

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

To: Councillor Dew (Executive Member)
Date: Thursday, 25 October 2018
Time: 1.30 pm
Venue: The Thornton Room - Ground Floor, West Offices (G039)

AGENDA

Notice to Members – Post Decision Calling In:

Members are reminded that, should they wish to call in any item* on this agenda, notice must be given to Democracy Support Group by **4:00pm** on **Monday 29 October 2018**.

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

Written representations in respect of items on this agenda should be submitted to Democratic Services by **5.00pm on Tuesday 23 October 2018**.

1. Declarations of Interest

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

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

which he 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 Thursday 13 September 2018.

3. Public Participation

At this point in the meeting, members of the public who have registered to speak can do so. The deadline for registering is **5.00pm** on **Wednesday 24 October 2018**. Members of the public can speak on agenda items or matters within the Executive Member's remit.

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

Filming, Recording or Webcasting Meetings

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

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

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

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

4. Lumley Rd / St Luke's Grove Ward Committee (Pages 9 - 28) Scheme, Residents Parking - Traffic Regulation Order

This report provides details of a recent ballot on proposals for Lumley Road and St Luke's Grove and of objections raised to the recent advertisement of a residents' priority parking scheme for Lumley Road and St Luke's Grove, Clifton.

5. North York Bus Improvement Scheme (Pages 29 - 44)

This report summarises the outcomes of a consultation exercise with residents and businesses affected by proposed works to improve bus service reliability on Wigginton Road and requests the Executive Member's permission to deliver a scheme which has been amended in the light of feedback received through the consultation exercise.

6. Low Poppleton Lane Experimental Traffic Regulation Order - Decision on the continuation (Pages 45 - 88)

The Executive Member is asked to make a decision about the Low Poppleton Lane experimental Traffic Regulation Order, whether to continue with this as is or instruct officers to look at some options that have been put forward by the public to modify the restriction in some way.

7. Consideration of results from the consultation in Danesmead Close Estate, Broadway West, Westfield Drive and Fulford Cross following petitions received requesting Residents' Priority Parking (Pages 89 - 128)

The Executive Member is asked to consider the consultation results for Danesmead Close Estate, Broadway West, Westfield Drive and Fulford Cross and to determine what action is appropriate.

8. Directorate of Economy & Place Transport Capital Programme - 2018/19 Monitor 1 Report (Pages 129 - 142)

This report sets out progress to date on schemes in the 2018/19 Economy & Place Transport Capital Programme, and proposes adjustments to scheme allocations to align with the latest cost estimates and delivery projections.

9. Urgent Business

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

Democracy Officers:

Catherine Clarke and Louise Cook (job share)

Contact details:

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

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

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

Contact details are set out above.

This information can be provided in your own language.

我們也用您們的語言提供這個信息 (Cantonese)

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

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

Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)

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

 **(01904) 551550**

City of York Council

Committee Minutes

Meeting	Decision Session - Executive Member for Transport and Planning
Date	13 September 2018
Present	Councillor Dew
In Attendance	Councillors D'Agorne and Crawshaw

24. Declarations of Interest

The Executive Member was asked to declare, at this point in the meeting, any personal interests, not included on the Register of Interests, or any prejudicial or disclosable pecuniary interests that he might have had in respect of business on the agenda. He confirmed he had none.

25. Minutes

Resolved: That the minutes of the Decision Session of the Executive Member for Transport and Planning held on 16 August 2018 be approved and signed by the Executive Member as a correct record.

26. Public Participation

It was reported that there had been three registrations to speak at the meeting under the Council's Public Participation Scheme.

Further to parking restrictions being introduced at the entrance to Barbican Mews, Councillor D'Agorne presented a further petition which had been signed by 23 Barbican Mews residents calling on City of York Council to address inconsiderate parking in the Mews and proposing the continuation of yellow lines against the wall to alleviate the problem so that residents could have free access getting to and from their homes. He asked that the street be added to the list of areas for consideration. The Executive Member advised that the petition would be passed to a senior officer within the relevant directorate and referred to the Customer and Corporate Services Scrutiny Management Committee for consideration.

Robyn Jankel spoke on behalf of York Cycle Campaign in relation to three agenda items. With regard to item 5 (York Outer Ring Road Improvements – Proposed A1237 Monks Cross Junction Upgrade) she confirmed that York Cycle Campaign Members backed the proposals and welcomed the cyclist and pedestrian facilities included in the updated plan which would enable cyclists to navigate Monks Cross roundabout safely. In relation to item 6 (Advertising Boards on the Public Highway) she called upon officers to routinely publish their detailed consideration of equalities legislation for transport decisions affecting cyclists. In relation to agenda item 9 (Micklegate – Changes to Traffic Regulation Order) she stated that a clear majority of York Cycle Campaign Members had expressed a preference for option 2, rather than option 3 and wanted motorised prevented from entering Micklegate via George Hudson Street or leaving by Micklegate Bar.

Councillor Crawshaw, Ward Councillor for Micklegate, also spoke in relation to agenda item 9 (Micklegate – Changes to Traffic Regulation Order) which responded to the motion he had submitted to Council in July 2018. He acknowledged that option 2 better reflected the view of York Cycle Campaign Members but expressed his support for option 3 as a starting point with an 18month temporary closure which allowed time to explore other options including option 2. He supported the continuation of cycle access in both directions but stressed the need to have clear signage at the bottom of Micklegate regarding the restrictions.

27. Thoresby Road – Speed Management Scheme

The Executive Member considered a report which presented options to address concerns about the speed of vehicles on Thoresby Road.

Officers advised the Executive Member that the ward committee scheme mentioned in the report was looking likely to go ahead dependent on the statutory utilities search which was currently underway and that they hoped to get the parking scheme implemented by the end of the financial year.

The Executive Member agreed to defer the decision until the parking scheme had been implemented.

Resolved: That option 3 be approved and the decision be deferred pending the implementation of the parking scheme and the site be referred back to the Speed Management Partnership for consideration.

Reason: The parking scheme could have a direct impact on vehicle speeds along Thoresby Road, potentially leading to increased abuse of the limit and so should be concluded before the site is reviewed again to ensure any scheme to address the issue is warranted and can have the desired effect.

28. York Outer Ring Road Improvements - Proposed A1237 Monks Cross Junction Upgrade - Report on Public Engagement

The Executive Member considered a report which provided an update on the design and public engagement processes in relation to the proposed upgrade of the A1237 / Monks Cross Link junction (the “Monks Cross junction”) and sought his approval to proceed with the detailed design and construction stages of the scheme.

Officers advised that slight alterations might be necessary as a result of the final safety audit for design and that it was anticipated that works should be substantially completed by June 2019 to coordinate with the opening of the Community Stadium.

The Executive Member acknowledged the comments made by public speakers in relation to provision for cyclists and was assured that as much as possible had been done for cyclists and that sufficient land had been acquired to develop cycle routes in the future. He expressed pleasure that the council’s works team would be involved in the project.

Resolved: That the Executive Member:

- (i) confirms that the results of the public engagement process have been considered and incorporated in the design where possible.

Reason: To enable the detailed final design of the Monks

Cross junction upgrades to proceed and be completed.

- (ii) notes the general arrangement design for the junction upgrade and give approval for preparations and implementation of construction (Annex 1 of the report).

Reason: To enable arrangements to be made to commence construction of the Monks Cross junction upgrade.

- (iii) notes the ongoing acquisition of land and negotiation of terms and conditions by the Assistant Director Transport Highways & Environment.

Reason: To enable the acquisition of land in a timely manner in order to adhere to the York Outer Ring Road (YORR) programme.

- (iv) endorses the appointment of the City of York Council's Delivery Team for the civil engineering and associated works to undertake the Monks Cross junction upgrade.

Reason: To enable a timely appointment of a contractor which eliminates the need to go through lengthy and costly tendering processes.

29. Advertising Boards ("A" Boards) on the Public Highway

The Executive Member considered a report which provided an update on the policy which was introduced in February 2017 prohibiting the placement of advertising boards and similar materials on the public highway within the Business Improvement District (BID) boundary of the city centre.

The report included a summary of how the policy has been implemented, with reference to the operation day to day and any enforcement work as well as details of further engagement which has taken place with key stakeholders. It was noted that Micklegate was designated as an exception within the zone due to its different physical characteristics (wider footways) and much lesser footfall and the report commented upon the licensing arrangements in place. It also provided an update on review of advert board material outside of the city centre zone.

Officers confirmed that compliance with the policy was being monitored and was so far operating successfully with only a small number of complaints being received or instances of non-compliance.

Resolved: That the Executive Member approves:

- (i) the continuation of the prohibition policy on 'A' Boards consistent with the policy and the geographical area remaining the same (BID boundary)
- (ii) the continuation of the licensing procedures available to any business situated along Micklegate, as again defined in the policy street map. The licensing fee will be included in the annual review of fees and charges.
- (iii) that outside of the BID boundary, no formal policy is to be introduced. However, in line with extant duty and responsibility (under the provisos of the Highways Act 1980 and the Equality Act 2010) that officers will continue to monitor and take any appropriate action with regards to 'A' Boards, considered to be impacting on the use of the public highway, in all other areas within the authority boundary
- (iv) that officers ensure that the continuation of the policy within the BID boundary is communicated through appropriate channels, including directly with the BID, Make it York and York Retail Forum.

Reason:

- (i) To continue to provide adequate control of the many and varied obstructions (particularly for those with impaired mobility for example, blind and/or partially sighted) temporarily located on the public highway. This taking into account of the Council's responsibilities under the Highways Act 1980, the Equality Act 2010 and Town & Country Planning Act 1990.
- (ii) To mitigate the impact on the visual amenity of the conservation area and setting of the many listed buildings in the city centre.
- (iii) To contribute to the removal of street clutter, improve the street scene and public realm.

30. Hempland Avenue - Speed Management Scheme

The Executive Member considered a report which presented options to address concerns about the speed of vehicles on Hempland Avenue.

The Executive Member acknowledged that realigning the junction would be the most efficient way of slowing entry speeds onto Hempland Avenue.

Resolved: That the Executive Member approve Option 3, junction realignment only, to progress the scheme to consultation with local residents, ward members and other local interest groups and for any objections to be reported back to a future Executive Member for Transport and Planning Decision Session for a decision on implementation.

Reason: To provide a suitable speed reduction measure which can be monitored post implementation without introducing potentially unpopular vertical traffic calming measures or extra sign clutter within an existing 20mph limit.

31. Public Rights of Way - Proposed improvements to the rights of way network in vicinity of Knapton

The Executive Member considered a report which proposed improvements to the rights of way network in the vicinity of Knapton which would include provide a safer crossing of the A1237 and would form the final stage of an off-road walking, riding and cycling route that would link Rufforth, Knapton, Acomb, Upper Poppleton and the Northfield Lane business parks.

The report asked the Executive Member to authorise the making of concurrent extinguishment and creation orders under sections 118 and 26 of the Highways Act 1980, to extinguish Public Footpath, Knapton No 2 and create a new bridleway linking Main Street, Knapton to the southern end of North Field

Lane, utilising the current underpass to cross the A1237 (Annex 1: Location Plan and Annex 2: Proposed Order Plan).

The Executive Member acknowledged the written representation received from York Ramblers and agreed that the proposed improvements to the rights of way network would improve safety for pedestrians, cyclists and horse riders needing to cross the A1237.

Resolved: That the Executive Member:

- (i) authorises the making of concurrent extinguishment and creation orders under sections 118 and 26 of the Highways Act 1980.
- (ii) authorises the confirmation of the orders as unopposed orders if no objections are received, or are received and withdrawn.
- (iii) agrees that, if objections are received and not withdrawn, to bring the proposal back to a future Decision Session for further consideration.

Reason: To legally put in place the proposed improvements.

32. Micklegate - Changes to Traffic Regulation Order

The Executive Member considered a report which asked him to consider options for closing Micklegate Bar to Motor Vehicles.

He acknowledged the written representation received from Councillor D'Agorne, as well as York Cycle Campaign's views that cyclists would prefer a scheme which would stop traffic at George Hudson Street Junction and the views of the Ward Councillor noting the need for a sign at the George Hudson Street Junction making it clear that there was no access through Micklegate Bar if option 3 was agreed. He noted that the Emergency Services would still have access through Micklegate Bar in both directions using the inbound archway. Officers agreed to look at phasing of traffic lights to improve flow at this junction.

The Executive Member agreed that taking forward an experimental traffic regulation order in line with option 3 (introducing a plug No entry except for pedal cycles restriction at Micklegate Bar only) was a good starting point and this would allow access to Micklegate for residents and businesses from

the George Hudson Street junction. He acknowledged that this left open other options or variations if these were considered viable.

Resolved: That the Executive Member agreed:

- (i) that an experimental Traffic Regulation order (TRO) be introduced for a maximum of 18 months and that if variations during the experimental period are required, the Assistant Director for Transport, Highways and Environment be given delegated authority to approve changes.

Reason: to determine the benefits of restricting motor vehicles in Micklegate, allowing the local community the opportunity to experience the changes before making representations and to enable any rapid variations to, including abandoning, the experiment.

- (ii) that Option 3 be approved as the initial starting point of the experimental TRO. This involves introducing a plug No entry except for pedal cycles restriction at Micklegate Bar only. This would permit access to Micklegate from the George Hudson Street junction which would address concerns about access raised by some residents and businesses during the closure for the works.

Reason: this option will have the least impact on the local community, is the least costly to implement and will have virtually no adverse impact on the historic street scene.

- (iii) That the consultation letter drop area be extended to the area shown on the plan in Annex A of the report and temporary signs be put in place to advise drivers of the web address for information.

Reason: to encourage greater public participation in the consultation process for the experiment.

Cllr P Dew, Executive Member for Transport and Planning
[The meeting started at 2.00pm and finished at 2.35pm].



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

25 October 2018

Report of Corporate Director of Economy and Place

**Lumley Rd / St Luke’s Grove Ward Committee Scheme, Residents
Parking – Traffic Regulation Order**

Summary

1. This report provides details of a recent ballot on proposals for Lumley Road and St Luke’s Grove and of objections raised to the recent advertisement of a residents’ priority parking scheme for Lumley Road and St Luke’s Grove, Clifton.

Recommendations

2. The Executive Member is asked to approve:

Option 4: Overrule the objections and approve implementation of a full time Community Priority Residents Parking scheme.

Reason: To provide a managed residents parking scheme supported by the majority of local residents to minimise the likelihood of obstruction to two-way traffic flow in Lumley Road and St Luke’s Grove, the said roads currently being adversely affected by indiscriminate/obstructive parking. Thereby improving safety and improving the local community parking amenity.

Background

3. Clifton Ward Councillors approached the Transport team after receiving complaints about damaged verges, missed bin collections and failed deliveries on Lumley Road due to the level of on street parking.
4. Following the development of a parking restriction scheme and the subsequent advertisement of the necessary Traffic Regulation Order for

a scheme which covered both Lumley Road and St Luke's Grove, a petition from the residents of both streets was received in objection to the parking restrictions and requested a residents parking scheme as an alternative for consideration.

5. The petition along with other objections was considered by the Executive Member for Transport and Planning at a Decision Session Meeting on 17 May 2018.
6. The decision taken by the Executive Member was to offer the residents a final ballot on the options of either providing residents' parking or implementing the parking restrictions proposal as advertised. The next step was also pre-approved dependent on the result of the vote as set out below:
 - a) If residents' parking is favoured, approve advertisement of the Traffic Regulation Order (TRO) with any objections reported back to Executive Member Decision Session.
 - b) If the restrictions scheme is favoured, approve making of the order and installation of the restrictions.

Ballot

7. The ballot took place between 1 and 22 June. Residents were issued with an information pack (**Annex A**) which included:
 - Plans of both options
 - Information about how Residents Parking (ResPark) schemes work
 - Details of the cost of permits (from 1 April 2018)
 - Questionnaire
8. A minimum 50% response was required to enable the ResPark option to be progressed. 52 out of 60 properties (86.7%) registered a vote. Of these 52 properties, only 4 (7.7%) preferred the original proposals. The majority (35 properties, 67.3%) supported the implementation of a full time residents parking scheme.
9. A table showing the results of the vote is provided on the next page.

Option	Quantity (households)	Percentage (overall)	Percentage (votes received)
No vote	8	13.30%	N/A
Parking restriction scheme	4	6.70%	7.70%
Residents parking. Mon-Fri 9am – 5pm	13	21.70%	25.00%
Residents parking. Full time (24 hrs)	35	58.30%	67.30%
Totals	60	100%	100%

Traffic Regulation Order (TRO) Advertisement

10. In accordance with the decision from the 17 May meeting (as per paragraph 6a above) the TRO for the ResPark scheme was advertised between 13 July and 3 August 2018. A notice was published in the local press, notices posted on street and letters delivered to all residents of Lumley Road and St Luke's Grove and two residents of Burton Stone Lane whose vehicle access is from Lumley Road. This equates to 60 properties in total and is consistent with all previous consultation exercises for the scheme. A copy of the letter and notice is provided as **Annex B**.
11. Two objections were received to the TRO advertisement. The reasons for objection are outlined below with officer responses:
- i) Reason 1 – Some residents do not have an authorised dropped crossing and will be forced to either illegally cross the footway to park on their property or pay for permits.
- Officer response:*
Residents do have the option of applying to make their vehicle crossings legal by having dropped kerbs installed. The details of this process will be issued to all residents if the ResPark scheme is approved for implementation. Individual households will then be able to consider the financial implications of installing a legal dropped crossing against purchasing residents parking permits.
- ii) Reason 2 - If cars park wholly on the carriageway, instead of half on the pavement and half on the road, there would be no room for emergency service or refuse vehicles to pass on St Luke's Grove.

Officer response:

There are a significant number of vehicles parking on both streets which do not belong to residents or visitors of the households on Lumley Road or St Luke's Grove. The ResPark scheme would remove these vehicles from the street allowing residents to more sensibly use the space available. This does require residents to be self policing and respect their neighbours when choosing where to park. The residents parking scheme does not preclude residents from parking partially on the footway as currently occurs.

