
11. Option 6 – investigate extending the period of time when the bollards are in place. Because many vehicles use this junction to gain access to the city centre streets – often to just pass through the area - this option helps enhance the city centre in the evening. Because the ability to access the area to carry out activities such as loading would still be maintained via other entry points businesses would not have to make significant adjustments to their current practises. Clearly the period of time where this entry point is most useful is during the morning loading period and it is therefore suggested that this should remain as now available to drivers of delivery vehicles. At the end of the pedestrian only period and early evening is where the most benefit to improving the city centre can be made, however the question is then at what time should the road be reopened. This is the recommended option and two outline suggestions are put forward for further investigation:

- a. Reopen at some point during the evening.
- b. Reopen in the early hours of the morning.

Blue Badge and Green Permit Access to the Pedestrian Zone

12. There are a number of issues relating to this item that would require further investigation in order to bring about change to access to the city centre.

- a. Continued abuse of the restricted route (currently reserved exclusively for green permit holders) into St. Sampson's Square by Blue badge holders and others during the pedestrian only hours.
 - b. The continuation of a two tier system (Blue badges and Green permits) of exempting drivers in the central area during the pedestrian only hours.
 - c. Potential revision of the ability of those with Blue badges to enter the pedestrian zone via the Blake Street / Lendal and Goodramgate / Colliergate access loops and Castlegate.
 - d. The provision of dedicated blue badge holder parking bays close to the central area.
13. Option 7 would be to leave these issues as they are now. This is not the recommended option because green permits are no longer operationally supported and there is regular ongoing abuse of the Church Street / St. Sampson's Sq. element of the pedestrian zone.
 14. Option 8 is to investigate 1, 2 or 3 of these issues rather than all 4 issues. This is not the recommended option because there are overlaps with each issue that would likely have an impact on other issues.
 15. Option 9 is to investigate all these issues and bring back a series of practical options / recommendation on how to progress. This is the recommended option because it has the potential to bring about better compliance with the regulations.

Piccadilly / Pavement / Stonebow / Fossgate / St. Saviourgate Vehicle Access and Enforcement

16. These streets form routes in the city centre. They and the streets that lead on to or away from them are covered by different regulations to the extent that drivers heading in on The Stonebow are covered by one regulation and those leaving are covered by a different regulation. Whilst the signing of the various traffic regulation orders at the entry points may be correct giving a driver little excuse for contravening the regulations it is nonetheless a complicated matter that would benefit from investigation the aim of which would be to determine a more uniform set of restrictions. This investigation would link into work put forward for investigating options for the regulation and control of Coppergate.
17. Option 10 is to take no action at present. This is not the recommended option.
18. Option 11 is to begin an investigation and report back on recommendations that would aid compliance and enforcement. These recommendations would have to tie in with the outcome of the

investigations of the preceding options above and proposals for Coppergate. This is the recommended option because it has the scope to improve driver compliance with the regulations and reduce general traffic on key public transport routes through the city centre.

Consultation

19. No formal consultation is required at this stage in the process however there will be consultation at the next stage depending on what options result from the investigations recommended.

Council Plan

20. The above proposal contributes to the Council Plan aims of thriving local businesses and efficient and affordable transport links.

Implications

21. This report has the following implications:

Financial – None

Human Resources – None

Equalities – Any proposed changes to the Traffic Regulation Orders as a consequence of the recommended further investigations will be subject to more detailed consultation / assessment with regards to how they might impact on those in the community who would experience increased difficulty due to mobility difficulties compared to the impact of the current restrictions. The outcome would form part of the Community Impact Assessment.

Legal – None

Crime and Disorder – None

Information Technology - None

Land – None

Other – None

Risk Management

None.

Contact Details

Author:	Chief Officer Responsible for the report:		
Name Alistair Briggs Job title Traffic Network Manager Dept. Transport Tel: (01904) 551368	Neil Ferris Acting Director City and Environmental Services		
	Report Approved	✓	Date 27/10/15
Specialist Implications Officer(s) <i>List information for all</i>			
Wards Affected: Guildhall		All	
For further information please contact the author of the report			

Background Papers

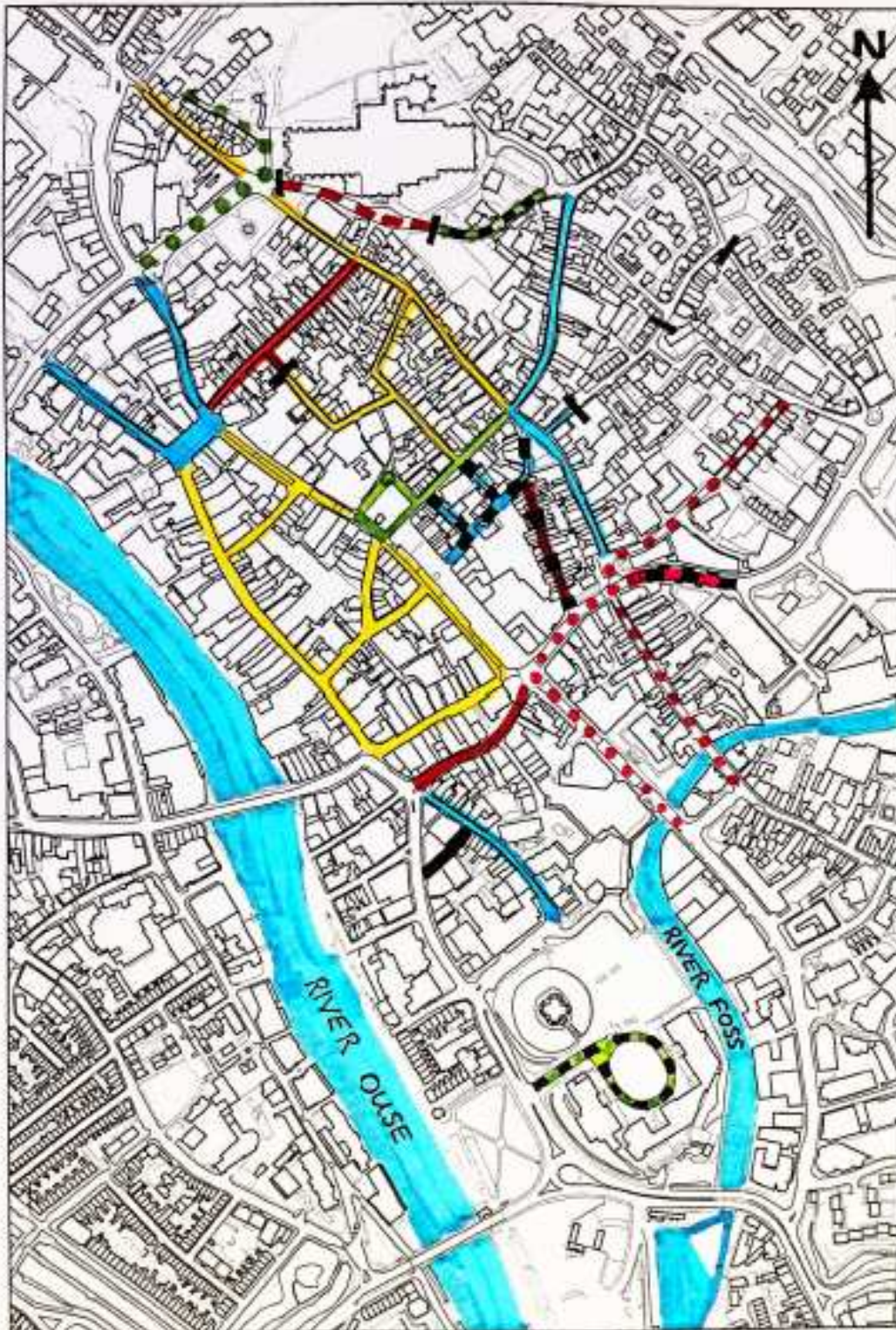
None.

