

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

City Transport Access Measures

Summary

1. York is one of the most visited places in the UK with over 7 million visitors and each year hosts a number of events and festivals that attract a growing number of people from across the world into the city for the benefit of its economy and residents. In addition the desirability of the City as a place to live, raise children and grow old is well documented. These factors of success are however vulnerable and precious and easily lost as they rely heavily on societies perceptions of the safety offered by a City such as York. York can also boast one of the nation's most iconic sites in its boundaries, York Minster.
2. Keeping the residents and visitors safe by protecting the public and the economy of York is a key role and priority for the Council. The consequences of an attack on the City would be severe. Measures to consider physical steps to improve the protection within the city are considered within this report.
3. The Council continue to work in partnership with the Police in delivering the national strategy to address the threat of international terrorism in York. The police have recently advised we further limit vehicular access arrangements in light of the current national terrorist threat level. Therefore, it is proposed to review vehicle access and will be developed with key partners, including but not limited to, Police, York BID, Make it York, York Minster and York Racecourse.

4. The report details an approach to develop proposals balancing the need to engage with communities but also to ensure the city is safe through a review of transport access into the city centre, areas adjacent to the Minster and York Racecourse, in line with police advice to restrict vehicular access into areas where there is significant footfall.

Recommendations

5. It is recommended that the Executive:
 - i. Requests officers to work with representatives from North Yorkshire Police, York BID, Make it York, York Minster and York Racecourse to upgrade existing highway infrastructure and identify additional locations where vehicle restrictions will take precedence over access requirements due to the potential conflict between pedestrians and vehicles. That these proposals will be developed and determined at a future decision session of the Executive Member for Transport and Planning.

Reason: To ensure that the risks identified by the police are acted upon as soon as possible in the interest of public safety but in a managed and qualitative way in consultation with key partners.

- ii. Approves the delegation of decisions relating to a one year trial to the Director of Economy and Place in consultation with the Executive Member for Transport and Planning. Proposals will be developed with the racecourse to minimise the impact on transport infrastructure at the racecourse, principally taxis and busses. The one year trial is to expedite the delivery of a scheme before the first race of the 2018 season

Reason: To ensure there are adequate crowd safety measures and protocols in place before the first race meeting of 2018.

- iii. Instructs officers to engage and work with key disabled access stakeholders e.g. Disabled Parking Association and Shop-mobility to review disabled parking within the City Centre at the same time as this overall work programme.

Reason: To be able to mitigate the potential loss of disabled parking in the city centre ensuring a safe city centre which is as accessible as possible for all.

- iv. Instructs officers to engage and work with the BID and traders representatives to minimise the impact on the operation of local businesses within the city centre.

Reason: To be able to mitigate the potential issues related to deliveries and servicing local businesses within the city centre.

- v. To recommend the use of the Built Environment Fund allocation set aside to develop a business case for Public Realm improvements (£1.187m) in the Capital Programme to fund the delivery of initial proposed access restrictions.

Reason: To provide the necessary financial resource to enable the scheme to be progressed.

- vi. Subject to the agreement of the above approves the start of the procurement of external consultant and contractor support to bring in the expertise and resources to deliver this scheme and bring back detailed proposals to the Executive Member for Transport and Planning.

Reason: As well as limited resource there is not the relevant expertise in this field within the Council.

- vii. To continue to consider the use of any temporary measures to limit vehicle access where appropriate.

Reason: To continue to provide a flexible and responsive approach to public safety within the City.

Background

6. CONTEST is the national strategic response to the threat from international terrorism. The aim of the strategy is 'to reduce the risk to the UK and its interests overseas from international terrorism, so that people can go about their lives freely and with confidence'. Delivery of the strategy is organised around four principal work streams:
 - *Pursue*: to stop terrorist attacks

- *Prevent*: to stop people becoming terrorists or supporting violent extremism
 - *Protect*: to strengthen our protection against terrorist attack
 - *Prepare*: where an attack cannot be stopped, to mitigate its impact
- This report suggest additional activity to focus on pursue and protect. A further update on work across the four key work streams as it relates to York will be brought to a future meeting.

7. The centre of York is characterised by a number of pedestrian streets (called 'footstreets') the intention being to create a safer and more attractive city centre for residents, businesses, shoppers and visitors.
8. The footstreets are created using legal restrictions through Traffic Regulation Orders (TROs) to regulate or prohibit the movement of traffic on the highway. The main restrictions in the footstreets area currently operate between 10:30am to 5pm 7 days per week. These restrictions are principally enforced using small manually removable bollards designed to deter the law abiding motorist.
9. The physical measures used to control the footstreets are reviewed, as an example additional temporary measures were put in place to control vehicle movements for the recent Saint Nicholas Fair. However, the temporary measures are primarily passive on the basis that the people will comply with the law.
10. There are current exemptions to the TRO restrictions for certain streets. For example disabled access is permitted along Blake Street, Lendal, Goodramgate, Colliergate and Castlegate. These arrangements are also made on the basis that a law abiding motorist would be deterred by the risk of a penalty notice when travelling down these streets. Therefore there are no physical measures preventing vehicular access to these streets
11. The Police and council have worked together to review public safety across the city. Public Safety is a top priority for both the police and city council
12. The Police have recommended that due to the quality of existing bollard arrangements and the lack of any physical barriers in some high pedestrian areas that the Council review the Traffic Regulation Orders to prevent all vehicles from accessing areas of significant footfall. In this context this does not just apply to the City Centre but

also to the area around the Minster and the racecourse on race days.