Household or Community Respark Scheme

12. It is understood that a resident has applied for planning permission to convert a property on Lumley Road to a House in Multiple Occupancy (HMO). The Respark scheme as advertised can be implemented in two ways, either for Household / Business permits only or as a Community scheme which would provide different permits for HMOs.
13. The Community scheme provides HMO permits, one per address (so 3 individual rooms in an HMO equates to 3 permits) and each permit is vehicle specific. Residents in an HMO would share an authorisation card (issued to the first person to register for a HMO permit) to allow the purchase of visitor permits and the allocation of visitor permits (sold in books of 5, 6 books per calendar month and 40 books per year) is shared between all residents.
14. A Household and Business scheme allows each resident to buy a household parking permit which is not vehicle specific (although restrictions may apply if a discounted permit is applied for) and up to 3 additional parking permits (2 if the property has off-street parking) which can be issued to specific vehicles registered to that address. The visitor permit allocation is the same as the Community scheme.
15. Which scheme is implemented only impacts the text displayed on the required regulatory signs. Although the management of the scheme moving forward would be slightly different for each scheme type, both are within the existing remit of Parking Services.

Options

16. The following options are provided for consideration by the Executive Member:

- Option 1: Introduce the originally proposed parking restrictions scheme as detailed in the report to Executive Member Decision Session on 17 May.
- Option 2: Overrule the objections and approve a part-time Residents Parking Scheme.
- Option 3: Overrule the objections and approve implementation of a full time Household and Business Residents Priority Parking scheme.
- Option 4: Overrule the objections and approve implementation of a full time Community Priority Residents Parking scheme.
- Option 5: Do nothing.

Analysis

17. The result of the ballot clearly demonstrated that the majority of residents would prefer a ResPark scheme as opposed to the originally proposed parking restrictions scheme and the objections are not considered significant or numerous enough to uphold, therefore option 1 is not recommended for implementation.
18. Of the ResPark schemes offered to residents the full-time option was much preferred over the part-time option. Therefore option 2 is not considered suitable to take forward.
19. Options 3 and 4 offer the same full time ResPark scheme but offer variations on how parking provision for HMO properties is controlled.
20. The size of the properties on Lumley Road and St Luke's Grove means that the amount of potential parking generated by an HMO is unlikely to be more than a standard residential property. Option 3 would allow suitable management of on street parking for HMO properties through the use of the HMO permits. It would also allow CYC Development Management team to make suitable decisions on HMO properties on the street moving forward knowing that the parking provision is covered within the ResPark scheme.
21. Option 5 would not address the problems residents are facing due to the indiscriminate parking and therefore is not supported.

Council Plan

22. The recommendations in this report relate to the Council Plan priority “a council that listens to residents”. The majority of residents voted in favour of the full time ResPark scheme to try and reclaim their streets for the local community and the recommendation demonstrates that the Council are supporting this decision by delivering a service which works in partnership with the local community to try and solve the problems they have experienced.

Implications

23. The following implications have been considered:
- **Financial** – The investigation and consultation process has so far cost £7k, the costs of proceeding with the recommendations in this report is estimated to be £4k and are achievable within the budget available from the Ward Committee.
 - **Human Resources (HR)** There are no HR implications.
 - **One Planet Council / Equalities** - There are no One Planet Council / Equalities implications.
 - **Legal** - There are no legal implications.
 - **Crime and Disorder** There are no crime and disorder implications.
 - **Information Technology (IT)** There are no IT implications.
 - **Property** There are no property implications.
 - **Parking Services** – Whilst there may be some impact on Parking Services resources to administer the scheme. Given the small size of the proposed ResPark area it is considered that this can be absorbed within existing capacity.

Risk Management

24. 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:

Financial – There is a financial risk to the Clifton Ward Committee as the recommendation has a budgetary implication.

This is considered a minor risk and no mitigation measures are recommended.

Contact Details

Author:

Ben Potter
Engineer
Transport
Tel No. 01904 553496

Chief Officer Responsible for the report:

Neil Ferris
Corporate Director of Economy and Place

Report **Date** 15.10.18
Approved ✓

Specialist Implications Officer(s)

Financial: Patrick Looker, Finance Officer, 01904 551633
Graham Titchener, Parking Services Manager, 01904 551495

Wards Affected: Clifton

For further information please contact the author of the report

Background Papers:

Officer in Consultation – 25/11/2014, Approval requested to take no further action regarding a recent request (petition) for Residents' Priority Parking in Lumley Road and St Luke's Grove following consultation with residents.

Executive Member Decision Session Report 17th May 2018 - Lumley Rd / St Luke's Grove Ward Committee Scheme, Parking Restrictions – Traffic Regulation Order

<http://democracy.york.gov.uk/ieListDocuments.aspx?CId=738&MId=9879&Ver=4>

Annexes:

Annex A – Ballot Documentation
Annex B – TRO Letter and Notice

List of Abbreviations used in this Report:

TRO – Traffic Regulation Order
HMO - House in Multiple Occupancy
CYC – City of York Council

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Economy and Place Directorate
Eco Depot
Hazel Court
James Street
York YO10 3DS

To the Residents:

Lumley Road
St Luke's Grove
77 & 79 Burton Stone Lane

Contact: Ben Potter
Telephone: 01904 553496
Email: ben.potter@york.gov.uk
Our Reference:
BP/170123/TRO/03
Date: 1st June 2018

Dear Resident,

Ballot re. Parking Restrictions or Residents Parking for Lumley Road and St Luke's Grove

Following the letter of 1 May 2018, the objections to the Traffic Regulation Order (TRO) were considered by the Executive Member for Transport and Planning at a decision session meeting on 17 May 2018. At the meeting it was decided that residents of both streets be offered a final round of consultation on the following options:

1. OPTION 1 – Drawing TP/16005/EC/02
Parking restrictions as advertised – comprising double and single yellow lines, along with bollard mounted signage. This includes a minor amendment to the proposed restrictions for the turning head on St Luke's Grove which was agreed at the meeting.
2. OPTION 2 – Drawing TP/16005/RESPARK/01
Residents Parking - The proposed residents parking scheme does not involve extensive signing and lining works and will allow you to park anywhere on the street not covered by a waiting restriction (yellow lines), as long as, by so doing, no obstruction of the carriageway has occurred. No new yellow line restrictions are included as part of this option and bollards would only be installed at the junction of Lumley Road with St Luke's Grove. This includes options for the scheme to be operation either Mon-Fri 9am – 5pm or 24hrs.

We will require a minimum 50% response rate from the streets under consideration and from the returns we will proceed with the option which received the majority. If the preference is for residents parking a second legal consultation process will be required (when formal objections can be

made). Hence, it would be much appreciated if you would take the time to complete the attached questionnaire and return it in the pre-paid envelope provided before Friday 22 June 2018.

Consultation documents

The following information and documents are enclosed:

1. Plans of both options
2. Information about how the Residents Parking scheme works
3. The cost of permits from April 1st 2018
4. Questionnaire (please return)
5. A freepost envelope

If you prefer you can email your response to ben.potter@york.gov.uk
Please give the information we have asked for on the questionnaire, including your name and address.

Because your preferences will determine whether we take this forward for your street, it is important you return your questionnaire. You can add any comments you wish to make on the reverse of the questionnaire. For example, we would like to know if any of the following circumstances apply to you:

- You have special needs/circumstances that you believe would be disadvantaged by the introduction of a residents parking scheme.
- If you rent your property, please write the contact details of the owner (if known) or managing agent on your return. You should still let us know your preferences. We will contact the owner separately.








We will contact you with the results of the ballot and details of the next stage in early July.

Yours Faithfully,

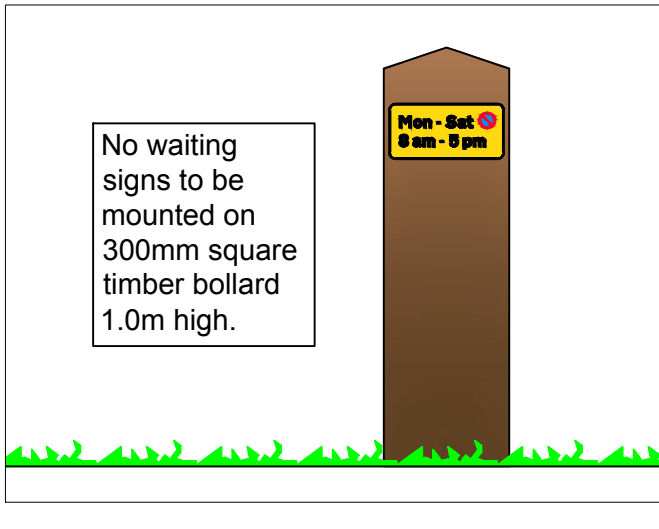
Ben Potter
Engineer - Transport Projects

cc. Cllr Danny Myers & Cllr Margaret Wells

Key

-  Proposed marked parking bay
-  No waiting 8-5 Mon - Sat (Single Yellow Line)
-  No waiting 8-5 sign mounted on 300mm wide bollard 
-  Proposed no waiting at any time (Double Yellow Lines)
-  Existing no waiting at any time (Double Yellow Lines)
-  Proposed timber bollard

No waiting signs to be mounted on 300mm square timber bollard 1.0m high.



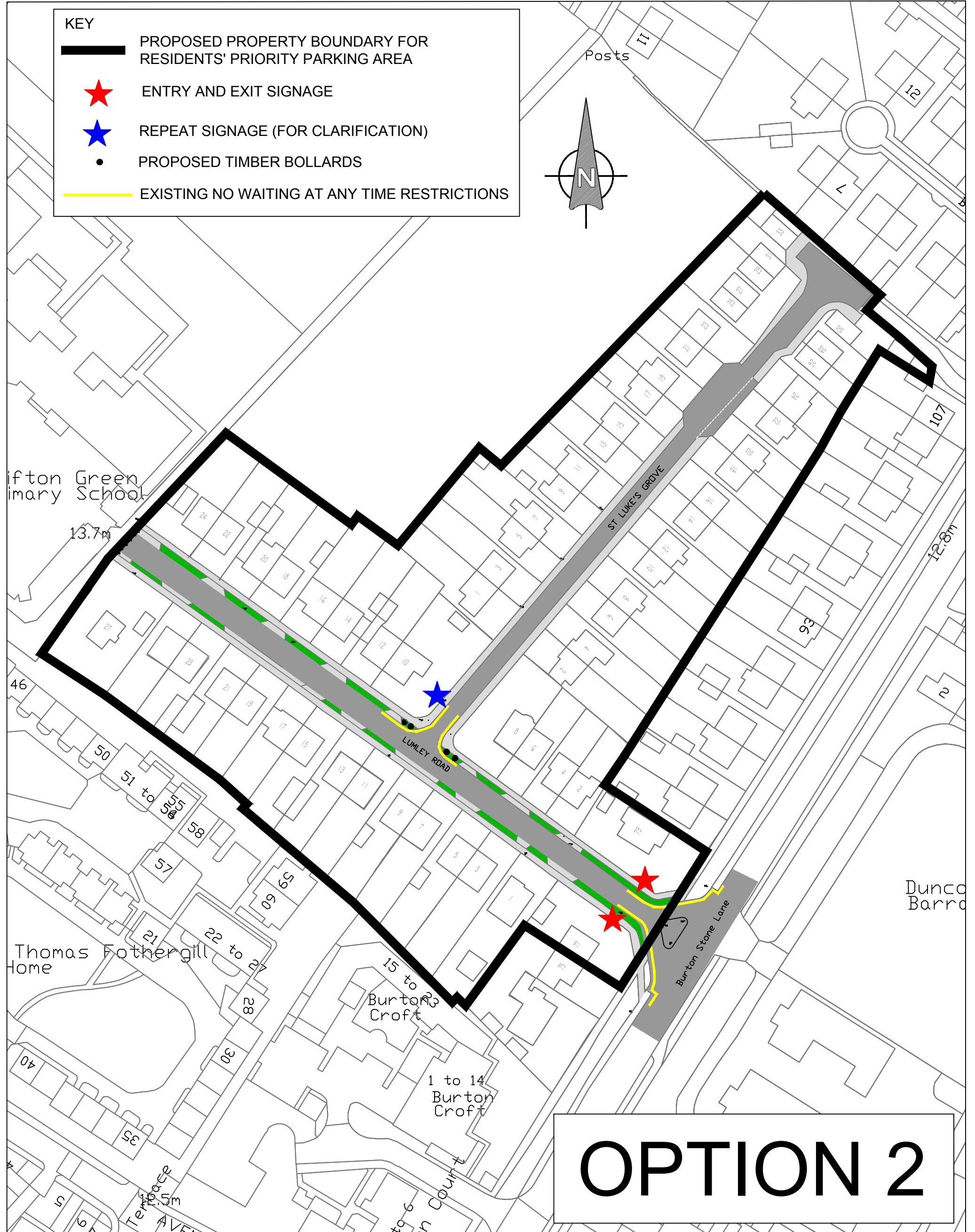

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CITY OF YORK COUNCIL
 Highways - Transport Projects and Delivery Team
 Eco Depot, Hazel Court, James Street, York, YO10 3DS
 www.york.gov.uk


Lumley Road / St Lukes Grove Ward Committee Scheme			
Parking Restrictions Proposals - Amended following consultation			
REV	AMENDMENTS	DATE	TP/160005/EC/02
		Nov 17	
		Drawn	B Potter
		Checked	--
		SCALE	NTS A3
		DATE	21/05/2018

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OPTION 2

L:\DOCUMENT\Transport Projects\Projects\11 - School Schemes\16_17\Clifton Green - Lumley Rd\drawings\Lumley Rd Residents Parking Scheme.dwg

 <p>Highways - Transport Projects and Delivery Team Eco Depot, Hazel Court, James Street, York, YO10 3DS www.york.gov.uk</p>		<p>Lumley Road / St Lukes Grove Ward Committee Scheme Proposed Residents Priority Parking Area</p>				
REV	AMENDMENTS	DATE	TP/160005/RESPARK/01	SCALE	NTS	A3
A	Added approved vehicle crossings. Altered parking bay layout and DYL provision on St Luke's Grove.	Nov 17		DATE	18/05/2018	
		Drawn	B Potter	Checked	--	

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A Residents' Priority Parking Scheme for Lumley Road and St Luke's Grove

In January 2012, the Department for Transport amended the Road Traffic Regulations. The amended regulations permit us to reserve a road for permit holders during an indicated period (or 24 hours) where parking bays are not marked. These are suitable for cul-de-sacs or enclosed areas where the witnessed problems associated with inconsiderate parking are due to the level of non-resident parking.

Because of the changes, we can now offer residents a Residents' Priority Parking Scheme (Respark) where the resident has more control. You can park anywhere on street as long as you are not parked on any yellow lines, across a dropped kerb placed for the purpose of vehicle or pedestrian access/crossing or cause an obstruction.

Signs are mounted at the beginning of the restricted area to inform drivers that parking is reserved for permit holders. The scheme can operate full time, or on a part-time basis depending on resident preference. The timing on the shown sign is an example – please indicate your preferred times of operation on the questionnaire sheet enclosed. Outside any specified times the street would be available for any vehicle to park. A Mon-Fri, 9am to 5pm scheme gives residents and their visitors more flexibility on an evening and weekend. A full time scheme is more beneficial if non-resident parking remains at significant levels during evenings and weekends.



Respark schemes cannot guarantee a space will be available. A scheme is introduced to give residents priority over available space within the boundary of the scheme. In areas of high density housing, pressure for space can still occur and obstructive parking may still occur if residents do not park considerately.

There would be no parking allowed for any non-permit holders whilst the scheme is in operation. Any visitors to your property would require a visitor permit, even for a short duration (except for those activities that are listed below).

Exemptions within the Traffic Regulation Order

A Resident Parking scheme is a parking restriction. It does not prevent access. Non residents can wait on street in order to undertake one of the following activities.

1. Loading and unloading, including passengers. For example, you would still be able to get goods delivered, move house, or a friend arrive to collect you or drop you off without the need to display a permit. Our Civil Enforcement Team wait for approximately 5 to 10 minutes to ensure no loading activity is occurring before issuing a penalty charge notice to a vehicle which does not display a valid permit.
2. Vehicles displaying a valid disabled permit (blue badge).
3. Vehicles used for medical requirements, or for weddings and funerals.
4. Vehicles which belong to emergency services, statutory bodies or vehicles being used for highway works.

If you are having work done on the house, your builder or other tradesman can use a visitor permit or purchase a “builders permit” from parking services.

Enforcement

If a vehicle parks without a permit, the driver becomes liable for a Penalty Charge, issued by our Civil Enforcement Team.

RESIDENT'S PRIORITY PARKING AREA



Annual charges for Household and Visitor Permits from APRIL 2018

HOUSEHOLD PERMIT	Annual Charge	Quarterly Charge
CARS IN DVLA VEHICLE BAND D – I AND VEHICLES REGISTERED PRE 2001	£99.95	£30.50
CARS 2.7Mtrs or LESS IN LENGTH LOW EMISSION VEHICLES DVLA BAND A to C	£49.98	£15.25
CARS IN DVLA VEHICLE BAND J – M AND VEHICLES MORE THAN 5M IN LENGTH	£136	£41
SECOND PERMIT	£182.50	£57.25
THIRD PERMIT	£370	£100
FOURTH PERMIT	£750	£200

Household Authorisation Cards entitle the holder to obtain Visitors Permits. The cards are issued automatically with a Household Permit but a householder is entitled to a Card without exercising an entitlement to a Household Permit.