Annexes

Annex A Plan showing variation in Traffic Regulation Order access restrictions

City Centre Strategy Annex A
















Plan Showing Variation in TRO Access Restrictions



Plan KEY over the page

NOTE: only the main access restrictions relating to the area under consideration are shown.

KEY

	<ul style="list-style-type: none"> All motor vehicles prohibited
	<ul style="list-style-type: none"> All coaches over 16 seats prohibited
	<ul style="list-style-type: none"> All vehicles prohibited 10.30am to 5pm except blue badge holders All motor vehicles prohibited 8 to 10.30am and 5 to 6pm except blue badge holders and for loading.
	<ul style="list-style-type: none"> All vehicles prohibited 10.30am to 5pm All motor vehicles prohibited 8 to 10.30am and 5 to 6pm except blue badge holders and for loading. All motor vehicles prohibited 6pm to 8am the following day except for access.
	<ul style="list-style-type: none"> All vehicles prohibited 10.30am to 5pm except for green permit holders All motor vehicles prohibited 8 to 10.30am and 5 to 6pm except blue badge holders and for loading. All motor vehicles prohibited 6pm to 8am the following day except for access.
	<ul style="list-style-type: none"> All vehicles prohibited except for loading between 5am and 10.30am
	<ul style="list-style-type: none"> All coaches prohibited.
	<ul style="list-style-type: none"> All motor vehicles prohibited except for M permit holders
	<ul style="list-style-type: none"> All vehicles prohibited except for loading to the Shambles 5pm to 8am the following day
	<ul style="list-style-type: none"> All motor vehicles prohibited except for access 8am to 6pm
	<ul style="list-style-type: none"> All motor vehicles prohibited except for loading Monday to Saturday 8am to 6pm
	<ul style="list-style-type: none"> Inbound – All motor vehicles prohibited Monday to Saturday 8am to 6pm, authorised vehicles only. Outbound - All motor vehicles prohibited except for access 8am to 6pm
	<ul style="list-style-type: none"> All motor vehicles prohibited except for buses and taxis 7 to 10.30am and 4 to 7pm All motor vehicles prohibited except for buses and taxis and loading 10.30am to 4pm
	<ul style="list-style-type: none"> All vehicles prohibited except for access
	<ul style="list-style-type: none"> A road closure point



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

12 November 2015

Report of the Acting Director of City and Environment Services

Traffic Systems Asset Renewals and Detection Equipment Plan

Summary

1. This report presents a plan for structured renewals of traffic signals across the city, which a recent asset condition assessment has shown are in need of significant investment.
2. The city has 122 traffic signal installations including 54 signalised pedestrian crossings. The recent condition survey has indicated that there is a significant backlog in the maintenance of the equipment. This report proposes a programme of renewals to ensure that the backlog is addressed and the traffic signals continue to operate to the level required.

Recommendations

3. The Cabinet Member is requested to :
 - i. Approve the commencement of the Traffic Signal Asset Renewal Programme as outlined in this report

Reason: To ensure the City traffic signals equipment is up to date and the costs and risks to the Council of maintaining an increasingly aged asset are mitigated.
 - ii. Approve the continuation of the current programme of provision of new detector equipment.

Reason: To ensure effective and reliable detection equipment is provided at traffic signal junctions in York for the benefit of road users.

Background

Traffic signals asset renewal

4. The equipment present at York's traffic signal sites is ageing and in many cases has either reached end of life, or is in poor condition. This situation has arisen because for many years maintenance has been arranged on a 'repair and maintenance' basis and the focus has been on repairing and operating the equipment we have. Although York's traffic signals are safe and generally reliable, activities have focussed on repairing faults and dealing with immediate issues rather than taking a structured approach to addressing underlying asset condition.
5. Although this approach has served the City well in the past and has kept the revenue commitment required to maintain signals down to acceptable levels, a point has now been reached at which a more structured methodology is needed. It is considered that significant capital investment is now needed to renew the asset base and protect against the risk of increasing unreliability and rising maintenance costs.
6. This proposal is to adopt a more formal risk based approach to asset maintenance and to structure the replacement of life-expired on-street equipment into a single programme funded from LTP capital funds. This will be based on work completed in summer 2015 that produced a detailed asset database for traffic signals, which examined the age and condition of every signal site in the City. This approach will ultimately lead to reduced ongoing revenue requirements in the future, through reduced maintenance risk and higher levels of standardisation.
7. Over the years, signal equipment renewals have taken place on an ad-hoc basis, generally as part of larger improvement schemes. The approach has been to secure funding within other transport schemes, or developer led highway improvements to renew and upgrade affected traffic signal sites. This approach has resulted in a number of the City's key junctions being improved over recent years but because it only affords the opportunity to renew signals where other schemes are being delivered, it does not allow a programme targeted on need (in terms of signal age and condition), to be formulated.

8. The opportunity of a structured renewals programme will also allow for increased standardisation to be brought to York's traffic signal assets. The design work required to install new equipment, junctions and crossings affords the opportunity to increase capacity where possible, redesign poor existing layouts, ensure all sites meet current safety and operational guidance and ensure sites use (as far as possible) standardised layouts and equipment. This will help to improve the efficiency and safety of the road network for all users and through standardised equipment lead to reduced operation and maintenance costs.