13. In addition to reviewing the legal restrictions, the Police have requested that the physical measures in place are reviewed to force greater compliance. Any proposals will need to be developed in a sensitive way reflecting and respecting the historic nature and value of York's built environment.
14. Working with partners a number of areas will be identified to start more detailed work.
15. The sites will naturally fall into three categories of increasing complexity,
 - The existing Traffic Regulation Order is adequate but needs new physical measures to ensure compliance.
 - The existing Traffic Regulation Order is inadequate and needs changing to remove the exemption supported by new physical measures
 - Potentially some areas will require completely new restrictions as well as new physical measures i.e. potentially the creation of new footstreets
16. There is an obvious imperative to the speedy delivery of this work. The delegation to the Director of Economy and Place will enable measures for the race course to be in place for the first race of the season. Officers will work with the Executive Member for Transport and Planning to deliver both the physical measures and the legal changes to the Traffic Regulation Order as quickly as possible.
17. .It is feasible that some physical measures will take longer to implement than others due to the constraints on undertaking engineering work in the city centre such as the presence of utilities and archaeology. As such the city may still require temporary measures and will need to consider a phased approach to delivery.
18. The operation of the control measures and their ongoing maintenance and resilience will be considered as part of the initial option development.
19. Restricting vehicles will have impact on the city the key issue being that it will require a reconsideration of disabled parking and will require traders and businesses within the city to change their

working practices, it may mean more disabled parking provision with city car parks. To mitigate these impacts it is proposed that officers will work with key disabled access groups and businesses about how these impacts are best mitigated to ensure that the city centre is both safe and as accessible as possible to all. .

20. York Racecourse are keen to work with the Council and Police on a project for the racecourse to consider measures that are proportionate and take due consideration of the public highway, namely Knavesmire Road, Racecourse Road and Campleshon Road.
21. It is anticipated that as the significant racecourse risks are limited to race days that the physical intervention and new traffic regulations will be limited to race days. Therefore as this will give opportunities for interventions to be modified at each deployment it is proposed that the racecourse proposals are trialled using an experimental traffic order and refined over a one year period before being formally adopted by the Council. Thereby allowing the appropriate balance between community / traffic flow impacts and public safety to be achieved.
22. Given that York Minster is one of the UK's, if not one of the World's, most iconic sites. Officers will work with the Minster in partnership to bring forward proposals for the restriction of vehicles in the vicinity and approaches to the minster.

Consultation

23. Key partners, as mentioned in this report, will be engaged, particularly around how any impacts can be identified and mitigated, key partners will work with the Council in engaging with the wider community.
24. Leading up to this report, members of a partnership security group in York, including those partners listed in this report, are in agreement of and support this work.

Corporate Strategy

25. The recommendations support the Council's sustainable transport policy within its Local Transport Plan by restricting vehicular access into the city centre and ensuring public safety and confidence.

Council Plan

26. This report is supportive of the following priorities in the Council plan as well as its championing the reduction of pollution from vehicles, helping to support a :
- A prosperous city for all
 - A Council that listens to residents
27. In addition to the One Planet York principles:-
- Sustainable Transport
 - Zero carbon
 - Health and happiness
 - Culture and community
 - Equity and local economy

Implications

28. The following are the only identified implications.

Financial – These works have significant costs associated with the measures, installation and supporting systems as well as resources. It is proposed that the Built Environment Fund is used to implement proposals supported by partner and other CYC funds as required. The Executive originally agreed in May 2017 that £1.187m of the Built Environment Fund was to be allocated to fund public realm investment for economic growth (Report to Executive “Highways Funding” – 18th May 2017). This funding has yet to be committed and is being slipped into 2018/19 (reported in Capital Monitor 3 elsewhere on the agenda). The work identified in the report will impact the city centre Public Realm environment at both access points and across the pedestrianised zones. This will include tidying up the streetscape from street furniture clutter and signs, leading to more robust yet complimentary infrastructure and supporting measures, including bollards, cycling parking, planters, seating etc.

Human Resources (HR) – Due to the lack of resources and the need for expertise in access arrangements, external consultancy may be needed.

Equalities – While this report will not have any implications impacting on equalities, the second report will seek approval to restrict vehicle access into areas of high footfall. It is therefore likely

some disabled groups will be restricted from accessing the city centre by vehicles. As such this report has identified that early engagement with key groups that represent those affected needs to take place at this early stage.

Legal - None

Crime and Disorder - These measures aim to deter and prevent vehicular access during the agreed hours in the interests of public safety.

Information Technology (IT) – Not for the purposes or recommendations of this report.

Property - There are no property implications for this report or its recommendations.

Risk Management – There is a developing risk register for this work, however this report is seeking approval to mitigate the risk of public safety based on Police advice and recommendations.

Contact

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**Report
Approved**



Date 25.01.18

Wards Affected: Guildhall and Micklegate