Household Authorisation Card	when the Card is issued at the same time as a Household Permit	Nil
Discount Authorisation Card	See eligibility below*	Nil
Household Authorisation Card without permit	In all other circumstances	£3.10

*Discount Authorisation cards are free of charge and visitor permits reduced to £1.50 a book if you are:

- over 60 years old
- a blue disabled badge holder
- receive the higher rate of the mobility component of the disability living allowance
- are registered as blind
- in receipt of income support
- in receipt of long-term incapacity benefit
- in receipt of Job Seeker's Allowance
- in receipt of Universal Credit (in some circumstances)

Discounts are available if you are claiming a level of Universal Credit that meets any of the following criteria:

- if you are not working, you (and your partners) total income is no more than your maximum Universal Credit award entitlement
- your award includes a child amount and, if you (or your partner) work, your monthly earnings are no more than £935
- you (or your partner) have limited capability for work and, if you (or your partner) work, your monthly earnings are no more than £935
- the award does not include a child amount, you (or your partner) do not have a limited capability for work and, if you (or your partner) work, your monthly earnings are no more than £435

You can provide a copy of your journal confirming the level of your entitlement to the Universal Credit award or a copy of your entitlement letter.

Visitor Permits

A Visitor Permit entitles the holder to park a vehicle for the day of issue and up to 10am on the next day. Visitor Permits are available upon application to the Parking Services Office. The date of use is displayed on each individual Permit by your visitor before it is placed in the vehicle.

Visitor Permit	when the purchase is supported by a Household Authorisation Card	£6.25 (for 5)
	when the purchase is supported by a Discount Authorisation Card	£1.50 (for 5)

The Permits are supplied in books, each book containing 5 Permits. The maximum annual entitlement is 200 Permits per household.

Property Permits (commonly known as Builder Permits)

A tradesman doing building or renovation work can obtain a permit to park on a daily basis or for three months.

Builders/Property Permit	Daily charge	£3.20
	Permit for 3 months	£120

Questionnaire Sheet



Lumley Road & St Luke's Grove

Parking Restriction / Residents Parking Scheme

Please indicate your preference by ticking the appropriate box (only one box should be ticked):

<i>Preferred method of managing parking on Lumley Road and St Luke's Grove</i>		
Option 1: Parking restriction scheme.		
Option 2: Residents parking.	Mon – Fri 9am – 5pm	
	Full time – 24hrs	

Title: (Mr. Mrs. Miss Ms) -----**Initial:** -----

Surname: -----

Address: -----

Postcode -----

Please return in the freepost envelope provided by Friday 22nd June. We will only accept one completed sheet from each household and your preferences are kept confidential. If you prefer you can email your preferences and comments to ben.potter@york.gov.uk

Please write any further comments you wish to make overleaf
(or use a separate sheet)

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Economy and Place Directorate

West Offices
Station Rise
York YO1 6GA

The occupiers of:
Lumley Rd and St Luke's Grove
York

Contact: Ben Potter
Telephone: 01904 553496
Email: ben.potter@york.gov.uk
Our Reference: BP/170123/TRO/01
Date: 13th July 2018

Dear Occupier

Proposed Resident's Priority Parking Zone – Lumley Road and St Luke's Grove, York

It is proposed to introduce Residents' Priority parking provision as set out in the Notice of Proposals (Overleaf) to minimise the likelihood of obstruction to two-way traffic flow in Lumley Road and St Luke's Grove, the said roads being increasingly adversely affected by indiscriminate/obstructive parking thereby improving safety and improving the local community parking amenity.

Should you require any further information in regard to this item then please contact the project manager, Ben Potter, telephone (01904) 553496, email highway.regulation@york.gov.uk.

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

Yours faithfully

Ben Potter
Engineer
Transport Projects

Enc. Documentation

Cc – Cllr Danny Myers & Cllr Margaret Wells

CITY OF YORK COUNCIL
NOTICE OF PROPOSALS
THE YORK PARKING, STOPPING AND WAITING (AMENDMENT) (NO 14/34)
TRAFFIC ORDER 2018

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

1. Introducing a Residents' Priority Parking Zone (Zone) for all classes of Residents' Priority Permit Holder comprising of Lumley Road and St Luke's Grove, York the said Zone to be identified as Zone R62, that Zone to include all properties adjacent to and having direct private access to the said roads.
2. Designating those existing unrestricted lengths of Lumley Road and St Luke's Grove, York within the proposed Zone described in paragraph 1 as a Residents' Priority Parking Zone for use only by Zone R62 'Permit Holders' thereby providing unlimited parking for Permit Holders, the said lengths being identifiable by the placement of upright traffic signs at the Area 'entry' and 'exit' points (as opposed to the placement of Residents' Parking signs and road markings adjacent to the kerb).

A copy of the draft Order, Statement of Reasons for making it and relevant maps can be inspected at the Reception, West Offices, Station Rise, York, during normal business hours. Objections or other representations specifying reasons for the objection or representation should be sent to me in writing to arrive no later than 3rd day of August 2018.

Dated 13th July 2018

Director of Economy and Place
Network Management, West Offices, Station Rise
York, YO1 6GA



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

25 October 2018

Report of the Corporate Director of Economy and Place

North York Bus Improvement Scheme**Summary**

1. This Decision Session report:
 - Summarises the outcomes of a consultation exercise with residents and businesses affected by proposed works to improve bus service reliability on Wigginton Road.
 - Requests permission to deliver a scheme which has been amended in the light of feedback received through the consultation exercise.

Recommendations

2. The Executive Member is recommended to approve the works at the Haxby Road/ Wigginton Road/ Clarence Street/ Lowther Street junction, but take the works to remove the Wigginton Road/ Fountayne Street mini-roundabout out of the scheme.

Reason: This allows delivery of a scheme which will improve reliability of bus services on Wigginton Road without a deterioration to access to properties on Fountayne Street, Brigg Street and Hansom Place.

Background

3. The North York Bus Scheme is intended to improve the reliability of bus services by improving junctions and traffic features on Wigginton Road. A report taken to a Decision Session in May proposed three interventions on Wigginton Road:
 - Working with the bus operators to reduce their dwell times at the Feversham Crescent bus stops.

- Removing the existing mini-roundabout at the Wigginton Road/ Fountayne Street/ Hospital northern access junction to improve the flow of traffic at this location.
 - Re-engineering the junction between Wigginton Road, Haxby Road, Clarence Street, Lowther Street and the foot/ cycle path from the Scarborough Terrace footbridge to improve traffic flow, particularly to/ from Wigginton Road.
4. Collectively, the proposed measures were estimated to reduce journey times by 90 seconds for AM peak movements on Wigginton Road, giving a value for money benefit cost ratio of approx 2.8:1, assessed on the basis of benefits to bus services and their passengers alone. This placed the proposed scheme in the high value for money category for transport schemes (BCR >2:1), something that is consistent with the nationwide finding that small, targeted traffic management schemes often offer high value for money in comparison to larger projects.

Consultation Exercise

5. Approximately 400 consultation letters were delivered to affected properties on Clarence Street, Union Terrace, Wigginton Road, Fountayne Street, Brigg Street, Hansom Place, Townend Street, Haxby Road, Lowther Street and Markham Crescent. Meetings were held with York District Hospital and ward Councillors. The consultation letter and plans is attached to this report at Annex A. Respondees were asked to send comments back to the Sustainable Transport Service by letter, phone or e-mail.
6. Through the consultation, the project manager received:
- 63 e-mails, one of which included a 106 signature residents' petition objecting to the removal of the Fountayne Street mini-roundabout
 - 8 letters
 - Approximately 25 phone calls
7. These were from a mixture of local residents and businesses, and interest groups such as York Bus Forum. A number of topics emerged from the consultation, as follows:
- Local residents in Fountayne Street, Brigg Street and Hansom Place were overwhelmingly opposed to the removal of the mini-roundabout because they feared that doing so would make it harder for them to turn into and out of Fountayne Street, a movement which many residents commented is already difficult. Residents thought this was because vehicles on Wigginton Road often have a high

approach speed to the existing mini-roundabout – and this makes it difficult for vehicles heading into/ out of Fountayne Street to turn across the main stream of traffic. Discussion with the Hospital also suggested that removing the Fountayne Street mini-roundabout would have the same effect on vehicles turning into/ out of their northern access. Letters/ phone calls and e-mails about the Fountayne Street/ Wigginton Road junction made up the bulk of the correspondence received (>90%), although some of the communications received raised other points about the scheme.

- Local residents, when they commented on them, generally supported the proposed changes to the Haxby Road/ Wigginton Road/ Clarence Street junction, although there was some concern that the scheme needed also to be used to address conflicts experienced by cyclists as they turned from Wigginton Road into Clarence Street – in particular that they could be overtaken by motor vehicles travelling from Wigginton Road into Lowther Street. There was also a concern that green time for pedestrians might be reduced as a result of the proposals for this junction. There was also an interest in how changes at this junction could be used to reduce the approach speeds of motor vehicles travelling into Lowther Street from Wigginton Road.
- A number of respondents commented that, generally, they felt the proposals were poor value for money or were insufficiently ambitious compared to the congestion problems experienced on Wigginton Road – or were mistargeted – for example, some consultees, including York Bus Forum, felt that providing additional bus services or working with York District Hospital to reduce car trips to the Hospital would be more effective decongestion measures, or that the Crichton Avenue junction with Wigginton Road could be modified to greater benefit than the proposed scheme. A number of consultees pointed out that the number of new developments in the area of the scheme (e.g. the Nestle South development) meant that a more ambitious set of interventions was merited on Haxby Road/ Wigginton Road.
- A small number of respondents suggested that reopening Fountayne Street to allow traffic to travel more easily between Wigginton Road and Haxby Road would reduce congestion levels on Wigginton Road, and some respondents also suggested that decongestion could be

achieved by opening the proposed link through the Nestle South site to general traffic.

- Cyclist groups were keen that the measures did not lead to removal of any of the existing facilities for cyclists, and that facilities should, where possible, be improved.
8. As such, it can be concluded that the consultation process for the scheme was effective and engaged with local residents and businesses. A number of clear conclusions can be drawn:
- Residents and businesses did not support removal of the Fountayne Street mini-roundabout because they felt this would lead to a worsening of the traffic conditions they experience. There was also, however, a clear view that the current arrangement was not working effectively either.
 - There is general support for reconfiguring the Haxby Road/ Wigginton Road/ Clarence Street/ Lowther Street and Scarborough Terrace cycle/ footway. However, detailed design for the measure seems to be cognisant of cyclists' needs and take advantage of opportunities to reduce conflict between cyclists, pedestrians and vehicles on the approach to Lowther Street from Wigginton Road.
 - There was a general view that traffic conditions in the Haxby Road/Wigginton Road area were poor, and residents experienced significant frustration about this. Because there is other development in the area (principally on the Nestle South site), there is an appetite for the Council to look at traffic congestion in the area more generally – not simply what can be achieved by alterations to existing junctions and signals, but what could be achieved through working with York District Hospital, use of development gain from Nestle South etc.

Taking the scheme forward

9. Accordingly, the VISSIM traffic model developed for the scheme by AECOM, but now held in house at City of York Council, was rerun to assess the potential benefits of the scheme without replacing the Fountayne Street/Wigginton Road mini-roundabout with a conventional priority junction. This exercise showed that the value for money of the scheme was only slightly reduced by its change of scale (2.8:1 original intervention, 2.3:1 intervention without Fountayne Street junction change), and the scheme's value for money still exceeds the 2:1 good value threshold. Consequently it is sensible to proceed with the scheme.

10. Therefore, it is proposed to:
 - Continue with the modifications to the Wigginton Road/ Haxby Road/ Clarence Street/ Lowther Street junction; but
 - Not proceed with replacing the mini-roundabout at the Fountayne Street/ Wigginton Road junction with a conventional priority junction; and
 - Continue to work with the bus operators to reduce dwell times at the Feversham Crescent stops.
11. Detailed comments about how the Wigginton Road/ Haxby Road/ Clarence St junction can be made a better environment for cyclists will be taken forward as part of the detailed design stage of the project, within the parameters of the scheme General Arrangement drawing at Annex A.

Further comments

12. Much information and data has been collected through the consultation exercise for this project, and City of York Council now also has a detailed micro-simulation model of the Wigginton Road/ Haxby Road area which can be used to test theories and develop future interventions in the area.
13. The consultation highlighted three areas for more general consideration:
 - Firstly, whilst this report recommends that the Wigginton Road/ Fountayne Street mini-roundabout is retained, talking to residents suggests there are shortcomings with the existing junction arrangement. Consequently, it is proposed that it is reviewed by CYC's road safety team to assess whether an improvement to the performance of the junction is possible in the short to medium term;
 - Secondly, with much development taking place in the wider Haxby Road/ Wigginton Road area (expansion of York District Hospital, development of the Nestle South site, development of local plan allocation ST14 (Land West of Wigginton Lane) there is clearly a need to consider the area more widely. There are a range of potential interventions here, but these are not affordable with the funding allocated to this project. This should take place through the Local Plan Infrastructure Study/ Local Transport Plan 4, and use CYC's SATURN model and the VISSIM model developed for this project.

- Thirdly, there is a need to continue the work CYC has been undertaking to date, with York Hospital, looking at ways to increase the use of sustainable modes by people travelling to/from the Hospital. The York Bus Forum's proposals for using a portion of the funding for the junction scheme to support bus services to the Hospital is not deliverable – this allocation of funds is available only for capital/ infrastructure measures under the terms of the funding award from the Department for Transport.

Scheme delivery

14. Initial engineering feasibility studies have shown that the proposed interventions in this phase of the scheme are broadly feasible and deliverable within a budget of £200,000.
15. The scheme has been shared with bus operators, who are supportive of the measures.
16. If the Executive Member approves the recommendation of this report, then the scheme can be delivered during the first four months of 2019.

Council Plan

17. The 2015-19 Council Plan is supported by the North York Bus Improvement Scheme in a number of ways. Firstly, the scheme has been arrived at through a detailed evidence-based evaluation which has been used to assess the value for money of the scheme. This supports the principle expressed in the Council Plan to “Ensure business cases for all projects are assessed in a robust and evidence based way. The project then supports the following Council Plan objectives:
 - By improving bus journey times and service reliability it supports the objective under “A prosperous city for all” for “efficient and affordable transport links enable residents and businesses to access key services and opportunities”. This is particularly important because the bus services which will be improved by the scheme serve York's Hospital, which is visited by many people who are not car available or are unable to drive. It also supports the objective of “continued inward investment in transport”.
 - By replacing signals equipment which will soon become life expired the scheme also supports the objective of “A focus on frontline services” because it is improving safety-critical equipment in a timely and managed fashion, rather than waiting for the equipment to reach

the end of its life and fail before replacement takes place.

18. The scheme also supports the general principles of improving bus services as expressed in the Local Transport Plan and publication draft Local Plan.

Implications

19. The following are the only identified implications.
 - **Financial** – A budget of £250,000 has been identified for delivering this project, funded by York's Better Bus Area. Approximately £50,000 has been spent on scheme development so far, and it is anticipated that the scheme will cost around a further £200,000 to deliver. It should be noted that the expenditure on scheme development also supports the development of further interventions on the corridor as detailed in the paragraphs above, and the replacement of traffic signals equipment which is nearing life-expiry and would have to be replaced in the short term in any case.
 - **Human Resources (HR)** - There are no HR implications
 - **Equalities** - There are no equalities implications
 - **Legal** – There are no legal implications.
 - **Crime and Disorder** - There are no Crime and Disorder implications
 - **Information Technology (IT)** - There are no IT implications
 - **Property** - There are no property implications as all works are taking place within public highway boundaries.

Risk Management

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

Contact

Details:

Author

Julian Ridge
Better Bus Manager
Tel No. (01904) 552435

Chief Officer Responsible for the Report

Neil Ferris
Corporate Director of Economy and Place

**Report
Approved**



Date 15.10.18

Specialist Implications Officer(s)

Financial: Patrick Looker, Finance Officer, 01904 551633

Wards Affected: Clifton, Guildhall, Haxby & Wigginton, Heworth, Huntington & New Earswick.

For further information please contact the author of the report

Background Papers: None

Annexes:

Annex A: - Consultation letter and plans



Directorate of Economy and Place

West Offices
Station Rise
York
YO1 6GA

Email:
<mailto:buses@york.gov.uk>
Ref: BBA/ North York

16th July 2018

Dear Resident

Improvements on Wigginton Road

City of York Council is proposing to rebuild two junctions on Wigginton Road: the junction between Haxby Road, Wigginton Road and Clarence Street; and the junction between Wigginton Road and Fountayne Street.

We are consulting residents about the proposed changes. This letter invites your views on the proposals.

Why we are doing the work:

This work is proposed for the following reasons:

- It will reduce journey times for traffic, particularly buses, on Wigginton Road;
- It will allow an improvement to pavements and crossings – and larger pedestrian islands at the Haxby Road/ Wigginton Road/ Clarence Street junction
- It will replace the traffic signals at the Haxby Road/ Wigginton Road/ Clarence Street junction, which are life-expired and need to be replaced.

What we are proposing to do:

The current junction between Haxby Road, Wigginton Road and Clarence Street will be rebuilt to the plan shown with this letter.

This will involve:

- Realigning the outbound Haxby Road movement to make it straighter
- Replacing the existing pedestrian island with new, larger islands which can hold more people and will be easier to use for people with pushchairs or wheelchairs

- Replacing the traffic signals equipment, with updated equipment which will be more reliable
- Some resurfacing and also relining – in particular to make the advanced stop boxes for cyclists clearer

The junction between Fountayne Street and Wigginton Road will be rebuilt as shown on the plan with this letter:

The work at the Fountayne Street junction will involve removing the existing mini-roundabout and replacing it with a conventional priority junction. Doing this will not only remove a traffic feature which currently slows traffic down, but will also allow the cycle lanes on Wigginton Road to be continuous, with generally clearer priority for cyclists. The existing pedestrian crossing island will be retained here.

We will also work with the bus operators to reduce the time buses spend waiting at the pair of bus stops near to Feversham Crescent.

If you have any comments on the proposals please send a written response to <mailto:buses@york.gov.uk>, contact me by phone on 01904 552435 or by letter at the above address by **Friday 31st August 2018**.

Yours sincerely,



Julian Ridge, York Better Bus Area Programme Manager

Frequently asked questions:

What will the changes mean for people with impaired mobility?