Traffic Signal Detector Equipment

9. Allied to the above, a solution is proposed to deal with the poor levels of vehicle detection operative at traffic signal sites in York, and the effect this has on the efficiency of the network. Traditionally, vehicle detection at York's traffic signals has relied on induction loops installed in the road surface, but this method can suffer from poor reliability.. As in many Cities, ensuring an adequate level of carriageway maintenance for loop operation to remain reliable has proved to be too onerous a task for the Authority to effectively manage over the long term. This means that many traffic signal sites are not able to operate in the most efficient 'vehicle actuated' mode because they are not able to detect passing vehicles.
10. Recently capital has been invested in renewing road surface and replacing induction loops. £400,000 of capital funding was allocated for this purpose in 2014/15 and although this did result in vehicle detection being restored at five junctions, it is considered that this proved to be an extremely expensive method of achieving this outcome, (given the need to renew the road surface before the loops can be replaced). Therefore a method that does not rely on maintaining junction carriageway condition above that of surrounding roads has been sought as a more sustainable way for ensuring vehicle detection can be restored at large numbers of sites across the City.
11. Trials are now underway of 'above ground' detection technologies using video and thermal camera systems. These have the benefit of not being reliant on road condition and so although more expensive to install and possibly requiring improvements to on site ducting networks, they are more reliable and long-lived. This technology is increasingly being adopted as standard in the UK,

with Transport for London and Liverpool City Council as two significant examples. It is therefore proposed that this technology is rolled out across the City as single package.

12. The above proposals are linked and will be best delivered as part of a major re-provisioning of York's traffic signal assets through procurement of;
 - A standard signal junction and crossing renewals 'package', together with ongoing maintenance support.
 - A standard above ground detection solution (with maintenance), for installation at sites across the City
13. This will involve two capital procurement exercises to run concurrently. For the traffic signal asset renewal, it is proposed to procure a supplier who would deliver renewals over a number of years inline with an agreed spend profile. In the case of the signal detection project, a supplier would be appointed to deliver, fit and commission detectors over a two year period. For both projects, detailed programmes of work will be developed on a yearly basis and reported through the annual capital programme reporting process.
14. Although best delivered as separate programmes, the asset renewal and detector provision will in some, but not all cases apply to the same locations. This will require coordination between the contractors for the two schemes. The detector procurement programme will treat a larger number of sites than the renewals programme and so it is likely that detectors will be fitted at sites that may in a few years time require full renewal. In such cases the detector equipment will be capable of removal from the old installations and refitting to the new.

Consultation

15. As this is primarily a technical engineering exercise, it is not considered that consultation with the public or external stake holders is required. However, consultations have been held with a number of industry sources and local authority traffic signal officers to determine the most appropriate way forward. In particular, officers have sought the advice of Liverpool City Council, who are currently three years into a similar programme of signal asset renewals and standardisation.

Options

16. Recent work by the Transport Systems Team has produced an asset database of all on-street equipment managed by the Team. This also included determining asset age and condition and this has allowed the degree to which York's assets are 'end of life' to be assessed. This determination has looked at both the design life and current condition of equipment and from this a list of sites where equipment replacement is over due has been drawn up.
17. This analysis has shown that there is a significant backlog in equipment renewals. Between 2016-17 and 2020-21 (assuming a five year programme), 19 traffic signal junctions and 28 signal controlled crossings will be beyond their manufacturer's design life and be more likely to need replacement. The profile shown in Table 1 below illustrates the backlog of sites requiring attention now, in that 12 junctions and 18 crossings require attention in year one, and once this backlog is dealt with, the number drops significantly through the rest of the programme.

	Total sites needing renewal, 2016 to 2021	Total sites needing renewal, 2016 – 2017	Total sites needing renewal, 2017 - 2018	Total sites needing renewal, 2018 – 2019	Total sites needing renewal, 2019 - 2020	Total sites needing renewal, 2020 - 2021
Traffic Signal junction sites	19	12	1	1	1	4
Mid-block sites, (Pelican and Puffin Crossings)	28	18	0	0	0	10
Total	47	30	1	1	1	14

Table 1 – Sites requiring renewal 2016 to 2021

18. This profile, with the majority of work being required in year one would be very difficult to deliver. It would require widely differing levels of resourcing from the supplier throughout the project and would be far too disruptive to York's road network. Therefore, it is proposed to spread the work out evenly over the life of the programme to achieve a 'flat' profile that is more easily resourced and managed.

19. Details of the programme, and the order in which individual site are treated will be agreed on a yearly basis and will be reported through the capital programme reporting process. The data already collected as part of the signal asset database will be used to ensure sites are dealt with at the most appropriate time whilst still keeping to a flat spend profile.

Procurement

20. It is proposed to award a single contract for the signal renewals programme work.
21. The strategy adopted for delivering this needs to balance sufficient flexibility in delivery and ownership, against commercial and market attractiveness, to ensure we are able to maximise the benefits to the City whilst minimising overall cost.
22. Subject to confirmation from the Council's procurement team it is anticipated that the work will be procured using a contract for the delivery of the first year's programme and a 'call off' element for the remaining years. The follow-on years (years 2 to 5), will be included as an outline commitment with the detailed delivery programme to be agreed on a yearly basis. This approach will also ensure that the contractor has a good understanding of the likely workloads in future years and the Council's commitment to it and so will ensure the necessary resources are in place
23. The opportunity will be taken to not only renew life expired equipment but also review the physical and operational characteristics of the sites and make improvements as necessary. As part of the design process expected of the contractor, all renewals would be required to be to current standards in terms of equipment, safety and accessibility. Additionally the renewals process will present the opportunity to modify junctions where appropriate to increase capacity, better serve public transport needs and enhance provision for cyclists, pedestrians and people with disabilities.

Traffic Signal Detection Equipment.

24. For the Traffic Signal Detection project the installation and maintenance will be let as a single contract. This will be let as a call-off contract, allowing the Council to procure equipment on a site by site basis as and when needed. It also means that the

scale of the roll-out of this technology can be matched to the LTP capital available and spread over a number of years.

25. It is intended to procure this project separately from the traffic signals asset renewals programme as it is likely to attract different suppliers. Procuring it as part of the renewals programme would require the main renewals supplier to subcontract this work to specialist companies we can contract with directly by undertaking a separate process. However, the call-off nature of this contract will allow it's delivery to be fully integrated with the delivery of the renewals programme.
26. This contract will comprise two elements; the equipment provision and installation and the civil engineering work required to ensure junction duct networks are capable of taking the new cabling required. These will be let to a single contractor but with the likelihood of one of these elements being subcontracted. Although the Traffic Signal Asset Renewal and Detection Equipment project are best kept as separate projects, there will be some cross-over were both projects affects the same signal sites.
27. This will specifically be around civil engineering activities such as ducting and in such cases, the work will be coordinated to ensure this is achieved most cost effectively and without abortive work. It is proposed to allocate funds for the initial stages of the project in 2015/16 to enable prompt commencement of the overall programme.
28. At present an indicative programme for Asset Renewals of £100,000 for 2015/16 and £400,000 per annum for 2016/17 to 2020/21 is proposed. For the Signal Detection Equipment programme, £220,000 is allocated in the capital programme for 2015/16 and £100,000 per annum for 2016/17 to 2018/19 is proposed.

Analysis

29. The contracts awarded will be for the design, supply and maintenance of the equipment. This will minimise the resource requirement on the Council in undertaking this project and, by allowing bidders to design their own solutions, lead to innovation and best value. Similarly, tying the maintenance into the supply

and assessing future year maintenance costs as part of the bidding process will drive future year costs down.