The larger traffic islands will make it easier for people with impaired mobility to cross the road.

What will the changes mean for pedestrians?

The larger traffic islands at the Wigginton Road/ Haxby Road junction, will be more pleasant to use than the existing islands. Replacing the mini-roundabout at Fontayne Street with a conventional priority junction will also reduce the potential for conflict between pedestrians and motor vehicles turning off Wigginton Road by making driver intentions at the junction clearer and reducing the speed of traffic

turning off Wigginton Road. The existing pedestrian island near the junction with Fontayne Street will be retained.

What will the changes mean for cyclists?

Existing cycle lanes will be retained and advanced stop lines and a feeder lane will be provided (as now) at the Wigginton Road/ Haxby Road/ Clarence Street junction. Removal of the mini-roundabout and the reduction in the amount of time buses spend waiting near Fontayne Street will also remove obstructions on the highway and improve visibility for cyclists, and will allow a continuation of the cycle lanes here. The signals controlling the cyclist only path onto Wigginton Road adjacent to the southern edge of the Hospital site would continue under this scheme.

Will there be a bus lane on Haxby Road or Wigginton Road?

No, a bus lane is not necessary to deliver this scheme.

Will there be an impact on the trees on Wigginton Road and Haxby Road?

No. the scheme imposes no impact on the trees.

How is the scheme funded?

The scheme is funded through York's Better Bus Area – a programme of measures which improve the reliability of bus services in the city.

What will the scheme cost?

It is currently estimated that the scheme will cost around £200,000 to implement.

When will the work take place, and how long is it anticipated to take?

The work could take place as soon as October and will take around one month to complete.

How disruptive will the works be?

- There will inevitably be some disruption to traffic whilst the scheme takes place, and some occasions when it will be necessary to use temporary traffic lights on Wigginton Road. Some resurfacing work may have to take place at night. CYC will phase the works to minimise disruption as much as possible but delays will unfortunately be inevitable. We are not anticipating that Wigginton Road will have to close entirely during the works, with the exception of, potentially, an overnight closure for resurfacing work.

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Transport Systems Team
 West Office, Station Rise, York, YO1 6GA
 Tel: 01904 552827
 www.york.gov.uk



NOTES

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KEY

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ISSUE/REVISION

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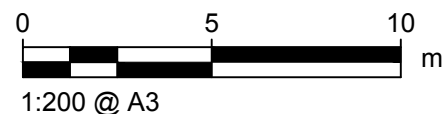
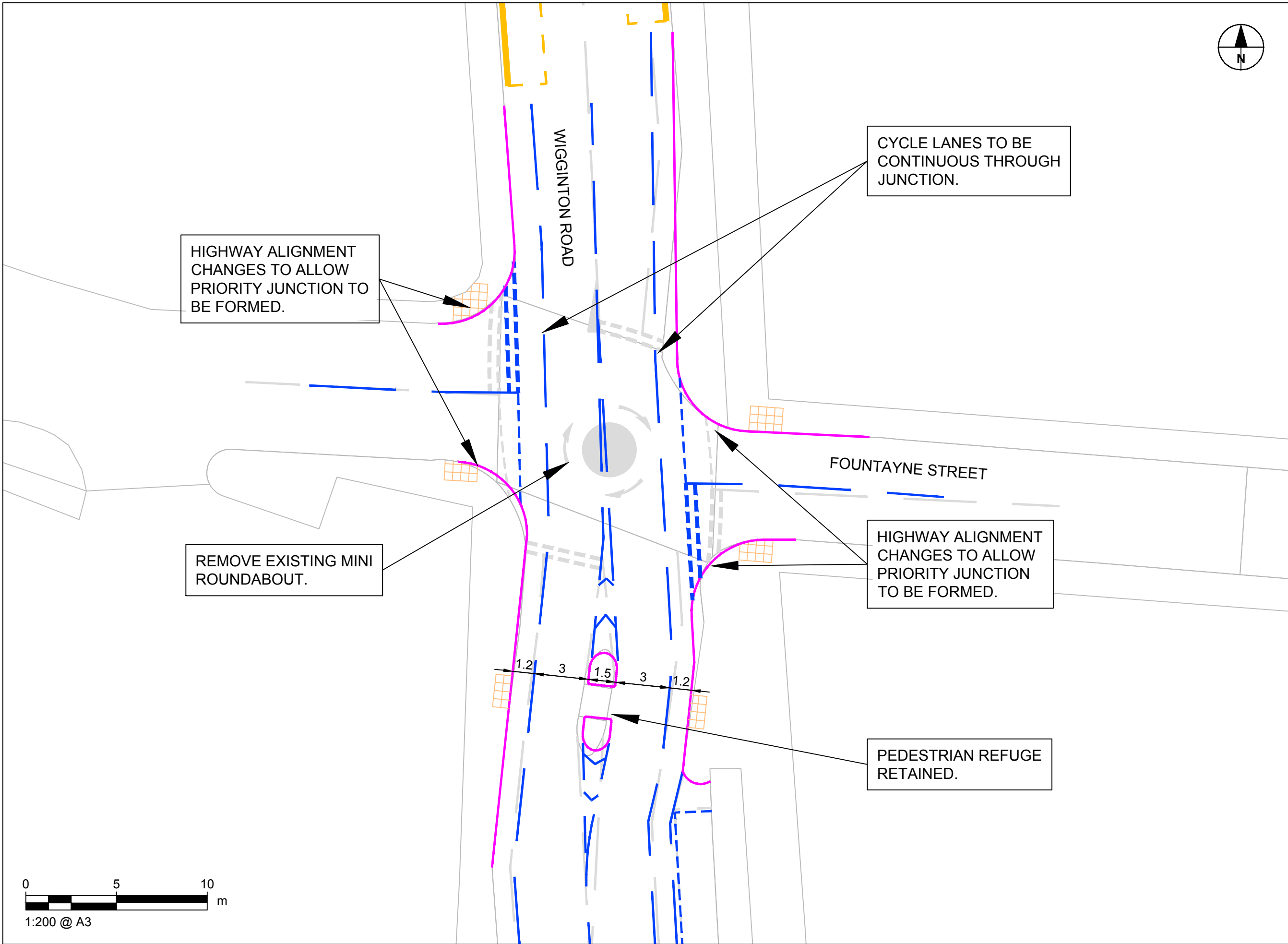
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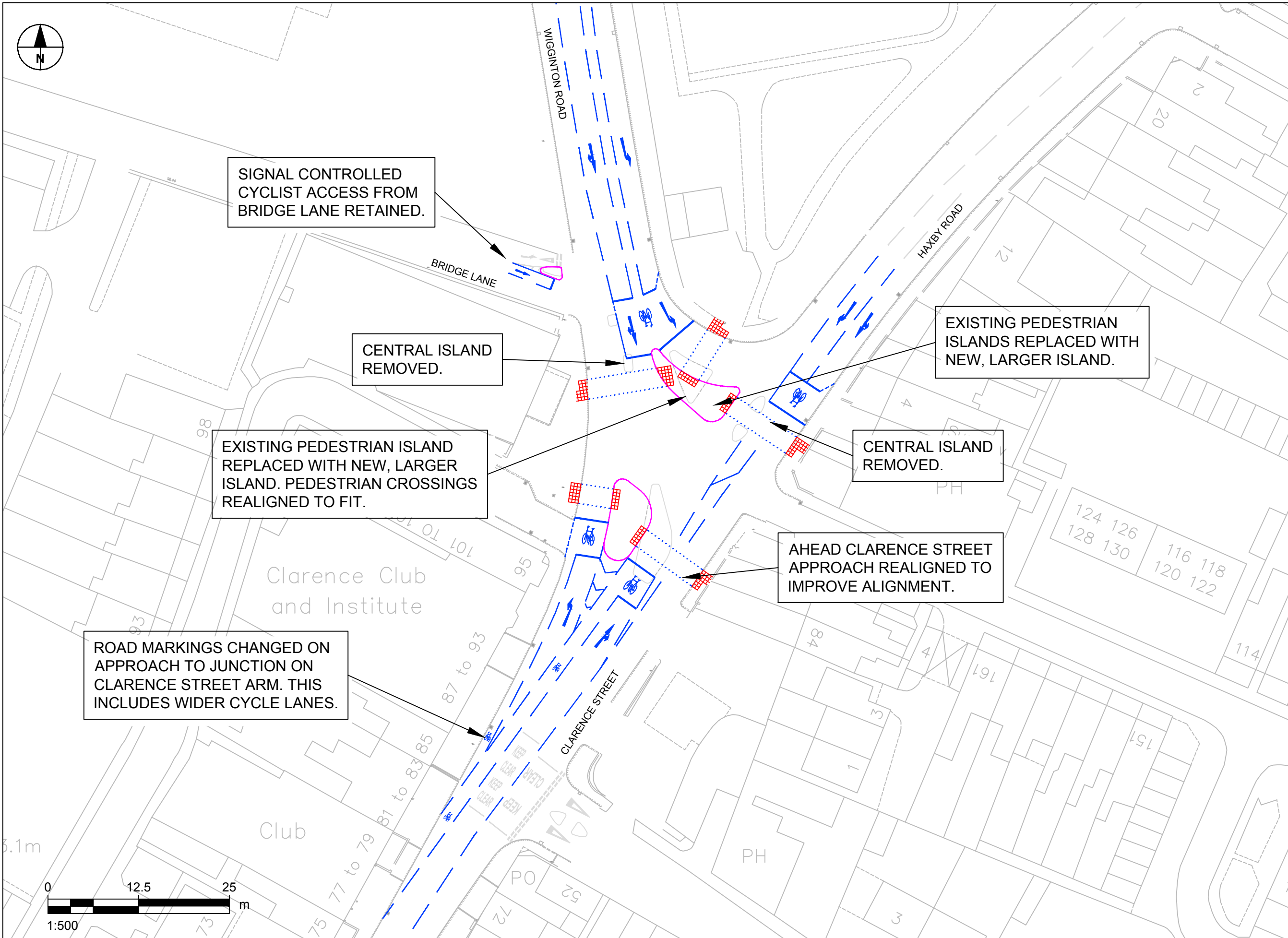
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WIGGINGTON RD / HAXBY RD
PROPOSED LAYOUT SKETCH
CONSULTATION

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SIGNAL CONTROLLED CYCLIST ACCESS FROM BRIDGE LANE RETAINED.

CENTRAL ISLAND REMOVED.

EXISTING PEDESTRIAN ISLANDS REPLACED WITH NEW, LARGER ISLAND.

EXISTING PEDESTRIAN ISLAND REPLACED WITH NEW, LARGER ISLAND. PEDESTRIAN CROSSINGS REALIGNED TO FIT.

CENTRAL ISLAND REMOVED.

AHEAD CLARENCE STREET APPROACH REALIGNED TO IMPROVE ALIGNMENT.

ROAD MARKINGS CHANGED ON APPROACH TO JUNCTION ON CLARENCE STREET ARM. THIS INCLUDES WIDER CYCLE LANES.



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

25 October 2018

Report of the Corporate Director of Economy and Place

**Low Poppleton Lane Experimental Traffic Regulation Order (TRO) –
Decision on the continuation****Summary**

1. On the 14 September 2017 the Corporate Director of Economy and Place, in consultation with the Executive Member for Transport and Planning, agreed to the continuation of the existing traffic restriction under an Experimental Traffic Regulation Order (TRO) enforced with an Automatic Number Plate Recognition (ANPR) camera system.
2. This saw the implementation of new advanced warning signs and an ANPR system to operate the traffic restriction as a bus lane.
3. The Experimental TRO has been running for over 6 months, which is the minimum amount of time an Experimental TRO can run for before a decision is made on whether to make permanent.
4. The Executive Member can now therefore make a decision about whether to continue with this as is or instruct officers to look at some options that have been put forward by the public to modify the restriction in some way. These and other comments can be seen in Annex C, which is a summary of comments and objections received from the public.

Recommendations

5. That the Executive Member makes a decision from the following options presented:-

Either

1. To make the current restriction permanent and continue to enforce with the ANPR camera 24 hours per day 7 days per week.

Reason: To continue the existing restriction reducing the impact of through traffic in the area.

Or

2. To continue with the current Experimental TRO and instruct officers to review options to vary the Experimental TRO to address comments raised during the experimental period – including:-

- a) To allow motorcycles and scooters to access the restriction.
- b) and/or to allow private hire and hackney carriage taxi's to access the restriction.
- c) Reduce the hours of operation, for example 7am to 7pm for the restriction to be enforced.

Reason: To enable the impact of any changes to be reviewed in detail and provide a further report for a decision on which option to progress.

Background

6. A traffic restriction to prevent all vehicles travelling between Millfield Lane and Low Poppleton Lane was put in place and operated between the mid-1980s and 2009 to encourage usage of the A1237 rather than parallel residential routes by high volumes of vehicles and in particular use by HGVs accessing the British Sugar site. A fixed bollard restriction ensured that movements were prevented during this period.
7. The TRO was changed and a rising bollard was installed at this location in 2009 to enable buses to serve the new Manor School site and Poppleton villages while negating the impacts of other general traffic in the area that would impact on road safety and the level crossing. The road was narrowed to enable the rising bollard to operate effectively. Local buses, school buses and emergency service vehicles are permitted to pass through the restricted area. The aim of the restriction was to:-
 - prevent drivers using less suitable residential routes in preference to the A1237.
 - improve public transport in the area
 - and as part of the Manor Schools planning process be “in the interests of the safe and free passage of highway users and in the interests of providing sustainable transport options to the school site in accordance with policy T7c of the Development Control Local Plan”.
8. A petition from local residents requesting that a fixed closure be re-installed at the location of the rising bollard was considered by the Executive Member for City Strategy in March 2011. The Executive

Member at that time decided to leave the rising bollard in place owing to the impact of a full closure on bus services.

9. Following a period of intermittent operation the rising bollard and its associated ducting irreversibly failed and required either replacing or the provision of a new solution in order to maintain a physical traffic restriction.
10. During the period when the bollard was inoperable there was considerable abuse of the TRO which resulted in more vehicles travelling along Low Poppleton Lane. A number of complaints were received highlighting concerns almost on a weekly basis, including near misses between traffic and school children and about the impact of the additional traffic on bus services, pedestrians and cyclists in the area. The road narrowing and the bend in the road at the bollard location mean that buses and any unauthorised vehicles have to proceed with caution.
11. It should be noted that officers received a number of comments from nearby businesses, local residents and bus drivers about the number of speeding vehicles and near misses in the area of the restriction. In addition Network Rail have made strong arguments against the increasing of traffic over the Millfield Lane level crossing citing the current risk level this crossing is at and stating this risk would increase if further traffic were allowed over it. See the earlier report considered by the Director of Economy and Place and Annexes from Network Rail (Annex G and F).
12. As an alternative to reinstating the rising bollard in September 2017 the Director of Economy & Place approved the implementation of an Experimental TRO with enforcement using an ANPR camera system. Following the design and commissioning of the cameras the Experimental TRO and enforcement system was put in place in February 2018.
13. It should be noted that the progression of the British Sugar Development will have a significant impact on the road layout in the area. It is anticipated that, subject to planning consent being granted, Low Poppleton Lane will become a cul-de-sac off the new access road into the development.
14. The trial has been operating successfully since the end of February, 2018 where advanced warning letters were issued prior to penalty charge notices (PCNs) being issued. This allowed people to get used to the restriction being enforced.
15. Annex A shows the number of PCNs and warning letters issued up to July this year, which is made available on the Council website.

Three appeals have been considered by the Traffic Penalty Tribunal, one of the reasons provided from those who received a PCN included that they did not see the signs, their sat nav took them down the road or in general that they were just not aware of the restriction. Despite a greater level of advanced warning signage than required by the Department for Transport was put in place in the area. However, following the appeals additional road markings have been added.

Consultation

16. An Experimental TRO has to be in operation for at least 6 months before a decision can be taken to make it permanent. Comments and objections received during the 6 month period should be considered prior to any decision being taken. Prior to the scheme coming into operation, a letter was delivered to all residents and locations in the nearby location to the restriction, supported by localised social media to introduce the scheme and provide an email address for all comments to be sent to, see Annex B. These comments from the public have been compiled and summarised in Annex C.
17. A press release was also issued on 17 September advising that a decision was planned to be taken on whether to make the experimental TRO permanent at the Decision Session on 25 October 2018 and any comments should be submitted by 12 October.
18. The number of comments received is 29 as of the 1 October where 13 are against the restriction and 4 are in favour, all stating their reasoning. The rest are general comments and do not say whether they are for or against the restriction. Annex C lists all the comments, where some have suggested changes to the restriction, which this report highlights including:-
 - a. Hours of operation
 - b. An extension to exempting other vehicles, including motorbikes and scooters as well as taxis.
19. An initial review of the options that have emerged from consultation has shown that the current scheme which incorporates road narrowing at the bend in the road cannot be safely delivered without a physical highway scheme to re-widen the road.

Analysis

20. In response to the comments raised there are a number of options which could be progressed.

21. Option 1 – Make current Experimental TRO Permanent – This option would confirm the current Experimental TRO where only Emergency Vehicles, local buses and the Manor School bus would be the only vehicles permitted access through the restriction. No further changes would be needed to the road layout or enforcement mechanism.
22. Option 2 – This option would be for the Executive Member to instruct officers to investigate other options, such as hours of operation or an extension to exempting other vehicles, including motorbikes and scooters as well as taxis. As detailed above some change to road layout would be required, but these depend on the changes to the restriction imposed. Should the Executive Member wish to change the restriction, he could request officers develop proposals for a lesser restriction. This option would enable the implications (safety and cost) of the changes to be considered by the Executive Member at a future date.

Corporate Strategy

23. This meets the Council's sustainable transport policy within its Local Transport Plan by keeping this restriction in place that advantages bus, walking and cycling in the area. In addition it reduces the impact of traffic on local residential areas and reduces safety concerns on Millfield and Low Poppleton Lanes.