30. Awarding the contract for asset renewal for delivery over five years will provide the most flexible option for the Council, in terms of the ability to adjust the programme to reflect events. It is also the most realistic option in terms of what suppliers can be expected to deliver. Expecting the programme to be delivered in a single year would lead to resourcing issues for the suppliers and may lead to increased costs and reduced certainty of delivery.
31. The proposal to award the first years lot with the remaining years included as a call-off provision gives the Council the flexibility of not being tied into a fixed programme but also gives the supplier some certainty the size and value of the overall scheme, a fact which is likely to be reflected in the unit costs provided.

Costs

32. For a five year asset renewals programme, the yearly costs and delivery requirements would break down as shown in Table 2 below;

Proposed budget 2015 - 2016	Spend profile 2016 - 2017	Spend profile 2017 - 2018	Spend profile 2018 - 2019	Spend profile 2019 - 2020	Spend profile 2020 - 2021
£ 000's	£ 000's	£ 000's	£ 000's	£ 000's	£ 000's
100	400	400	400	400	400

Table 2 – Renewal costs and profile

33. This estimates the total likely cost of the renewal of the sites that become end of life in the period 2015 to 2021, which is £2.1m and proposes a spend profile based on this being delivered over the financial years 2016/17 to 2020/21. This would need to be allocated within the capital programme over the years indicated.

34. A reallocation of £100,000 to this programme is proposed in the City and Environmental Services Capital Programme – 2015/16 Monitor 1 Report for development work. This will allow preparatory work in areas such as data gathering, procurement and specialist engineering support to be commenced ahead of the main expenditure in the years 2016/17 to 2020/21.
35. There is an allocation in the 2015/16 capital programme for traffic signals detector renewals of £220,000, (£20,000 for preparatory works and £200,000 for equipment procurement). Based on costs experienced during the recent trial installation of this equipment, it is estimated that a cost of £10,000 per site for this work is reasonable. This means that 20 sites will be treated this year. Therefore, to treat the 50 sites in the City that require this technology, a further 3 years capital funding at £100,000 per annum is required. Table 3 below details this proposed programme;

	Allocated budget 2015 - 2016	Spend profile 2016 - 2017	Spend profile 2017 - 2018	Spend profile 2018 - 2019
	£ 000's	£ 000's	£ 000's	£ 000's
	220	100	100	100
Number of sites to be treated	20	10	10	10

Table 3 – Proposed allocation for detector procurement

Linkages into current and ongoing traffic signal maintenance

36. As the asset renewals programme will not affect all signal sites in the City, but only those at end of life, there will be a need to continue current maintenance for the remaining sites.
37. The current maintenance arrangement, which operates as a stand-alone traffic signal maintenance contract will expire in 2016. It is proposed to re-let this, but with a provision included for a

steady reduction in the assets it covers. This will allow sites to be handed over from the signals maintainer to the asset renewals contractor as and when the programme requires.

38. The re-let traffic signals maintenance contract will be let for a period that ties in with the end of the asset renewals programme in 2021. Therefore, as the renewed sites enter their contracted maintenance period, there will be an opportunity to incorporate the un-renewed sites in this arrangement, carry on with two separate arrangements or restart the renewals process to pick-up sites that become end of life after 2021.
39. By adopting this approach, the Council retains the ability to be flexible and determine nearer the time how to deal with signals asset renewals after 2021. Obviously the number of sites requiring treatment will be lower because the historic backlog will have been dealt with, but it is likely that some arrangement will need to be put in place to prevent this situation arising again.
40. It is considered prudent that this decision is left until nearer the end of the current programme, but with the flexibility outlined above. The requirements beyond 2021 are not predictable at this stage and to tender work that is so far in the future would not be cost effective.

Council Plan

41. This proposal will allow the Council to deliver a better service to residents and visitors by improving the effectiveness, safety and reliability of the City's traffic signals.
42. This will in turn increase the efficiency of the road network within the City to the benefit of public transport, car drivers and pedestrians and cyclists.
43. It will also reduce the amount of revenue the Council spends on traffic signal maintenance and in dealing with failures at traffic signal junctions. In meeting these objectives this proposal will help deliver a better transport network and contribute to growing the City's prosperity and attractiveness.

Implications

Financial

44. The costs for these proposals will be around £2.620m, over six years. Of this, £220,000 for detector equipment is already allocated in the capital programme for 2015/16 and a further £100,000 is recommended for allocation for asset renewals preparatory work in the 2015/16 Capital Programme Monitor 1 report.
45. It is proposed that the remaining amount will be drawn from the Council's Local Transport Plan (LTP) Integrated Transport Block capital allocation for the years 2015/16 to 2020/21. The LTP Integrated Transport Block allocation to the Council from the Department for Transport is £1.57m each year up until 2020/21 (2016/17 -2017/18 confirmed, 2018/19 – 2020/21 indicative). The proposed allocation to the asset removal programme represents an approximate 30% reduction in funding available for other transport improvement measures however it is considered that the provision of a high quality, reliable network of traffic signals is fundamental to minimising the impact of congestion across the city. Alternative funding sources will need to be identified if the indicative DfT funding allocations are not confirmed.
46. The combined spend profile for both proposals is shown in Table 4 below;

	2015 - 2016 (already programmed)	2016 - 2017 allocation	2017 - 2018 allocation	2018 - 2019 allocation	2019 - 2020 allocation	2020 - 2021 allocation
	£ 000's	£ 000's	£ 000's	£ 000's	£ 000's	£ 000's
Traffic Signal Asset Renewals	100	400	400	400	400	400
Traffic Signal Detector Procurement	220	100	100	100	0	0
Total	320	500	500	500	400	400

Table 4 – Combined spend profile

47. Investing this capital in the traffic signal asset will have a direct financial impact in reducing the Council's yearly revenue spend on traffic signal maintenance from around £50,000 per annum at present to around £25,000 per annum on completion. This will be delivered through lower maintenance costs and more reliable equipment.
48. This proposal will also address an outstanding and growing problem, namely the age and condition of much of York's traffic signal infrastructure. If this proposal is not taken forward, then this problem will still exist and it will still be necessary to find funding to address this issue. This proposal, by addressing the problem in its entirety offers the most cost effective solution to it.

Human Resources (HR)

49. No HR implications anticipated

Equalities

50. Many of York's traffic signal installations have been in place for many years, as demonstrated by them reaching end of life. This means that many of the more recently introduced standards intended to accommodate the needs of people with disabilities, such as tactile paving and rotating wait cones are not provided. This proposal will present an ideal opportunity to replace outdated sites with new equipment that meets the current accessibility standards.

Legal

51. There is a need to ensure relevant procurement law is followed in letting the contracts necessary for the delivery of these programmes.

Crime and Disorder

52. No Crime and Disorder implications anticipated

Information Technology (IT)

53. The implementation of new equipment at traffic signal sites will facilitate the further roll out of communications based on the Council's private fibre network. Continuing this work, which has been undertaken at numerous traffic signal sites already, will see

more sites removed from costly BT provided communications solutions and migrated to the fibre network, saving additional revenue for the Council.

Property

54. No Property implications anticipated

Other

55. No other implications anticipated

Risk Management

56. *Risks associated with not adopting this proposal;*

Risk – That continuing rising revenue costs to the Council through maintaining an ageing asset;

Mitigation – This programme will ensure that all 'end of life' sites are replaced with new equipment with a much lower maintenance cost and risk.

Risk – That the Council will need to allocate increasing levels of new funding to renew traffic signal sites, as they continue to age;

Mitigation – this programme will deal with all end of life sites in the most cost effective way and remove the need to allocate funding on an ad-hoc basis to deal with specific issues.

Risk – The operation of traffic signal locations continues to deteriorate as detection problems worsen, causing increased delays on the network and reputational damage to the Council;

Mitigation – Undertake the wholesale replacement of exiting induction loop detectors with above ground detection as proposed.

Risk – That an ageing asset can lead to failures that effect public safety and can expose the Council to risks associated with Health and Safety and Construction Design and Maintenance legislation;

Mitigation – Replacement of ageing assets limits the likelihood of incidents affecting public safety. Assessing and acknowledging the problems we have with ageing assets and putting in place measures to address this mitigates the risks under Health and Safety and Construction Design and Maintenance legislation.

Risks associated with adopting this proposal

Risk – Ensuring cost effectiveness through an open and competitive bidding process;

Mitigation – the proposal has been designed in a way that will maximise the likelihood of suitable suppliers wanting to participate in the tender process.

Risk – The complexity of tendering a programme such as this;

Mitigation – the tender process will be overseen by the Council's Procurement Team and will follow EU procurement practice and legislation.

Risk – That construction of the new signal installations will adversely affect the road network;

Mitigation – The contract will fully address the performance expected of the contractor when working on site and colleagues from the Streetworks Teams will be fully involved in planning any works on the highway.

Risk – That the newly designed junctions will not operate effectively;

Mitigation – the Council undertake a design checking role, resourced as part of this project. The delivery of the programme will be managed by the Transport Systems Team, in which the expertise in operation and management of the City's traffic signals systems lies.

Contact Details

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Acting Director of City and Environment
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**Report
Approved**

Date28/10/2015

Specialist Implications Officer(s)

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

All

For further information please contact the author of the report

Background Papers:

Annexes - None

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12th November
2015

Executive Member for Planning and Transport

Report of the Acting Director of City and Environmental Services

City and Environmental Services Capital Programme – 2015/16 Monitor 1 Report

Summary

1. The purpose of this report is to set out progress to date on schemes in the 2015/16 CES Capital Programme, including budget spend to the end of September 2015.
2. The report proposes adjustments to scheme allocations to align with the latest cost estimates and delivery projections.

Recommendations

3. The Cabinet Member is requested to:
 - i. Approve the virement of funds within the Highways and Transport Budgets.
 - ii. Approve the amendments to the 2015/16 CES Capital Programme set out in Annexes 1 and 2.

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

Background

4. The CES Transport Capital Programme budget for 2015/16 was confirmed as £5,292k at Full Council on 26 February 2015, and details of the programme were presented to the Executive Member at the March Decision Session meeting. The programme was finalised on 10 September 2015 when the Cabinet Member was presented with the Consolidated Capital

Programme, which included all schemes and funding that had carried over from 2014/15.

5. The programme includes the Integrated Transport and CES Maintenance budgets, and includes £1,570k of Local Transport Plan funding, plus other funding from the Better Bus Area Fund grant, developer contributions, council resources, and funding from the Department for Transport for the A19 Pinchpoint scheme.
6. Table below shows the current approved capital programme.

Table 1: Current Approved 2015/16 Capital Programme

	Gross Budget
	£1,000s
Planning & Transport Budget	5,292
Variations approved at Consolidated Report	2,113
Current Approved CES Capital Programme	7,405

7. As stated in the 2015/16 Capital Programme Consolidated Report, the level of funding available in 2015/16 is significantly lower than in 2014/15, due to additional funding from the Department of Transport for the Access York scheme in the 2014/15 capital programme.
8. The current spend and commitments to the end of September 2015 are £2,188k, which represents some 30% of the current budget. This is in line with that anticipated due to the majority of the expenditure programmed towards the latter part of the year.

Key Issues

9. At this stage of the year, feasibility and outline design is underway for most of the schemes in the CES Capital Programme, which has allowed more accurate cost estimates to be prepared.
10. A review of the current programme has been carried out, which has identified a number of schemes where the allocations need

to be amended to reflect minor alteration, scheme progress and updated cost estimates.

Due to a combination of efficiencies made in the delivery of Phase 1 of the A19 Pinch Point Scheme and a revision of the requirements for subsequent Phases the level of risk has been significantly reduced allowing the level of contingency funding to be reduced. This has allowed £350K LTP funding to be reallocated across the Capital Programme. Proposals for this funding reallocation are given below.

11. A separate report is also being presented at today's meeting which details proposals for a "Traffic Signals Asset Renewals and Detection Equipment Plan" that identifies a backlog of maintenance issues following a recent condition survey. Subject to the report being approved it is proposed to re-allocate £100k from the 2015/16 LTP for the initial stages of the project to enable the prompt commencement of the programme. This will primarily be around civil engineering activities such as ducting and the work will be coordinated with other maintenance works to ensure the most cost effectively delivery.
12. As part of the revenue funded LSTF programme a number of capital funding requirements have been identified to support this. This is to cover the introduction for vehicle electrical charging points (£31K) and match funding of business contributions of Workplace grants (£40k) covering a range of sustainable travel measures. It is proposed to allocate £71K from the LTP to cover this.
13. Officers have been working with South Yorkshire and West Yorkshire Authorities for the regional procurement of a Real Time Information System (Bus location and Information) that is required to replace the life expired, "Vix" system. The system provides for the on street real time bus information to be displayed and updated. The regional procurement will also integrate our system on a wider regional basis providing for more reliable information for services outside of the authority as well as provide increased flexibility allowing future developments. This work is being undertaken in partnership this neighbouring authorities and a Capital contribution (based on York's population) of £46K which (represents 5% of the

cost) is needed to progress this work and it is proposed to allocate this from the LTP Capital funding.