Council Plan

24. This report is supportive of the following priorities in the Council plan in addition to the One Planet York principles the Council champions:
 - a. A focus on frontline services
 - b. A Council that listens to residents

Implications

25. The following are the only identified implications.
 - **Financial** – Dependant on option to be progressed:
 - **Option 1:** No change to budget requirement
 - **Option 2:** £5k-£10k to review options – proposed to be accommodated within existing budgets. The cost of

implementation of the alternative options would be dependent on the extent of the layout and signage changes required.

- **Human Resources (HR)** - There are no HR implications
- **Equalities** – While it is considered there are no equality issues it should be noted that there are at least two comments from members of the public where they say the restriction is stopping them from accessing their health care needs. While this can not be proven or discounted it is worth pointing out that there are viable road and public transport options in the area, other than access Millfield or Low Poppleton Lane via this restriction.
- **Legal** – If the decision is to continue or vary the traffic restriction, the TRO will need to be amended and follow the standard TRO process that would include a period of consultation before approval of the changes in the TRO.
- **Crime and Disorder** - There are no Crime and Disorder implications
- **Information Technology (IT)** – As this is using tried and testing off the shelf technology, there are no IT implications
- **Property** - There are no property implications

Risk Management

26. Following a number of appeals, it has found that additional road markings would be advisable but not essential. Therefore officers have agreed to this and implemented the markings accordingly.
27. Changing the restriction is deemed would impact upon road safety as it is likely that a lesser restriction would increase traffic across the level crossing. This is based on increase traffic levels impacting on pedestrians and cyclists crossing of the road. Given the volume of school children coming and going to Manor School, officers deem this to be reason enough for this restriction to remain in place.
28. In addition the half-barriered level crossing, which the Network Rail is ranked at number 23 out of 2139 safety risk crossings across the London North East & East Midlands Route. See Annex F and G.

Contact

Details:

Author

Graham Titchener
Parking Services Manager
Tel No. (01904) 551495

Chief Officer Responsible for the Report

James Gilchrist
Assistant Director Transport, Highway and
Environment

**Report
Approved**



Date 25 October
2018

Specialist Implications Officer(s)

Financial: Patrick Looker, Finance Officer, 01904 551633

Wards Affected: Acomb & Rural West

For further information please contact the author of the report

Background Papers: None

Annexes:

- Annex A Number of PCNs and warning letters issued since July, 2018
- Annex B Introductory letter sent to local residents and businesses
- Annex C Summary and compilation of public comments to the scheme
- Annex D Corporate Director Decision session report for the implementation of this scheme and the Experimental Traffic Regulation Order
- Annex E Overview of the scheme
- Annex F Narrative risk assessment - level crossing overview and Environment
- Annex G Network Rail Risk Review

Abbreviations:

ANPR – Automatic Number Plate Recognition
PCN – Penalty Charge Notice
TRO – Traffic Regulation Order

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Low Poppleton Lane Warning Notices and Penalty Charge Notices Issued

	2018	
	Warning letters	PCN's issued
January	-	-
February*	0	0
March	476	0
April	116	456
May	-	368
June	-	620
July	-	510
August		432
September		482
October		
November		
December		
Totals	592	2868

*February 2018 part month only

NOTE: Due to batching of information for sending out, the number per month is an approximation of those issued each month.

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Directorate of Economy and Place

West Offices
Station Rise
York
YO1 6GA

Tel: 0190 4551550

Email:

lowpoppletonlane.trial@york.gov.uk

Ref: YK5105

Dear Resident and Businesses,

Low Poppleton Lane Traffic Restriction

We will be introducing an experimental bus lane for 18 months on Low Poppleton Lane in the new year. It will be enforced by a CCTV ANPR (Automatic Number Plate Recognition) system to replace the current rising bollard system.

The experimental bus lane was agreed at a public meeting in September by the Director of Economy and Place to prevent people ignoring the current restrictions. I have attached a copy of the formal Notice.

We have displayed temporary signs on Low Poppleton Lane and Millfield Lane to give you notice that the construction work will start on Tuesday 2 January 2018, with the removal of the old system and implementation of the new traffic enforcement system.

The construction should be finished and the new system in place as early as Wednesday 10 January, or the 12 January at the latest. The hours of working will be 9:30am – 4:00pm, Monday – Friday during installation. During this time, bus service 10 will divert via Boroughbridge Rd and Station Road.

All traffic other than local bus services and the Manor School mini bus will be prohibited from passing through this restriction.

If you wish to make a formal objection to the scheme once the measures are in place, please do so to the above address or e-mail stating clearly your reasons for objecting. All objections will be considered before a decision is made on whether to make the scheme permanent or to revert to the old restrictions.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Neil Ferris'.

Director: Neil Ferris

www.york.gov.uk

Traffic Management

Traffic

CITY OF YORK COUNCIL

THE YORK (LOW POPPLETON LANE)

(LOCAL BUS LANE) (EXPERIMENTAL) TRAFFIC ORDER 2017

NOTICE OF MAKING

Notice is hereby given that on the 21st day of December 2017 City of York Council (“the Council”) in exercise of powers under Section 9, 10 and Schedule 9 of the Road Traffic Regulation Act 1984 (“the Act”) and in pursuance of powers granted by the Secretary of State under Section 144 of the Transport Act 2000 (the 2000 Act) and the Bus Lane Contraventions (Penalty Charges, Adjudication and Enforcement) (England) Regulations 2005 (“the 2005 Regulations”) and of all other enabling powers and after consultation with the Chief Officer of police in accordance with Schedule 9 of the Act, made The York (Low Poppleton Lane) (Experimental) Traffic Order 2017 (“the Order”) which comes into effect on 10th January 2018 for an experimental period of 18 months ending on 9th July 2019 and amends the York Traffic Management Order 2014 (or any replacement thereof) by:

Designating the length of the carriageway on Low Poppleton Lane, York, between points 200m and 203.5m north from the northern kerbline of Boroughbridge Road as a Local Bus Lane to operate 24 hours a day Monday-Sunday for the passage of Local Buses and Pedal Cycles and those vehicles having authorisation in pursuance of the terms of the Order.

The Council will be considering, in due course, whether the provisions of this Experimental Order should be continued in force indefinitely.

Any person wishing to object to the indefinite continuation of the Order must state their grounds for objection in writing to Director of Economy and Place, West Offices, Station Rise, York, YO1 6GA, so that the objection is received by no later than the 10th day of July 2018.

A copy of the Order, statement of reasons for making it and map showing the length of road affected may be inspected at the City of York Council Reception at West Offices, Station Rise, York, YO1 6GA during normal business hours. Any person who wishes to question the validity of the Order or of any of its provisions on the grounds that it is not within the powers of the Road Traffic Regulation Act 1984 as amended or that a requirement of any regulations thereunder has not been complied with may, within 6 weeks from the commencement date of the Order, make application for that purpose to the High Court.

Decriminalised Bus Lane Enforcement

City of York Council, (The Council), being a designated authority under paragraphs 1 (1) and 2 (1) of Schedule 3 of the Road Traffic Act 1991 (Permitted and Special Parking Areas outside London) and an Approved Local Authority for Bus Lane Enforcement by virtue of Section 144 (3) of the Transport Act 2000 (Civil Penalties for Buses /Local Bus Lane contraventions) in accordance with regulations and guidance given by the Secretary of State under Section 144 of that Act, hereby gives notice that as from 0001 hours on the 8th day of January 2018 the Local Bus Lane in Low Poppleton Lane, York will be subject to Civil Enforcement (by camera) and the Penalty Charge in respect of any contravention of regulations appertaining to that Local Bus Lane, when so enforced, will be £60 such penalty to be reduced to £30 where payment is made within 14 days. The Penalty Charge will be increased to £90 where, in order to secure payment, a 'Charge Certificate' has been served on the vehicle owner following expiry of the statutory period for payment as set out in a 'Notice to Owner'.

Dated 22nd day of December 2017
Director of Economy and Place
West Offices, Station Rise York YO1 6GA

Explanatory Note

The designated Local Bus Lane will operate 24 hours a day Monday-Sunday commencing on 8th January 2017 and will be subject to Civil Enforcement (by camera) by or on and behalf of the Council. The Decriminalised Bus Lane Enforcement Notice sets out the charges that will apply in respect of civil enforcement should the regulations concerning the Local Bus Lane be contravened. The Civil Enforcement of Penalty Charges accord with the Department for Transport guidelines on Bus Lane enforcement.

The experimental basis of the Order is necessary to allow for the effectiveness of the measures in terms of local bus service reliability and safety to be assessed over a reasonable period with a view to their adoption on a permanent basis. It also allows for the Order's provisions to be modified during its period of validity should this be deemed necessary.

Overall the provision of Local Bus Lane regulations balances the safety of pedestrians against vehicle usage and the experimental basis of the Order will make provision for any benefits/disbenefits of the Order to be assessed in terms of the City's highway network managing any levels of traffic re-distribution within that network.

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Low Poppleton Lane experimental TRO

The following are summaries of comments received from the general public

It should be noted that in addition to these comments questions were also raised which were dealt with at the time, which have not been included in this summary

<p>Why not just keep shutting low Poppleton lane during school hours 8am-9.30am & 3pm -4.30pm ? The restriction is to make it safe for school children at Manor so make it school hours only ? Then it an be opened at peak evening to relieve pressure on the A1237 / A59 for local people. Surely it's a common sense move to do this only when needed at school times. Other than that there is no need and would actually be of benefit - All it needs is traffic lights to control the corner.</p> <p>There are other schools on a lot busier roads with no restrictions so why does low Poppleton lane need them ? If you restrict this road due to safety then restrict all school on busy roads !</p> <p>I hope this suggestion can be considered</p>
<p>Will taxis be able to use this bus lane as they can with others?</p>
<p>As a local resident I think it would make to sense to allow emergency vehicles and taxis to use Low Poppleton Lane. It has never made sense to me when time is of an essence in an emergency that vehicles have to go all the way up to the by pass when they could go straight up Millfield Lane. I also don't understand why taxis which are public transport vehicles and can use streets like Coppergate can't also use this road</p> <p>I understood why the restriction ws put in place when the sugar factory open but apart from stopping rat runners I can see no good reason for the restrictions now</p>
<p>I feel strongly that the new full restriction suggested be kept in place.</p> <p>Over 1000 pupils attend Manor school and I think this restriction should never have lapsed for so long. It has been a restricted route for a long time and there is no valid reason to remove it, or alter access at any future point. Watching people drive through the restriction whilst the bollard has been broken is terrifying. Hundreds of children on bikes use this largely traffic free road to get to and from school. Idiots taking a short cut, whilst the bollard has been broken, are putting children's lives at risk every day. I implore anyone who argues with this - to stand at the top end of this road and wait for the hundreds of school children to appear on bikes, mixed in now with cars using this rat run. We are all fortunate that no accident has occurred as yet with cars and mopeds tail gating children on bikes along the road till the car driver can desperately get round?</p> <p>The traffic now leaving the village of Poppleton is also affected whilst the bollard has been broken, as no driver can exit easily, as before, from Millfield lane onto the road in question. The volume of traffic approaching from Manor school end and coming off the bypass to use this rat run through onto Boroughbridge Road, makes getting out of this junction now very difficult.</p> <p>The system was well established and all were aware of the restrictions prior to the failure of the bollard. Traffic is and always will be busy, we live in a city. This quiet road going past a secondary school and a major access road for Upper & Nether Poppleton is not and never should be a traffic easement solution.</p> <p>All this temporary failure has done is highlight exactly why this should be PERMANENTLY in force again. There is no need for any other taffic other than local buses to have access to this road through what was the bollard.</p> <p>Children leaving Poppleton Park on foot have to cross this road at the traffic island and are at the moment hard pressed to do so as increased volumes of traffic make this a very dangerous action.</p> <p>I am pleased this will now be in force again and long may it continue. No child's life is worth the time saved cutting through what should be a restricted road anyway.</p>
<p>When the bus lane work is completed will motorcyclists be able to share/use the bus lane like they do on the bus lane on the Mount leading into York.</p> <p>I have a motorcycle but avoid using Low Poppleton lane and travel to Poppleton via the 1237 ring road which is always extremely busy.</p> <p>I ride a 50cc motorcycle which is not ideal for the busy ring road with heavy lorries and fast cars overtaking; if I was able to use Low Poppleton Lane instead it would be a much safer journey on my daily commute to and from work.</p> <p>I hope that you can lift the restriction to allow motorcyclists to officially use the new bus lane.</p>

Hi I have some questions regarding this bus lane.

Are the restrictions the same as for other bus lanes? IE are cycles, motorcycles taxis allowed to use it?

Will this not further congest the ring road roundabouts?

To me it seems that it is a move to underpin the original rising bollard scheme which in engineering terms is flawed never mind the expense.

It seems to benefit the few residents nearby at expense in time and public cost, the speed humps in place will they be removed?

I refer to your letter regarding the above restriction. As a resident of Villa Court I am very much in favour of the imposition of the bus lane and see it as a positive and long overdue step to improve safety.

The only question I have relates to the 24/7 operation of the Bus Lane and ANPR when Network Rail decide to close the Millfield Lane Level Crossing to all traffic for maintenance work. In the past a diversion has been signposted through what will now become the Bus Lane to allow residents and businesses access while the crossing is closed. Careful reading of your letter and 'Notice of Making' does not make any provision for such a situation. Please can you advised what will happen in these circumstances. Are we 'trapped' in our homes, risk a fine for breaking the regulation or will you put some sort of temporary order in place allowing access.

It's not even started yet but I would ask why there are any restrictions at all?

The school comes into play twice a day for an hour, and when leaving, it would be between three thirty and four so full use of the road even just at other times would allow pressure to be relieved on the Poppleton/Boroughbridge Rd roundabout.

No bus lanes would be required. Hardly anyone lives on the roads and the rest are industrial units. What reason can there be restrictions there and not, say, Ostman road which also has a bus route and a school?

Also, I personally would like it unrestricted as then I could get the chips etc from the Wetherby Whaler using the shortcut, and without speeding, still hot, which doesn't happen if I have to queue at the Poppleton/Boroughbridge Rd roundabout.

After reading the proposition I would like it to be considered that employers and employees of businesses on Millfield Lane should be allowed access via this route also?

As far as I am aware that while the rising bollard has not been in place no incidents have occurred?

The rational behind the a rising bollard on Low Poppleton Lane/Millfield Lane is outdated. This route is no longer useful for heavy traffic and the traffic calming measures have made it no longer a rat run. When searching for reasons why the bollards were installed in the first place it seems that the reasons stem from HGV traffic from the days of the sugar factory. These days are long gone.

There has been no consideration to anyone who lives on Acomb side of bollards and works on Millfield lane. For instance my wife who works on Millfield Lane has to drive 4 times as far to avoid the bollards, and adds to the already heavy congestion on the "worst roundabout in the world" on A59/A1237 junction, which includes all the Manor school traffic from the Boroughbridge road and also adds to wear and tear on the level crossing.

The argument for reinstating just a bus lane is flawed.

There is only one Bus route - the 10/10A to/from Poppleton that passes through this junction. No Acomb to Clifton Moore routes. It seems alot of money to be spent on a very small minority. Why effectively shut the road for all but people taking the 10 bus to/from Poppleton?

On a personal note, I cycle to work. Buses are dangerous to cyclists - constantly cutting in over cycle lanes to stop and constantly holding up traffic. Electric buses are silent and are difficult to tell they are coming. There is no safety advantage for me having a bus lane. It is bad enough having the always empty 59 clogging up the roads.

It seemed sense had prevailed with the temporary suspension of the Traffic ban, however reinstating restrictions just seems to be a waste of time and effort to expect honest working people who are trying to bring prosperity to this area to spend time in congestion contributing to pollution instead of taking the direct route.

I move to scrap the traffic restrictions completely. I don't believe there was or will be a heavy volume of traffic, as the road is traffic calmed. Also what will happen when houses are built on the old sugar factory site?

Scrapping the restrictions would reduce the congestion at the roundabout and would reduce wear on the level crossing at peak times. In addition, having a small throughput of traffic, actually makes the area feel safer for people working on Millfield Lane, as when the lane is deserted, feral children congregate .

It would be an option to enforce an 'access only' rule at the bollards. This could be done by adding number plates of authorised cars to a whitelist.

I do concede that the road does need to be widened at the junction for safety, but that narrowing of the road was needlessly added when the bollards were installed.

A note on the democratic process. It seems hardly any residents were notified and even the residents of Low Poppleton Lane are surprised with this move. I am a resident. I did not receive any notification. You need to have a genuine poll with published results. Also any studies and traffic flow analysis should be made available in a transparent way to us all.

In summary advantages for scrapping the restrictions:

- Quicker access to Millfield lane from Acomb side
- Less congestion on A59
- Less pollution caused by local traffic.
- Less wear on level crossing
- Feeling of safety late at night

Disadvantages of proposed reinstatement of bus lane

- There is only one Bus route - The road is all but closed.

I trust you will consider this seriously

I have commented a few times on the YCC fb page re the closure of Low poppleton Lane.

Is the YCC going to answer peoples question do you know ? We cannot understand that a FEW residents have the final say in this road been closed.

Yes it had bollards for years for a reason that's when the sugar factory was there. But why cant it be opened and monitor the traffic use there. Educate the kids to not ride in the middle of the road risking their lives not just with cars but buses to.

To many of us think it's a money making scheme

Any replies on YCC Fb are appreciated

Please can you confirm if this also restricts motor cycles/scooters as negotiating the ring road roundabouts on a scooter could be dangerous.

I am writing my comments as a resident of Nether Poppleton with family in Acomb. I find it very inconvenient that Low Poppleton Road is closed to traffic - by making residents queue onto the A1237 just to go one junction along can add 20 minutes onto what would be a 5 minute journey in busy times. Given how busy the bypass can be and how slowly it tends to move, I find it crazy to add more traffic to it rather than allow local residents to travel through from Poppleton to Acomb. Onward A1237 travellers are not going to leave the bypass to go through Low Poppleton Lane and then queue to rejoin the A1237 so it is only local residents that are inconvenienced. It is also not green to add extra miles to all our local journeys.