14. A £50K increase to the Traffic Signals Improvements programme is proposed to enable a programme of minor improvements to traffic signals to be commenced. This programme will address minor installation and improvement issues at traffic signals sites in York. This will be focused on traffic signal sites installed or renewed within the last five years and will be used to make minor amendments to ensure York's traffic signals meet the more onerous safety requirements placed on us by the Construction Design and Management (CDM) Regulations 2015. Undertaking this programme will mitigate the risk to the Council, as owner of these assets that comes from the stricter requirements contained in the CDM 2015 regulations compared to previous CDM legislation.
15. An increased allocation of £50K from LTP funding is proposed for the Pedestrian Minor Scheme programme to allow more significant progress of pedestrian Dropped Crossing and minor footway improvements to be undertaken.
16. There is currently an accelerated programme of works underway by City Fibre expanding their network. This has presented an opportunity for betterment in respect to the reinstatement works by providing an element of match funding to allow for a longer term improvement rather than just trench reinstatements. An initial £33K of funding will be required to progress this which can be provided from reallocation of LTP funding.
17. These adjustments do not alter the overall level of Capital funding as they are limited to reallocations within existing budgets. Additional information, including details of the proposed changes to scheme allocations, is provided in Annexes 1 and 2 to this report.

Consultation

18. The capital programme was developed under the Capital Resource Allocation Model (CRAM) framework, and was approved at Full Council on 26 February 2015. Although consultation is not undertaken for the Integrated Transport capital programme on an annual basis, the programme follows

the principles of the Local Transport Plan, and consultation is undertaken on individual schemes as they are progressed.

Options

19. The Executive Member has been presented with a number of amendments to the programme of works for approval. These amendments are required to ensure the schemes are deliverable within funding constraints, whilst enabling the objectives of the approved Local Transport Plan to be met.

Analysis

20. The key proposed changes included in the report are summarised below and are detailed in Annex 1
 - Reduce LTP contingency funding for the A19 Pinch point Scheme by £350K.
 - Allocation of £100K for the Traffic Signals Asset Renewals Plan.
 - Allocation of £71K LTP to support the LSTF revenue based work.
 - Allocation of £46K for the Regional procurement for Real Time Information System (Bus Location).
 - Additional £50K allocation to Traffic Signals Improvements programme.
 - Increased allocation of £50K to the Pedestrian Minor Scheme programme.
 - Reallocation of £33K LTP funding for betterment in connection with City Fibre reinstatement works.

Council Plan

21. The Council has approved a new Council Plan in October which focuses on the following key themes:
 - **a prosperous city for all** - where local businesses can thrive and residents have good quality jobs, housing and opportunities
 - **a focus on frontline services** - to ensure all residents, particularly the least advantaged, can access reliable services and community facilities

- **a council that listens to residents** - to ensure it delivers the services they want and works in partnership with local communities
22. The CES Capital Programme particularly supports the 'prosperous city for all' theme by removing the barriers to movement around the city for all road users.

Implications

23. The following implications have been considered:
- (a) **Financial** – See below.
 - (b) **Human Resources (HR)** – There are no Human Resources implications.
 - (c) **Equalities** – There are no Equalities implications.
 - (d) **Legal** – There are no Legal implications.
 - (e) **Crime and Disorder** – There are no Crime & Disorder implications.
 - (f) **Information Technology (IT)** – There are no IT implications.
 - (g) **Property** – There are no Property implications
 - (h) **Other** – There are no other implications

Financial Implications

24. The LTP allocation for 2015/16 was previously confirmed by the Department for Transport. The CES Capital Programme budget for 2015/16 was agreed at Budget Council as part of the overall CYC Capital Programme on 26th February 2015, and was amended in the report to the 10th October 2015 Decision Session to include carryover schemes and funding from the 2014/15 capital programme.
25. If the proposed changes in this report are accepted, the total value of the CES Transport Capital Programme in 2015/16 remains the same at £7,405. The budget funding is detailed below:

Table 3: Current 2015/16 Budget

CES Capital Programme	Budget
	£1,000s
Local Transport Plan- Other	2,506
Local Transport Plan – CYC Resources Safety Schemes	300
Section 106 Funding	300
Better Bus Area Fund – DfT	135
Better Bus Area Fund – EIF	773
A19 Pinchpoint Grant Funding	1,721
Grant Funding – Clean Bus Technology	476
CYC Resources (Highways)	550
CYC Resources (Scarborough Bridge)	333
CYC Funding (City Walls)	253
CYC Funding (Alleygating)	58
Total Budget	7,405

Risk Management

26. The Capital Programme has been prepared to assist in the delivery of the objectives of the Local Transport Plan. Owing to the lower availability of funding for LTP schemes, there is a risk that the targets identified within the plan will not be achievable.

Contact Details

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	Report Approved	✓	Date 27/10/15
Specialist Implications Officer(s) <i>List information for all</i>			
Wards Affected:	All	✓	
For further information please contact the author of the report			

Background Papers:

CES 2015/16 Capital Programme: Budget Report – 19 March 2015

CES 2015/16 Capital Programme Consolidated Report
– 10 Sept 2015

Annexes

Annex 1: 2015/16 Capital Programme – Amendments to Programme

Annex 2: 2015/16 Capital Programme Current / Proposed Budgets

2015/16 Monitor 1 Report – Amendments to Programme

1. This annex provides an update on the progress of schemes within the 2015/16 CES Capital Programme, and details a number of proposed changes to the programme. This annex only reports by exception i.e. when alterations to scheme allocations or delivery programmes are proposed. It is currently anticipated that all other schemes will progress as indicated in the earlier budget reports.
2. Details of the current and proposed allocations for all schemes in the programme are set out in Annex 2.

Transport Schemes

ACCESS YORK PHASE 1

Programme: £350k

Spend to 30 September 2015: £141k

3. The Access York project (AY01/09) is now largely completed with only minor snagging works outstanding. A large proportion of the 15/16 budget for this scheme is retention; the budget remains unchanged from the consolidated position.

PUBLIC TRANSPORT SCHEMES

Programme: £1,655k

Spend to 30 September 2015: £411k

4. Spending on PT02/12 Park & Ride Barriers was reviewed at a meeting of the Transport Board. The attempt to procure a barrier system in Winter/Spring 2015 was unsuccessful because it was not possible to find a supplier able to deliver CYC's preferred solution at an appropriate cost. This tendering exercise involved four market leading companies so it was judged that a second tendering exercise would be unlikely to result in a successful outcome. It was also judged that it would not be possible to tender to a different specification without compromising the objectives of the project. It was therefore concluded that the most sensible course of action would be to reallocate the funds to PT01/15 Park & Ride Site Upgrades, a scheme with broadly similar scope (improvements to Park and Ride) and value for money. This resulted in the budget for PT01/15 Park & Ride Site Upgrades being increased from £65k to £175k.

5. The design of scheme PT05/12 Clarence Street Bus Priority Scheme has been approved. Minor revisions are now being considered which might result in cost savings. If these occur they will be used to extend the areas to be resurfaced as part of the scheme, so the budget remains unchanged.
6. A Real Time Information System for public transport is being procured at a regional level. This is the system that supports the provision of real time bus information on the screens at bus stops. The new system will provide increased flexibility and allow for future developments. This work is being developed in partnership with neighbouring authorities and a capital contribution (based on York's population) of £46K is needed to progress this work.

TRAFFIC MANAGEMENT

Programme: £2,865k

Spend to 30 September 2015: £1,042k

7. Efficiencies made and a revision of requirements for subsequent phases has meant that the level of contingency funding for the A19 pinch point scheme (TM03/13) can be reduced. This has meant that the budget for this scheme can be reduced by £350k
8. Subject to the "Traffic Signals Asset Renewals and Detection Equipment Plan" presented at today's meeting being approved it is proposed to re-allocate £100k from the 2015/16 LTP for the initial stages of the project to enable the prompt commencement of the programme that addresses the backlog on maintenance issues covering the 122 traffic signal installations and 54 signalised pedestrian crossings.
9. Minor improvements to more recent traffic signal installations (within the last 5 years) are proposed to ensure York's traffic signals meet the more onerous safety requirements placed on us by the Construction Design and Management (CDM) Regulations 2015 to mitigate the risk to the Council. This would require an increase in the traffic signals budget (TM05/15) of £50k.
10. Work on refurbishment of the variable message signs (VMS) (TM06/15) is continuing, it is planned to upgrade a number of signs this financial year and a proposal for upgrading a further tranche in 16/17 is expected.

11. An increase in the budget for electric vehicle rapid charging points is proposed of £31k.

PEDESTRIAN AND CYCLING SCHEMES

Programme: £897k

Spend to 30 September 2015: £337k

12. It is proposed to increase the funding for pedestrian minor schemes by £50k to allow more improvements for pedestrians to be carried out in 15/16.
13. The Askham Bryan College cycle link (CY07/15) is now substantially complete. Work on the Former York College cycle link (CY08/15) continues. Both schemes are funded by developer contributions and therefore their budgets are included in the Development Funded Schemes line (SD02/15, see below).
14. It is proposed to allocate £40k to the provision of match funding of business contributions to workplace grants covering a range of sustainable travel measures.

SAFETY SCHEMES

Programme: £545k

Spend to 30 September 2015: £67k

15. There are no proposed changes to the budgets for schemes in this programme.
16. Officers working on the Local Safety and Speed Management Schemes have exploited the overlaps with the work on the Vehicle Activated Signs Review (SM01/15). This has allowed officers to conduct joint site visits and reduced the number of speed surveys required. This has meant that officer time has been reallocated to the development of speed management schemes to make the most of these efficiencies. Progress on School Crossing Patrol Improvements (SR01/15) has therefore not been as rapid as anticipated, but it is still expected that significant progress will be made on reviewing and assessing the school crossing patrol sites and “wig-wag” signals as well as identifying necessary upgrades before the end of the financial year.
17. The work on the Vehicle Activated Signs (VAS) Review (SM01/15) has revealed that fewer of the VAS requires attention than was

originally anticipated. The budget remains the same, but there is likely to be an under spend on this scheme. The situation is being monitored.

SCHEME DEVELOPMENT

Programme: £748k

Spend to 30 September 2015: £7k

18. This includes budgets for the development of future years schemes (SD01/15) and an element for the funding of minor works on previous years schemes. There is also a nominal budget for development funded schemes (SD02/15); this represents the funding (or part funding) for schemes which are identified individually elsewhere. There are no proposed changes to the budgets in this programme.

CES Maintenance Budgets

CITY WALLS

Programme: £253k

Spend to 30 September 2015: £174k

19. No changes are proposed to the City Walls budgets at this stage of the year. The restoration work on Walmgate Bar (CW01/12), which has included jacking up the back of the Bar, is nearing completion. This scheme has absorbed a significant amount of officer time and an overspend is likely, while there is likely to be a corresponding under spend on the more general City Walls Restoration (CW01/15) budget.

REINSTATEMENT

Programme: £33k

Spend to 30 September 2015: £0k

20. A budget of £33k is proposed to allow for a programme of longer term improvements associated with the reinstatement works being undertaken by City Fibre. This will provide match funding to facilitate a higher standard of reinstatement than just the trench reinstatement which would otherwise be carried out.

ALLEYGATING

Programme: £58k

Spend to 30 September 2015: £6k

21. Work is continuing with the Alleygating programme and no changes are proposed to the budget at this stage of the year.

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Scheme Ref	2015/16 Transport Capital Programme	15/16 Consolidated Budget (Total)	15/16 Monitor 1 Budget (Total)	Total Spend to 30/9/15	Comments on any changes from Consolidated Budget
		£1,000s	£1,000s	£1,000s	

Access York Phase 1					
AY01/09	Access York Phase 1	350.00	350.00	140.79	

Total Access York Phase 1	350.00	350.00	140.79	
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Public Transport Schemes					
PT01/15	Park & Ride Site Upgrades	65.00	175.00	50.25	Additional funding reallocated from PT02/12 Park & Ride Barriers
PT02/15	Bus Network Pinchpoint Improvements	200.00	200.00	45.11	
PT03/15	BBA2 - Congestion Busting	30.00	30.00	4.32	
PT04/15	BBA2 - Scarcroft Road/ The Mount Signals	105.00	105.00	2.98	

Public Transport - Carryover Schemes					
PT05/12	BBAF - Clarence Street Bus Priority Scheme	185.00	185.00	16.08	
PT09/12b	BBAF - Museum Street Bus Stop	50.00	50.00	7.34	
PT10/12b	BBAF - Rougier Street - Roman House Bus Shelter	280.00	280.00	19.97	
PT02/14	Clean Bus Technology Fund	476.00	476.00	0.00	
PT04/14	Burdyke Avenue Layby	50.00	50.00	26.61	
PT13/12	BBAF District Centre Bus Stop Improvements	50.00	50.00	43.48	
PT02/12	Park & Ride Barriers	110.00	0.00	0.00	Funding reallocated to PT01/15 Park & Ride Site Upgrades
	Off Bus Ticket Machines	0.00	0.00	194.39	Cost will be externally funded by West Yorkshire Combined Auth.
PT03/12	BBAF Personalised Public Transport Web Portal	8.00	8.00	0.00	
	Regional RT Information System		46.00	0.00	New scheme introduced at Monitor 1

Total Public Transport Schemes	1,609.00	1,655.00	410.54	
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Traffic Management					
TM03/13	A19 Pinchpoint Scheme	2,572.00	2,222.00	770.44	Allocation reduced due to efficiencies and revised requirements for phases 2 and 3
	Phase 1 - A19/A64 interchange, inc new inbound lanes (+ bus lane)				
	Phase 2 - Signal Junction (Naburn Lane)				
	Phase 3 - Landing Lane To Germany Beck				
TM01/15	Street Furniture	12.00	12.00	2.34	
	Review of Lining	9.00	9.00	-0.23	
	Review of Signing	9.00	9.00	3.43	
TM02/15	Footstreets Review	10.00	10.00	0.02	
TM03/15	Air Quality Monitoring	20.00	20.00	8.95	
TM04/15	Urban Traffic Management & Control/ Bus Location & Information Sub-System	60.00	60.00	68.25	
	- Further roll-out of IP communications				
	- Development of open data platform				
	- Web based data aggregation				
TM05/15	Traffic Signals Improvements	220.00	270.00	18.37	Allocation increased to allow for further improvements
	Traffic Signals Asset Renewals		100.00	0.00	New scheme introduced at Monitor 1
TM06/15	Variable Message Signs (VMS) Upgrade	90.00	90.00	27.38	
AQ02/13	Electric Vehicle Rapid Charging Points	32.00	63.00	143.08	Allocation increased to allow further work to be carried out