As a cyclist too, I do not see the problem with Low Poppleton Lane being open to traffic. We have a designated cycle path down that road anyway.

If Manor school is an safety issue although I don't see why it would be, perhaps the road could be open at certain times of the day only.

Please please keep this road open for locals.

With children at manor, carr and Poppleton Ouesbank school. I am really struggling to get them all to school on time. This road will help my journey massively and cut out ring road traffic.

After i have done my school runs i travel back to poppelton to work.

To whom it concern,

I wanted to show my support to this idea of introducing automatic penalty for this infraction.

However, as a resident of Nether Poppleton, I have always been wondering why this road is not put to use by some way of unilateral usage, building a second lane, alternative circulation. At the end, maybe this part of the road was built solely for the bus.

<p>I would ask that the low poppleton lane be kept open.Originally the lane was closed when sugar beet lorries used the road along with manor school children.We were told that was the main reason of closer initially.I feel since sugar beat has been closed we should now open it. For local workers and residence.It also help with the herrendious congestion on the ring roads/roundabouts at prime times.</p>
<p>Can you confirm that mopeds will be able to access Low Poppleton Lane to and from Boroughbridge Road & Millfield Lane via the bus lane.</p> <p>If not they would potentially have to use the A1237 and A59 junction which would be potentially hazardous?</p>
<p>Comments on trial in Low Poppleton Lane</p> <p>I am a disabled driver to check this my vehicle registration number is [deleted]. I suffer from COPD and Asthma. I am also a care for my wife who does not drive. I need to go to York hospital on a regular basis for treatments and clinics for both myself and my wife. The camera enforcement will force me to use an alternative route or alternative means of travelling to the hospital. This is because the amount of traffic on the A59 and A1237 causes me huge stresses and nervousness. This in turn affects my COPD and Asthma. This is why I disagree with the proposed restrictions. It now affects my quality of life as the applied traffic restrictions mean I can no longer leave the village due to my fears about the roundabout.</p>
<p>The issues of speeding traffic can easily be reduced with chicanes. Secondary school children should be able to cope with keeping out of the way of a blaring siren!</p> <p>Also could it be available for general use at non peak times!</p>
<p>I think my view is that moped users may use the cycle path but are unlikely to dismount. They could be added to the white list of permitted users in the bus lane.</p> <p>Really think this needs an early safety review.</p>
<p>Hi</p> <p>I have been reading about the new ANPR camera for the Bus Lane on Low Poppleton Lane and I note the trial is currently ongoing. I fully support the use of the bus lane to prevent drivers using it as a rat run, however, as a local resident of Poppleton I find myself frustrated that I have to use the heavily congested A1237 just to go one roundabout and then come back to almost where I was shortly before (Millfield Lane).</p> <p>I wondered whether there was any consideration to adding the local residents of Poppleton to the permitted user database for the restriction. I doubt this would add much to the level of traffic through Low Poppleton Lane/Millfield Lane but it would significantly improve the frustrations felt by local residents at having to use the ring road, often queueing for significant amounts of time. It would also reduce the amount of traffic on the ring road.</p> <p>I appreciate this would create administrative time and as such I would more than happily pay a small admin charge in order to be able to use this route to access my village.</p>
<p>Dear Sir, Madam,</p> <p>Thank you for your reply.</p> <p>All the good reasons you brought could be dealt by different solutions than this drastic one to close the road to traffic (aside to local bus, which should be something like 100 bus per day, at the top):</p> <ul style="list-style-type: none"> - Road safety is already tackled by speed bumps, a cycle + pedestrian path separated from the road, and could be increased by speed limitation, panels advising about the school. - Speeding could be solved by a speeding camera, not a passing by camera; - Increase of traffic is not an issue for level crossing, as can show the crossing next to Nestle (road bearing loads of traffic from the north of the city to the city centre). <p>I definitely support the replacement of the ineffective bollard by an operational repressive way. I just think that not using a road to its full potential (open to traffic in one way, out of the school time?) is a missed opportunity. Especially for the traffic building at the Business park roundabout.</p> <p>My feedback would be you need some sort of Give Way or Solid stop line around that corner in the picture if that is where the zone starts. Also if anyone does get that far - what are they supposed to do to escape? It would have to be a three point turn.</p> <p>Anyway I hope that's useful, and thanks for listening.</p>
<p><i>One or two comments received about sat navs taking them through the restriction</i></p>

Comment from someone who rived a PCN claiming to not have seen the signage. I wonder if [the signage] could be more explicit.

Comments: Disappointing that mopeds aren't allowed down there. Traffic on a morning down boroughbridge road is horrendous already, God knows what it'll be like when new houses get built

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Report for consideration by Corporate Director of Economy and Place

Low Poppleton Lane –Rising Bollard

Summary

1. This report outlines a number of options for addressing the failure of the rising bollard between Low Poppleton Lane and Millfield Lane for consideration.

Background

2. A traffic restriction to prevent all vehicles travelling between Millfield Lane and Low Poppleton Lane was put in place between the mid-1980s and 2009 to encourage usage of the A1237 rather than parallel residential routes by high volumes of vehicles and in particular use by HGVs accessing the British Sugar site. A fixed bollard restriction ensured that movements were prevented during this period.
3. The Traffic Regulation Order (TRO) was changed and a rising bollard was installed at this location in 2009 to enable buses to serve the new Manor School site and Poppleton villages while negating the impacts of other general traffic in the area that would impact on road safety and the level crossing. The road was narrowed to enable the rising bollard to operate effectively. Local buses, school buses and emergency service vehicles are permitted to pass through the restricted area. The aim of the restriction was to:-
 - prevent drivers using the route in preference to the A1237 and A59
 - Improve Public Transport in the area
 - and as part of the Manor Schools planning process be “in the interests of the safe and free passage of highway users and in the interests of providing sustainable transport option to the school site in accordance with policy T7c of the Development Control Local Plan”.
4. A petition from local residents requesting that a fixed closure be re-installed at the location of the rising bollard was considered by the

Executive Member for City Strategy in March 2011. The Executive Member at that time decided to leave the rising bollard in place owing to the impact of a full closure on bus services.

5. Following a period of intermittent operation the rising bollard and its associated ducting has recently irreversibly failed and requires either replacing or the provision of a new solution in order to maintain a physical traffic restriction. The current traffic restriction within the Traffic Regulation Order (TRO) remains in place.
6. During the period with the bollard inoperable there has been considerable abuse of the TRO which has resulted in more vehicles travelling along Low Poppleton Lane. A number of complaints have been received highlighting concerns almost on a weekly basis, including near misses between traffic and school children and about the impact of the additional traffic on bus services, pedestrians and cyclists in the area. The road narrowing and the bend in the road at the bollard location means that buses and any unauthorised vehicles have to proceed with caution.
7. It should be noted that the progression of the British Sugar Development will have a significant impact on the road layout in the area. It is anticipated that, subject to planning consent being granted, Low Poppleton Lane will become a cul-de-sac off the new access road into the development.

Proposals

8. The estimated cost of reinstating the existing bollard and repairing the ducting is approximately £90k. Owing to the high cost it is considered prudent to investigate options for the traffic restrictions and enforcement in the area before progressing any repairs.
9. The retention of the existing traffic restriction i.e. road closure except buses with appropriate enforcement will ensure low levels of traffic in the area minimising the impact on the school and level crossing. The existing TRO only allows the local bus service, school buses and emergency services access through the restriction. The restriction reduces the levels of longer distance routing of traffic through residential areas from Wetherby Road through to the A1237 and Millfield Lane and the level of traffic through Poppleton from the A59. Public Transport access to the school would remain via Low Poppleton Lane.

Options for Enforcement of Traffic Regulation Orders

10. Enforcement options which allow existing traffic movements in the area. 4 Options are considered viable.
 - Option 2A – Reinstatement of Existing Bollard
 - Option 2B – Reinstatement of Existing Bollard with ANPR Camera Operation
 - Option 2C - Bus Lane Enforcement with ANPR Camera
 - Option 2D - Police Enforcement

Option 2A Reinstatement of Existing Bollard.

11. At the time of installation, a rising bollard system reliant on a network of carriageway detector loops was considered the best option for the site. The reinstatement of the existing system would cost approximately £90,000.
12. The decision to use a detector based system was partly based on experience of the rising bollard at Stonebow, where an Automatic Number Plate Recognition (ANPR) system proved to be unreliable. In the intervening years, the performance of ANPR has improved and it is considered that such a system, potentially backed up by thermal imaging cameras, could successfully manage the operation of rising bollards in this location with little to no staff involvement.

Option 2B Provision of ANPR Activated Bollard.

13. This system would involve the replacement of the current rising bollard but substitute cameras in place of the present loop detector system for a cost of approximately £50,000. In brief, this system works by using an ANPR system reading the licence plate number and triggering the lowering of the bollard.

Option 2C Provision of Bus Lane Enforcement Cameras –
Recommended Option

14. An alternative solution to this ANPR/rising bollard system would be to use the Bus Lane Enforcement (BLE) cameras and powers available to the Council to implement a bus gate in the vicinity of the existing rising bollard and use an approved ANPR camera to enforce compliance – estimated cost £20,000. This would allow the Council to issue Penalty Charge Notices (PCNs) to the owners of vehicles contravening the restriction through an expansion of the

facilities and processes currently in operation to support the Coppergate traffic restriction. A change to the Traffic Regulation Order which could be progressed on an experimental basis would be needed to allow camera enforcement to be implemented. It is recommended that a transition period is put in place to ensure that drivers are aware of the changes.

15. It is proposed to implement the enforcement on the following basis:
 - 2 week grace period with a letter sent to all drivers who pass through the area during the restriction period notifying them of the changes.
 - A further 2 weeks with first offence warning letters indicating that a Penalty Charge Notice would be issued if the vehicle passed through the restriction again.
 - Following those periods PCNs would be issued on all vehicles which contravened the TRO.
16. In addition to the significantly lower implementation costs of this, it would also reduce any maintenance and repair bills given the robustness of the cameras, its supporting infrastructure and a longer service life. A white list would be developed to ensure all agreed public transport vehicles could pass through the restrictions, maintaining the current access arrangements.
17. As with any scheme using the civil enforcement of bus lanes, this would be subject to the national appeals process operated by the Traffic Penalty Tribunal (TPT). Although the TPT does not have the power to make general rulings about bus lane enforcement schemes, it does have the power overturn individual PCNs on appeal, which can in turn call into question the validity of the scheme. As has been seen previously in York, this can have severe reputational risk to the Council and so it is essential that this risk is mitigated by careful design of the scheme and appropriate specialist consultation regarding design and operation.
18. The nature of the restriction, being local bus only would make the signing of it much simpler. A timed restriction rather than a 24 hour restriction would make the signage more complicated and increase the risk of potential challenge and the need to relook at other options.

Option 2D Police Enforcement.

19. As an alternative or to compliment a mechanical/technical solution the Police could be requested to regular patrol the area. As

enforcement of a traffic restriction would unlikely to be a high police priority it is anticipated that there could be high levels of abuse of the restriction in line with experience at Coppergate, if camera enforcement is not used.

Consultation

20. As this area is under an existing TRO it is not considered necessary to consult if the recommended option to continue as it will have a similar restrictive impact on traffic if implemented.
21. If any changes to the TRO are progressed on an experimental basis the objections can be received during the experimental period and considered along with other options before making the order permanent.

Financial Implications

22. Costs associated with the options to implement a new enforcement system to ensure the restriction is in place or costs to implement a trial opening of the restriction, including monitoring and supportive capital works. Funding the cost of implementation would be identified in existing Transport budgets.

Contact

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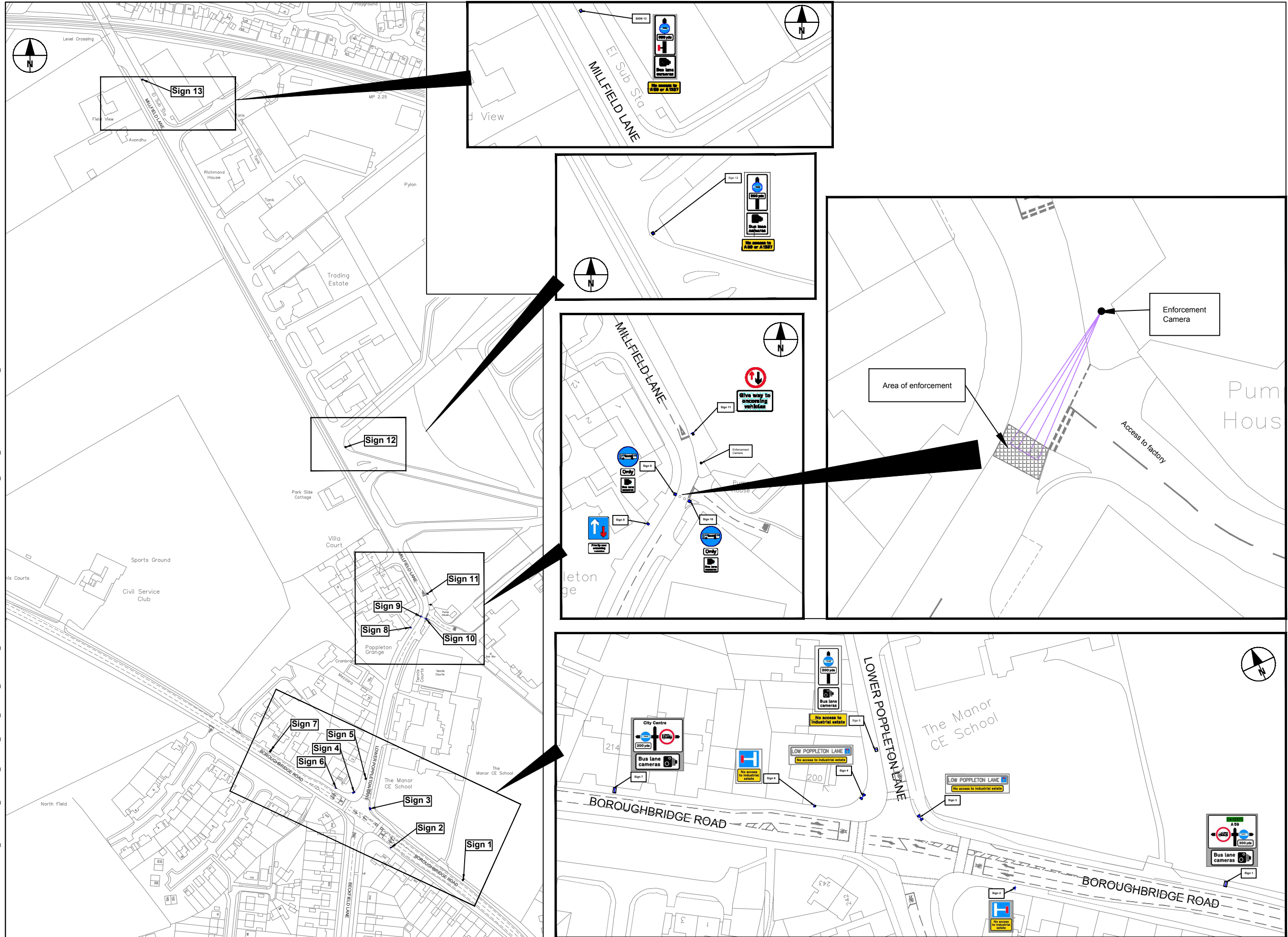
Head of Transport

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NOTES

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NARRATIVE RISK ASSESSMENT – PROTECTED TEMPLATE FINAL V1.0

PROTECTED LEVEL CROSSING RISK ASSESSMENT
1. LEVEL CROSSING OVERVIEW AND ENVIRONMENT
1.1 LEVEL CROSSING OVERVIEW

This is a risk assessment for NETHER POPPLETON level crossing.

Crossing details	
Name	NETHER POPPLETON
Type	AHB
Crossing status	Public Highway
Overall crossing status	Open
Route name	
Engineers Line Reference	HAY1, 2m, 34ch
OS grid reference	SE567537
Number of lines crossed	2
Line speed (mph)	55
Electrification	No
Signal box	YORK IECC

Risk assessment details	
Name of assessor	LCM
Post	Level Crossing Manager
Date completed	04/03/2016
Next due date	04/06/2017
Email address	LNElevelcrossings@networkrail.co.uk
Phone number	

ALCRM risk score	
Individual risk	E
Collective risk	2
FWI	0.019413235

1.2 INFORMATION SOURCES

The table below shows the stakeholder consultation that was undertaken as part of the risk assessment.

Consulted	Attended site
None	None

Stakeholder consultation attendance notes:

No stakeholder at the time of visit local highway authority City Of York Council will be consulted via the road rail partnership initiative to discuss the long term strategy of this crossing

The reference sources used during the risk assessment included:

- (9 day Census, CCIL, SMIS, GI Portal)

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1.3 ENVIRONMENT

[Insert images: most recent up side and down side crossing approaches]



Down side crossing approach



Upside side crossing approach

The level crossing is located on MILLFIELD LANE, NETHER POPPLETON which is a Public Highway. The road approach speed is estimated to be 31-40mph. There are no stations visible at the level crossing.

At NETHER POPPLETON the orientation of the road/path from the north is 340°; the orientation of the railway from the north to the up line in the up direction is 100°. Low horizon can result in sun glare; sun glare is a known issue.

There are planned or apparent developments near the crossing which may lead to a change or increase in use or risk.

Site visit observations:

The site of the old British Sugar factory is being developed into a residential area with approximately 1100 houses to include access points onto Millfield La & Boroughbridge Road. A new developer has now submitted planning for a residential development on the site of the old civil service sports ground. This will comprise 271 houses with access points to include Millfield Lane & Borough Bridge Road. The development has not yet started.