Total Traffic Management	3,034.00	2,865.00	1,042.03	
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Pedestrian & Cycling Schemes					
PE01/15	Pedestrian Minor Schemes	30.00	80.00	11.82	Allocation increased to allow more schemes to be carried out
CY01/15	Cycle Minor Schemes	35.00	35.00	4.31	
CY02/15	Monkgate Roundabout Cycle Route	30.00	30.00	1.27	
CY03/15	Holgate Road Cycle Route	20.00	20.00	4.60	
CY06/15	Monkgate Cycle Route	10.00	10.00	9.66	
CY04/15	Scarborough Bridge Improvements	333.00	333.00	0.00	
CY05/15	Hungate Phase 2 Pedestrian & Cycle Improvements	30.00	30.00	4.42	
CY07/15	Askham Bryan College cycle link	0.00	0.00	20.61	

CY08/15	Former York College site cycle link	0.00	0.00	0.00	
CY05/13	University Cycle Route	5.00	5.00	10.44	
Pedestrian & Cycling Schemes - Carryover Schemes					
CY01/13	Jockey Lane Cycle Route	175.00	175.00	8.36	
CY10/11	Haxby to Clifton Moor Cycle Route	50.00	50.00	187.29	
CY03/14	Clarence Street Cycle Facilities	10.00	10.00	0.00	
PE06/11	Clifton Moor Pedestrian & Cycling Link Improvements	64.00	64.00	74.27	
	Station Rise Tactiles/Bollards	15.00	15.00	0.00	
	Match Funding of Workplace Grants		40.00	0.00	New scheme introduced at Monitor 1

Total Pedestrian & Cycling Schemes	807.00	897.00	337.06
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Safety Schemes					
Var.	School Safety Schemes				
	SSS Sim Balk Lane	12.00	12.00	0.03	
	SSS Applefields School	17.00	17.00	0.00	
	SSS Tang Hall Primary	15.00	15.00	0.09	
	SSS Sheriff Hutton Road	3.00	3.00	0.00	
	SSS Modeshift Stars award minor schemes	10.00	10.00	0.00	
	SSS Safety Audit works and other school schemes	43.00	43.00	0.00	
SR01/14	SSS Osbaldwick Primary SRS	17.00	17.00	4.23	
SR01/15	School Crossing Patrol Improvements	100.00	100.00	0.06	
Var.	Local Safety Schemes/ Danger Reduction				
LS01/14	SAF Manor Heath/Hallcroft Lane	22.50	22.50	26.09	
	SAF Casualty Reduction Scheme review and development	80.00	80.00	3.08	
	SAF Danger Reduction Schemes	15.00	15.00	0.00	
LS06/14	SAF Pavement/Whip Ma Whop Ma Gate LSS	7.50	7.50	0.06	
DR01/14	SAF Heslington Lane	13.00	13.00	0.12	
Var.	Speed Management				
	SPM Speed Review Process scheme prioritisation and Implementation	90.00	90.00	15.31	
	SPM project TBC (used to be Navigation Road/Walmgate 20mph)	10.00	10.00	0.00	
	SPM Monitoring commitment	10.00	10.00	0.00	
	SPM Miscellaneous speed limit issues	5.00	5.00	0.00	
SM02/14	SPM University Road Speed Management Scheme	20.00	20.00	6.25	
	SPM Stockton Lane	5.00	5.00	1.98	
SM01/15	Vehicle Activated Signs (VAS) Review	50.00	50.00	10.17	

Total Safety Schemes	545.00	545.00	67.46
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Scheme Development					
SD01/15	Future Years Scheme Development	50.00	50.00	0.00	
	Haxby Station Study	0.00	0.00	0.00	
SD02/15	Development-Funded Schemes	300.00	300.00	0.00	
-	Previous Years Costs	98.00	98.00	7.17	
-	Staff Costs	300.00	300.00	0.00	

Total Scheme Development	748.00	748.00	7.17
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Total Integrated Transport Programme	7,093.00	7,060.00	2,005.04
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CES Maintenance Budgets					
City Walls					
CW01/15	City Walls Restoration	133.00	133.00	8.98	
CW01/12	Walmgate Bar	120.00	120.00	164.71	
Total City Walls		253.00	253.00	173.69	
Reinstatement					
0	City Fibre Reinstatement Programme		33.00	0.00	New scheme introduced at Monitor 1
Total Reinstatement		0.00	33.00	0.00	
Alleygating					
0	Alleygating Programme	58.00	58.00	6.27	
Total Alleygating		58.00	58.00	6.27	
Total CES Maintenance Schemes		311.00	344.00	179.96	
Total Capital Schemes		7,404.00	7,404.00	2,185.00	

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Additional Written Comments Annex –
Executive Member for Transport & Planning Decision Session 12th
November 2015.

Name	Agenda Item	Comments
Paul McClean	5. Speed Review	<p>Annex F of the Public Reports Pack 12th Nov 2015 – Page 127</p> <p>Speeding in both directions is a problem on most of the 30 mph section of Usher Lane, not just at the end by the derestriction signs.</p> <p>As a resident of Usher Lane, I agree with the view of the Police that the suggested changes are unlikely to reduce the speed of traffic. This is because:</p> <ul style="list-style-type: none"> A. Like the police, I cannot see how the changes will have any effect on traffic currently speeding out of Haxby on Usher Lane. B. Most of the traffic entering Haxby is generated by regular users. They are as likely to ignore the new gateway signing as they currently do the VAS. <p>I, and my neighbours think that the money would be better spent on physical deterrents, speed bumps, chicanes and/or mini roundabouts although upgrading the VAS to a more modern one giving the actual speed might be worth a go.</p> <p>Paul McLean</p>

Steve Burrell	7. City Centre Strategy	<p>To clarify the position of the funding for the new data loggers; The new equipment was purchased from excess levies generated from a number of educational courses, which are offered to qualifying drivers, who have opted to take part in the educational programme rather than receive a conviction for speeding.</p> <p>The increase in the number of collisions involving injuries to cyclists is partly down to a change in police recording practices.</p> <p>Regards,</p> <p>Steve</p> <p>Steve Burrell Dip ASM MCIHT MSoRSA</p> <p>Staff Number 5157 Traffic Management Officer</p>