2. LEVEL CROSSING USAGE**2.1 RAIL**

The train service over NETHER POPPLETON level crossing consists of passenger trains. There are 36 trains per day. The highest permissible line speed of trains is 55mph. Trains are timetabled to run for 16.5 hours per day.

Assessor's train service notes:

There are aspirations to re-signal and upgrade the line in 2019., This will allow the train operating companies to increase their trains services over this line

2.2 USER CENSUS DATA

A 24 hour census was carried out on 16/01/2014 by Sky High Count on Us. The census applies to 100% of the year.

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The census taken on the day is as follows:

Cars	1910
Vans / small lorries	421
Buses	64
HGVs	94
Pedal / motor cyclists	538
Pedestrians	406
Tractors / farm vehicles	0
Horses / riders	0
Animals on the hoof	0

Available information indicates that the crossing has a high proportion of vulnerable users.

Vulnerable user observations:

Manor School is located next to the crossing as a result the crossing sees significant numbers of school children using the crossing to get to/from school twice a day in the AM and PM peak periods, high numbers of these school children are using bicycles. Regular engagement with the school takes place and a safety presentation is conducted to the new school starters every year.

Available information indicates that the crossing does not have a high number of irregular users.

Assessor's general census notes:

A daily average usage figure has been calculated from a 9 day census undertaken by Sky High. Even though the census was carried out in 2014 it still represents the most accurate census information.

2.3 USER CENSUS RESULTS

ALCRM calculates usage of the crossing to be 2489 road vehicles and 944 pedestrians and cyclists per day.

3. RISK OF USE

3.1 CROSSING APPROACHES

The road approach speed is 30mph but actual vehicle approach speed is estimated to be 31-40mph. One or more of the approach roads to NETHER POPPLETON level crossing are assessed as being long and straight. There are prominent features on the approach to or on the far side of the level crossing that could distract drivers.

Site visit observations:

There are road junctions on the up side and down side approach to the crossing within 300 metres. In addition there is also a roundabout serving access on the A1237 ring road on the up side approx., 500 metres away which see's substantially increased traffic in the AM/PM peak periods. This can see vehicles queuing back to the crossing on occasions.

The road surface, including gradient if present, is unlikely to impact on the ability of a vehicle to stop behind the stop line.

There are no known issues with ice, mud, loose material or flood water. In addition, there are no known issues with foliage or fog.

Assessor's notes:

Because of the orientation of the crossing in the winter months users moving over the crossing north to south (upside approach) can experience severe low winter sun between 10am – 2pm this is exasperated further by sun reflection of the surface when it is wet this

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carries the risk of reducing the users time to react to a crossing activation, with visibility of the RTL's. A separate sun glare risk assessment (LCG13) was undertaken to identify the risk and recommend mitigations. The sun glare is deemed critical on the up side approach as the sun disk is in full view of the approaching drivers and compounded during wet weather with sun reflection off the road surface. The main mitigations recommended:

- Suitable matt road surface
- Enhanced barrier boom features
- Modified/supplementary advanced signage
- Rumble strips
- Active road car warning system

The above mitigations are proposed to be implemented as a planning condition of the large housing developments proposed on Mill Field Lane.

At the estimated road speed, the visibility of level crossing signage and equipment is considered to provide road users with surplus time to react if the crossing is activated on the down side approach where it is long and straight and adequate time to react on the up side approach where the approach is on a tight left hand approach bend .

3.2 AT THE CROSSING – GROUNDING RISK

The visual evaluation of the vertical profile of the road indicates that it does not create a risk of vehicles grounding on the crossing. Risk of grounding signs have not been provided at the crossing.

3.3 AT THE CROSSING – BLOCKING BACK

The road layout at or close to the crossing does not result in identified incidents of traffic queuing over the crossing. No incidents of blocking back are recorded and there are identified issues with the road layout, parked cars or other features that could stop traffic. In addition, the road is not a known diversionary route.

Assessor's notes:

While there are no recorded incidents of blocking back over the crossing in the AM & PM peak traffic flow periods the risk is increased due to the locations of the junctions and roundabout on both sides

3.4 AT THE CROSSING – ANOTHER TRAIN COMING RISK

The likelihood of a second train approaching is currently rare at this crossing

3.5 MISUSE

Misuse has not been known to occur at NETHER POPPLETON crossing in the last twelve months.

Assessor's Misuse notes:

While events of misuse have not been reported in the last twelvemonths the chance of a user misusing the crossing is still high due to the nature of the crossing, as such red light enforcement cameras have now been installed at this crossing and will also measure misuse.

Red light violations / barrier weaving

The chance of a vehicle user deliberately misusing the crossing is estimated as average. Measures have been taken to mitigate deliberate misuse.

Assessor's notes:

Red light enforcement cameras have been installed on both approaches to the crossing. In addition regular safety engagement visits are undertaken at the nearby Manor Academy.

3.6 THE CROSSING – STRIKE IN TIMES

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Strike in times

	Designed strike in time (Obtainable from RAM)	Does the observed strike in time conform to the designed strike in time?	Is the observed barrier down time excessive?
Up line	Not less than 27 seconds	Yes	No
Down line	Not less than 27 seconds	Yes	No

Assessor's notes and observations on strike in times:

The barrier down times and strike can exceed 27 seconds on the up side if the train has been cautioned prior to approaching the crossing and the last signal protecting Skelton Jn.

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4. ALCRM CALCULATED RISK

ALCRM provides an estimate of both the individual and collective risks at a level crossing.

The individual and collective risk is expressed in Fatalities and Weighted Injuries (FWI). The following values help to explain this:

- 1 = 1 fatality per year or 10 major injuries or 200 minor RIDDOR events or 1000 minor non-RIDDOR events
- 0.1 = 20 minor RIDDOR events or 100 minor non-RIDDOR events
- 0.005 = 5 minor non-RIDDOR events

INDIVIDUAL RISK

This is the annualised probability of fatality to a 'regular user'. *NOTE: A regular user is taken as a person making a daily return trip over the crossing; assumed 500 traverses per year.*

Individual risk:

- Applies only to crossing users. It is not used for train staff and passengers
- Does not increase with the number of users.
- Is presented as a simplified ranking:
 - Allocates individual risk into rankings A to M (A is highest, L is lowest, and M is 'zero risk' e.g. temporary closed, dormant or crossings on mothballed lines)
 - Allows comparison of individual risk to average users across any crossings on the network

Individual Risk Ranking	Upper Value (Probability)	Lower Value (Probability)	Upper Value (FWI)	Lower Value (FW)
A	1 in 1	Greater than 1 in 1,000	1	0.001000000
B	1 in 1,000	1 in 5,000	0.001000000	0.000200000
C	1 in 5,000	1 in 25,000	0.000200000	0.000040000
D	1 in 25,000	1 in 125,000	0.000040000	0.000008000
E	1 in 125,000	1 in 250,000	0.000008000	0.000004000
F	1 in 250,000	1 in 500,000	0.000004000	0.000002000
G	1 in 500,000	1 in 1,000,000	0.000002000	0.000001000
H	1 in 1,000,000	1 in 2,000,000	0.000001000	0.000000500
I	1 in 2,000,000	1 in 4,000,000	0.000000500	0.000000250
J	1 in 4,000,000	1 in 10,000,000	0.000000250	0.000000100
K	1 in 10,000,000	1 in 20,000,000	0.000000100	0.000000050
L	Less than 1 in 20,000,000	Greater than 0	0.000000050	Greater than 0
M	0	0	0	0

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COLLECTIVE RISK

This is the total risk for the crossing and includes the risk to users (pedestrian and vehicle), train staff and passengers.

Collective risk:

- Is presented as a simplified ranking:
 - Allocates collective risk into rankings 1 to 13 (1 is highest, 12 is lowest, and 13 is 'zero risk' e.g. temporary closed, dormant or crossings on mothballed lines)
 - Can easily compare collective risk between any two crossings on the network

Collective Risk Ranking	Upper Value (FWI)	Lower Value (FW)
1	Theoretically infinite	Greater than 5.00E-02
2	0.050000000	0.010000000
3	0.010000000	0.005000000
4	0.005000000	0.001000000
5	0.001000000	0.000500000
6	0.000500000	0.000100000
7	0.000100000	0.000050000
8	0.000050000	0.000010000
9	0.000010000	0.000005000
10	0.000005000	0.000001000
11	0.000001000	0.000000500
12	0.0000005	0
13	0.00E+00	0.00E+00

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NETHER POPPLETON level crossing ALCRM results

Key risk drivers: ALCRM calculates that the following key risk drivers influence the risk at this crossing:

- Large number users

Safety risk			
Compared to other crossings the safety risk for this crossing is	Individual risk		Collective risk
	E		2
	Individual risk (fraction)	Individual risk (numeric)	
Car	1 in 737463	0.000001356	0.002733514
Van / small lorries	1 in 127893	0.000007819	0.000592697
HGV	1 in 128040	0.00000781	0.000064392
Bus	1 in 486144	0.000002057	0.000024448
Tractor / farm vehicle	0	0	0
Cyclist / Motor cyclist	1 in 36141	0.000027669	0.012240249
Pedestrian	1 in 36141	0.000027669	0.009331675
			Derailment contribution
Passengers			0.000114308
Staff			0.000932835
Total			0.026034118
Collision frequencies	Train / user	User equipment	Other
Vehicle	0.008460951	0.126755332	0
Pedestrian	0.025999563	0	0.020921745
Collision risk	Train / user	User equipment	Other
Vehicle	0.003415051	0	0
Pedestrian	0.021111645	0	0.000460278

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5. OPTION ASSESSMENT AND CONCLUSIONS

5.1 OPTIONS EVALUATED

The options evaluated to mitigate the risks at NETHER POPPLETON crossing include:

Option	Term ¹	ALCRM risk score	ALCRM FWI	Safety Benefit	Cost	Benefit Cost Ratio	Status	Comments
Closure (New link road)	Long Term	0	0.0		N/A	N/A	COMPLETE	Possibility of a new access route from the A1237 or A59 which would require a new junction. A new EA compliant bridge would be required at the sight of the closed crossing. Minimum £5m for the bridge plus road building and land purchase costs. This option is feasible with co-operation of the local highways authority but the cost would be prohibitive compared to other options.
Renew as MCB-CCTV	Long Term	14	1.97E-03		N/A	N/A	COMPLETE	Renewal of this crossing is scoped as part of the HAY1 re-signalling scheme due for completion 2019. This MCB type would offer the benefit of signaller line clear observation which would be beneficial to the high levels of pedestrian and vulnerable users which use this crossing.
Renew as MCB-OD	Long Term	14	1.97E-03		N/A	N/A	COMPLETE	Renewal of this crossing is scoped as part of the HAY1

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								re-signalling scheme due for completion 2019. However due to the environment of this crossing and user type operational disruption would be a major concern due to the obstacle detection activating due to misuse. If MCB-CCTV is not considered a solution to design MCB-OD + CCTV hybrid could be considered.. This would enable the crossing to be monitored by CCTV at peak AM/PM periods thus reducing operational disruptions
Matt Road surface treatment, rumble strips, enhanced barrier boom features.	Long Term	TBC	TBC	N/A	N/A	N/A	COMPLETE	The crossing suffers from low winter sun glare on the up side approach which is compounded during the wet weather with sun reflection off the road surface. The mitigations detailed will improve the driver's awareness and help with better visibility.

NOTES

Network Rail always evaluates the need for short¹ and long term risk control solutions. An example of level crossing risk management might be; a short term risk control of a temporary speed restriction with the long term solution being closure of the level crossing and its replacement with a bridge.

¹ Includes interim

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CBA gives an indication of overall business benefit. It is used to support, not override, structured expert judgement when deciding which option(s) to progress. CBA might not be needed in all cases, e.g. standard maintenance tasks or low cost solutions (less than £5k).

The following CBA criteria are used as a support to decision making:

- a. benefit to cost ratio is ≥ 1 : positive safety and business benefit established;
- b. benefit to cost ratio is between 0.99 and 0.5: reasonable safety and business benefit established where costs are not grossly disproportionate against the safety benefit; and
- c. benefit to cost ratio is between 0.49 and 0.0: weak safety and business benefit established.

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5.2 CONCLUSIONS

Assessor's notes:

The current asset as it stands is of good repair and works acceptably within its current operation mode.

Sun glare is a problem here during the winter months for drivers over the crossing north to south. The axis and sun position put the sun right in the middle of the crossing at the southern end between 10 am 12pm which is made worse if it has been raining with sun reflection. So form of remedial work would be recommended out to alleviate this issue for users. A full sun glare risk assessment (LCG13) for this crossing has been carried out and the options for mitigations are detailed above in 5.1.

Taking into consideration the environment and how it has significantly been developed over the last few years and a school relocating next to the crossing this has contributed significantly to increased vehicle and pedestrian usage over this crossing. More importantly are the increased number of school children using the crossing. As it currently stands the crossing is in need of upgrading to a fully protected type of crossing to cope with the current demands placed upon it by users.

The development of two residential plots near to the crossing will significantly increase traffic over this crossing and increase the risk and therefore the upgrade to a full barrier crossing will be required. There are aspirations to run more trains at faster speeds which is part of a wider resignalling scheme in 2019 if this proceeds then the crossing will be upgraded then..

A longer term strategy will need to look at the closure of this crossing. If the resignalling scheme (above) does not go ahead then the next opportunity for upgrade will be when the crossing is due for renewal in 2026.

. Increased traffic impact from the two residential developments will also need to be discussed further and sufficient controls put in place at the development stage to lessen the impact on the crossing



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ANNEX A – HAZARD IDENTIFICATION AND RISK CONTROLS

The table below is intended for use by risk assessors when identifying hazards and risk control solutions. It is not an exhaustive list or presented in a hierarchical order.

	Hazard	Control
Road vehicle and train collision risk	<p>Examples at the crossing include:</p> <ul style="list-style-type: none"> fast and / or long and straight roads; inability to stop proximity of junctions; distraction, blocking back sweeping road approaches, parked cars hinder identification of level crossing ahead level crossing equipment and road traffic light signals are not conspicuous or optimally positioned; orientation / sun glare, insufficient light output, misalignment of the carriageway over the crossing there is a risk of grounding and / or the severity of the gradient might adversely affect a vehicle's ability to negotiate the crossing insufficient or excessive strike in times increase the likelihood of driver error / misuse high chance of a second train coming crossing type is unsuitable for location, train service, line speed and / or user groups <p>Additional examples include:</p> <ul style="list-style-type: none"> Signaller unsighted to road vehicle; bleaching of CCTV image, blind spots barriers or gates not fully interlocked with signalling system and / or no approach locking (opportunity for human error - raise barriers / open gates with train approaching) 	<p>Controls can include:</p> <ul style="list-style-type: none"> vehicle activated signs, advance warning signs; countdown markers, risk of grounding signs, provision of emergency telephones liaising with highways authority regarding traffic restrictions; speed limits, restricting direction of traffic engaging with signalling engineers to optimise strike in times enhanced 'another train coming' signs road traffic light signal and boom lighting LED upgrade, extended hoods, repaint backboards, reflectorised markings upgrading of asset to a higher form of protection improving camera equipment / Signaller's view of crossing, e.g. install colour monitor signalling interlocking upgrade and / or barrier inhibition
Pedestrian and train collision risk	<p>Examples include:</p> <ul style="list-style-type: none"> high chance of a second train coming increased likelihood of misuse, e.g. crossing is at station free wicket gates are known to result in user error or encourage misadventure crossing type is unsuitable for location, train service, line speed and user groups 	<p>Controls can include:</p> <ul style="list-style-type: none"> spoken 'another train coming' audible warning providing red standing man sign maximise sighting lines of approaching trains enhanced 'another train coming' signage providing tactile paving and / or pedestrian stop lines interlocking (or locking where Crossing Attendant provided) of wicket

ANNEX F

	Hazard	Control
	<ul style="list-style-type: none"> schools, local amenities or other attractions are known to contribute towards user error <p>Additional examples include:</p> <ul style="list-style-type: none"> Signaller unsighted to user; bleaching of CCTV image, blind spots barriers or gates not fully interlocked with signalling system and / or no approach locking (opportunity for human error - raise barriers / open gates with train approaching) 	<p>gates</p> <ul style="list-style-type: none"> upgrading of asset to a higher form of protection improving camera equipment / Signaller's view of crossing, e.g. reposition on-site camera equipment signalling interlocking upgrade and / or barrier inhibition
Pedestrian and road vehicle collision risk	<p>Examples include:</p> <ul style="list-style-type: none"> road / footpath inadequately separated; footpath not clearly defined, narrow carriageway restricts width of footpath, footpath width unsuitable for all user groups, e.g. heavily used, high volume of encumbered users condition of footpath surface increases the likelihood of users diverting from the designated footpath or slipping / tripping into the carriageway 	<p>Controls can include:</p> <ul style="list-style-type: none"> clearly define the footpath; renew markings, install tactile paving and / or widen where possible improving footpath crossing surface so it is devoid of potholes, excessive flangeway gaps and is evenly laid removing redundant footpath markings that do not align with public footpaths road speed controls, vehicle activated signs, advance warning signs
Personal injury	<p>Examples include:</p> <ul style="list-style-type: none"> barrier mechanism unguarded / inadequately protected foreseeable likelihood of pedestrians standing beneath barrier during lowering sequence skewed crossing with large flangeway gaps results in cyclist, mobility scooter, pushchair or wheelchair user being unseated 	<p>Controls can include:</p> <ul style="list-style-type: none"> fully guarding barrier mechanisms improving fence lines marking pedestrian stop lines, introducing tactile paving reducing flangeway gaps and straightening where possible



22/06/2017

Nether Poppleton (Automatic Half Barrier) review of risk at crossing for proposed modelled increase in vehicular traffic Millfield Lane

Level Crossing Risk Options

Table below is the output of the risk scores from ALCRM (All Level Crossing Risk Model) for the proposed increases in traffic from the data provided by York City Council. Highest risk crossings scored A1 and lowest risk crossing is scored M13.

ALCRM provides an estimate of both the individual and collective risks at a level crossing.

The individual and collective risk is expressed in Fatalities and Weighted Injuries (FWI). The following values help to explain this:

- **1** = 1 fatality per year or 10 major injuries or 200 minor RIDDOR events or 1000 minor non-RIDDOR events
- **0.1** = 20 minor RIDDOR events or 100 minor non-RIDDOR events
- **0.005** = 5 minor non-RIDDOR events

Option	Risk Score	FWI	FWI Increase	FWI % Increase	Rank on route
Current	E2	0.019413	-	-	23
1000+ Cars	E2	0.020175	0.000762	4%	22
5000+ Cars	F2	0.022765	0.002591	17%	18

It needs to be noted that the output from ALCRM is one of the tools available to Network Rail in quantifying the risks at the level crossing. These outputs need to be considered in conjunction with the narrative risk assessment which summaries the risks and hazards for the site which is compiled from ALCRM outputs and incorporating expert judgement.

Overview of the risks

- The current Automatic Half Barrier (AHB) crossing is ranked at number 23 out of 2139 safety risk crossings across the London North East & East Midlands Route.
- The key risk drivers for this crossing are the high number of users including usage by children from the school and cyclists, sun glare is a concern on the approaches.
- The road width also narrows over the crossing including the pathway which cannot accommodate the cycle path as a result the crossing area becomes crowded in the school and am/pm peak periods with school children, cyclists, road vehicles which in itself carries a risk of pedestrian/cycle/vehicle RTA collision, any increase on this would make this an unacceptable risk of an RTA collision with the crossing becoming blocked causing additional risk of train collision.

- The proposed significant increase in traffic could lead to issues of blocking back by vehicles over the level crossing, for an AHB asset this is a significant concern and again supports that the crossing would need to be upgraded to a full barrier asset if this increase in road traffic was approved.
- Observations from other sites on driver behaviour show that any engineering methods to slow things down on Millfield Lane will not be sufficient to discourage the main flow of vehicles to take the new route as it would still be favourable than meeting the congestion at the A59 roundabout junction.
- Currently the crossing sees 2489 vehicle movements per day and as detailed in the current risk assessment the risk of blocking back is currently low but it does happen occasionally in the AM/PM peak if the A1237 is experiencing exceptional congestion. It is this reason that Millfield Lane is not accessible to through traffic that we have low risk of blocking back.
- Blocking back aside it is the risk of deliberate misuse that will also significantly increase too and the risk of vehicle/cycle/pedestrian collisions on the crossing that also worries me from the increased traffic.
- Modelling of the traffic flow and queuing from the Great North Way roundabout is also essential as it does have a direct impact upon the crossing and is required for a more accurate traffic assessment.

Conclusion

We consider that the proposal to increase the traffic over the crossing by the local highway authority will significantly increase the public risk at the level crossing. We do not support the implementation of the trial of the temporarily removal of the bollards to allow through traffic due to the risks outlined above.



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

25 October 2018

Report of the Assistant Director of Transport, Highways and
Environment

**Consideration of results from the consultation in Danesmead Close
Estate, Broadway West, Westfield Drive and Fulford Cross following
petitions received requesting Residents' Priority Parking****Summary**

1. To report the consultation results for Danesmead Close Estate, Broadway West, Westfield Drive and Fulford Cross and to determine what action is appropriate.

Recommendation

2. It is recommended that approval be given to advertise an amendment to the York Parking, Stopping and Waiting Traffic Regulation Order to introduce Residents' Priority Parking Area for the Danesmead Close Estate and Fulford Cross as outlined in Option One with Plans provided as Annex H and I.

Reason: To progress the majority views of the residents consulted

Background

3. We received petitions from the Danesmead Estate, Fulford Cross and Broadway West requesting consideration be given to introducing a Resident Parking zone. The petitions were reported to the Executive Member for Transport and Planning on the 22 June 2017 and the 19 October 2017. The Executive Member gave approval to consult with residents when the areas reached the top of the waiting list and to widen the consultation area depending on circumstances at the time.
4. We hand delivered consultation documentation to all properties week commencing 28 May requesting residents return their preferences on the questionnaire sheet in the Freepost envelope provided by Friday 29 June

2019. The plan of the consultation area is included as Annex A. We informed York Steiner School, Danesgate School and the managing agent for Homeyork House of the consultation and invited them to comment.

5. The consultation documentation is included within this report as :
Annex B: Letters sent to residents
Annex C: Information provided to residents about Resident Parking

Consultation Results (for full details see Annex D)

6. In total 195 properties were consulted and asked to return their questionnaires. Traditionally, we require a 50% return of questionnaires and the majority of those returned to be in favour. This was achieved on all streets consulted with the exception of Broadway West, Westfield Drive and Danes Croft. Danes Croft (8 properties) is part of the Danesmead Estate.

STREET/NO OF PROPERTIES	% RETURN	OF RETURNS % IN FAVOUR
Danesmead Estate (74)	70%	77%
Broadway West (60)	60%	47%
Westfield Drive (32)	63%	20%
Fulford Cross (29)	72%	57%

Full consultation results are included as Annex D. Comments received from the Consultation Process are included as Annex E.

Preferred Times of Operation (for full details see Annex D)

7. For those residents who replied to this section, most indicated a preference for a Monday to Friday, 9am to 5pm
Alternative 7 days a week suggestions included:
9am to 8pm: 8am to 6pm: 8am to 8pm: 9am to 5pm: 9am to 6pm: 10am to 4pm
Alternative Monday to Friday timings included:
8. 30am to 5pm: 8am to 5pm: 7am to 10am
Other Suggestions:
Weekends only, 9am to 6pm
As little time as possible
Term time only, 8am to 4pm
24 hours, 5 days a week

Resident Comments (précis, full details Annex E)

8. The most common views across all residents, in support and against introducing Residents' Priority Parking were centred around the following themes:
 - cost of permits
 - parking related to Steiner School
 - strategically placed double yellow lines would be equally effective
 - All streets should be included or problem would move on
9. Conflicting comments were received about the current position with regards to parking. Some residents do not see any issue with the current level of parking.

Steiner School and Danesgate School (correspondence detailed within Annex F)

CYC Land under the remit of Education

10. Part of the proposed area for parking restrictions on Fulford Cross is not adopted highway. This is City of York Council land and falls under the remit of Education (adjacent to the Danesgate Community School): see plan at Annex G. Highway rights have been accrued over the land from usage. Following discussions with Education it has been agreed that we will introduce restrictions on the area of private highway (Annex G) as detailed in Annex H. This will provide parking for all vehicles; allowing 10 minutes Monday to Friday 9am to 5pm. Outside these times the area will remain unrestricted. By removing long stay parking in this area, it will provide a drop off/pick up zone for the schools.
11. Danesgate School have car parking facilities and most pupils are brought to school by school transport which drops off Education Land to the west of the proposed Resident Priority Parking Area
12. All of our Resident Parking Areas allow access for loading/unloading, including passengers. A Civil Enforcement Officer would wait on street for a minimum of 10 minutes to check whether loading is taking place before issuing a penalty charge notice.
13. York Steiner School have told us they require a minimum of 20 minutes for drop-off/pick up as parents use this time to go into the classroom and speak to the teachers. They have pupils attending from a wide catchment area including Harrogate and Ripon. As a consequence the

school will have a high percentage of pupils arriving by private car. A Monday to Friday 9am to 5pm scheme will not have a detrimental effect on the morning school run (school starts at 8:30 am). However the proposed scheme will have a detrimental effect on the drop off /pick up of pupils for the rest of the school day.

14. Legislation introduced by the Government in 2015 allow a 10 minute grace period when parked in a marked bay, consequently a 10 minute bay will allow 20 minute parking. The proposed drop off area is not substantial (space for approximately 5 to 6 cars), but will allow some flexibility for parents and carers collecting and dropping off children at York Steiner School.

Options with Analysis

15. **Option 1** (Recommended Option) (Annex H and I)
 - a) Advertise an amendment to the Traffic Regulation Order to introduce a new Residents' Priority Parking Area to operate Monday to Friday, 9am to 5pm in Fulford Cross, and the Danesmead Estate as outlined on plans included as Annex G and Annex H. To be allocated the same zone number (R63) for both areas
 - b) No further action to be taken for Broadway West and Westfield Drive at this time. If residents of these streets provide additional evidence of support within 18 months of implementation of a scheme on neighbouring streets then we seek authorisation to re-consult with these areas at that time.
 - c) Advertise a parking area on Fulford Cross with a 10 minute limit Monday to Friday, 9am to 5pm.
 - d) Advertise a 6m Disabled Parking Bay on Fulford Cross adjacent to No 3 Fulford Cross

16. This is the recommended option because:

This option progresses the majority of resident's opinions in line with current procedure.

17. The majority of Residents of Danes Croft who responded to the questionnaire did not support a Residents' Priority Parking Scheme on their street: 4 against, 3 in favour. To leave the small cul-de-sac

unrestricted would leave it vulnerable to receive a higher level of non-residential parking. Consequently, we have included Danes Croft as part of the Danesmead Estate where overall there is a strong majority in favour (70% return, of which 77% were in favour).

18. The legal procedure provides an additional consultation period. Any interested party is able to make formal representation to the advertised proposal. Objections to the proposal will receive further consideration as part of this process.
19. Regulations introduced in 2012 allow us to enforce a scheme using entry signage only without marking parking areas on street and signing individual bays. It is proposed to introduce this system for both areas.
20. There is a long-term advisory Disabled Parking Bay on Fulford Cross and we propose to bring this into the Traffic Regulation Order in order that it can be enforced.

Option 2:

21.
 - a) Advertise an amendment to the Traffic Regulation Order to introduce a new Residents' Priority Parking Area to operate Monday to Friday, 9am to 5pm in Fulford Cross, Danesmead Close, Stockholm Close, Norway Drive, and Redman Close. All streets to be allocated the same zone number (R63)
 - b) No further action to be taken for Broadway West, Westfield Drive and Danes Croft at this time. If residents of these streets provide additional evidence of support within 18 months of implementation of a scheme on neighbouring streets then we seek authorisation to re-consult with these areas at that time.
 - c) Advertise a parking area on Fulford Cross with a 10 minute limit Monday to Friday, 9am to 5pm.
 - d) Advertise a 6m Disabled Parking Bay on Fulford Cross adjacent to No 3 Fulford Cross
22. This option will reflect the views of the majority of all residents on the individual streets. The signage for this option would include two additional poles and signs at the entrance to the Danes Croft to carry the entrance and exit signs.
23. This is not the recommended option because this is a small quiet

residential cul-de-sac of 8 properties. In our experience, to leave the Croft unrestricted is likely to increase the amount of non-residential parking onto the cul-de-sac and create the same issues now reported by residents of Danesmead Close.

Option 3:

24. a) No further action to be taken
25. This is not the recommended Option because it is not in line with the stated preferences of residents from the majority of streets within the consultation.

Option 4:

26. a) Advertise an amendment to the Traffic Regulation Order to introduce a new Resident Parking Area for all streets consulted
27. This is not the recommended option because it is not in line with the preferences of the residents of Broadway West and Westfield Drive.

Consultation

28. The consultation documentation is reproduced within this report as Annex A, B and C. The results of the consultation are given in Annex D. Comments received during the process are précised With officer response as Annex E (residents) and Annex F (schools).
29. If approval to proceed is granted further consultation will be carried out within the legal process. Notices will placed on street, in The Press and hand delivered to properties in the area.

Council Plan

30. The recommended proposal contributes to the Council Plan as:
 - A council that listens to residents. The Council is delivering a service which works in partnership with the local community to try and solve the problems they have experienced.

Implications

31. This report has the following implications:

Financial – The £5k allocated within the core transport budget will be used to progress the proposed residents parking schemes. The ongoing enforcement and administrative management of the additional residents parking provision will need to be resourced from the income generated by the new measure

Human Resources – If implemented, enforcement will fall to the Civil Enforcement Officers necessitating an extra area onto their work load. New zones/areas also impact on the Business Support Administrative services as well as Parking Services. Provision will need to be made from the income generated from new schemes to increase resources in these areas as well as within the Civil Enforcement Team.

Equalities – None identified within the consultation process

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

Crime and Disorder – None

Information Technology – None

Land – None

Other – None

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

Contact Details

Author:

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

Chief Officer Responsible for the report:

James Gilchrist
Assistant Director for Transport, Highways and
Environment

Report Approved: ✓

Date: 15.10.18

Specialist Implications Officer(s)

Financial: Patrick Looker, Finance Officer , 01904 551633

Wards Affected: Fishergate

For further information please contact the author of the report.

Background Papers: None

Annexes:

Annex A: Plan of the consultation area

Annex B: Consultation Letters

Annex C: Consultation Information

Annex D: Consultation Results

Annex E: Précis of comments received from Residents

Annex F: Consultation with Danesgate School and York Steiner School

Annex G: Plan with adopted highway/education land on Fulford Cross

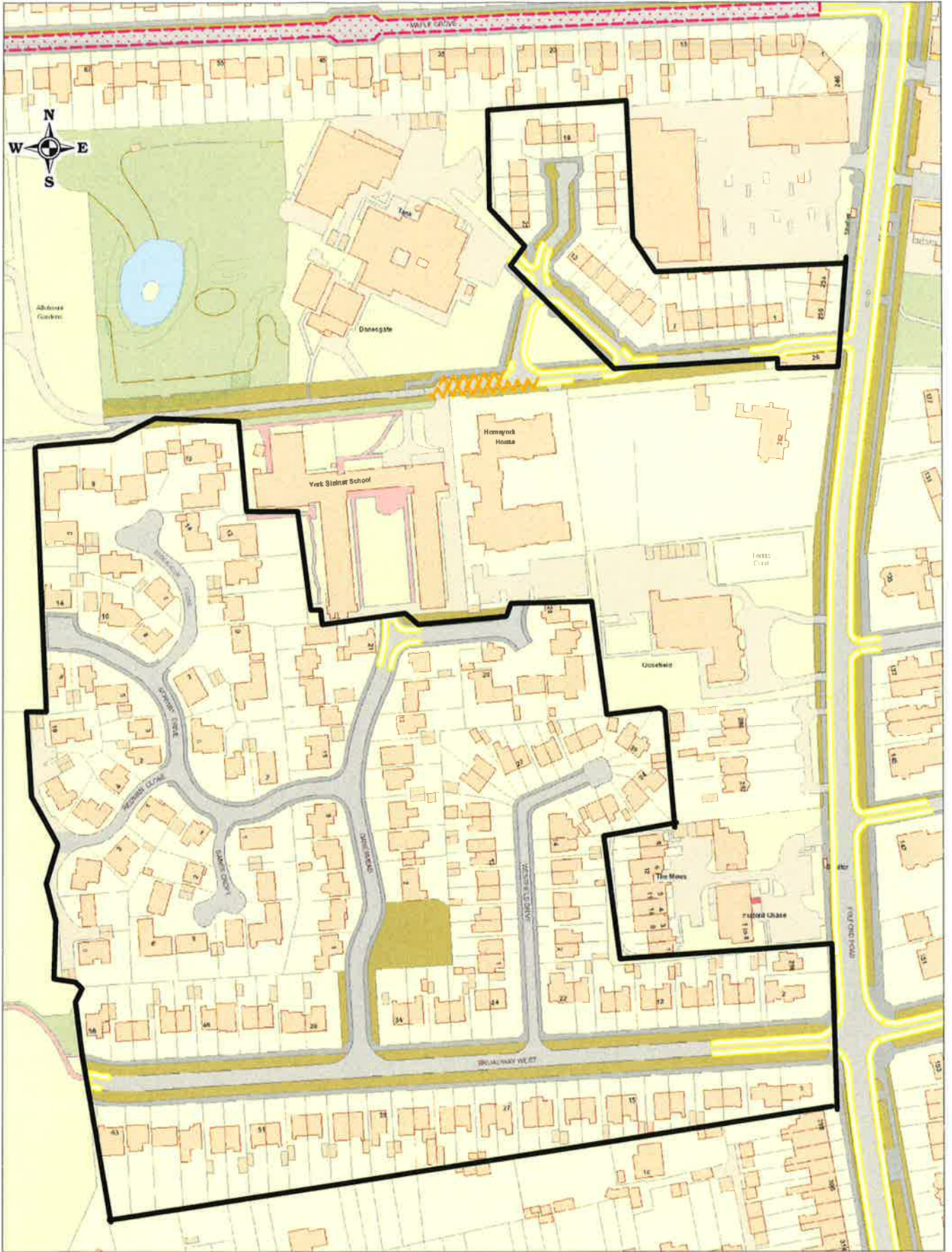
Annex H: Proposed Scheme (Recommended Option) for Fulford Cross

Annex I: Proposed Scheme (Recommended Option) for Danesmead Estate

Annex J: Resident Parking Process Flowchart

ANNEX A

**PLAN OF CONSULTATION AREA
(RESIDENTS)**



+ Crown copyright. All rights reserved
 Licence No. 2003
 Consultation Boundary, Danesmead Area

SCALE	1 : 2000
DATE	06/04/2018
DRAWING No.	
DRAWN BY	

ANNEX B

CONSULTATION LETTERS

(RESIDENTS)



To the Residents:

Fulford Cross

254, 256 & 258 Fulford Road

Directorate of Place & Economy

West Offices, Station Rise

York

YO1 6GA

Tel: 01904 551550

Email: highway.regulation@york.gov.uk

Date w/c 28 May 2018

Request for Residents' Priority Parking Scheme (Respark)

We are writing to you because we received a petition from residents in your area asking us to introduce a Respark scheme.

The attached plan indicates the extent of the consultation area, you will note this also includes Broadway West and the Danesmead estate.

Generally we require a 50% response rate from each street. From the returns we require a majority in favour to take this forward and initiate the legal consultation process (when formal objections can be made). Hence, it would be appreciated if you would take the time to complete the attached questionnaire and return it in the pre-paid envelope provided before Friday 29th June 2018

If the required support is received, we are hoping to introduce a scheme like the one on Maple Grove for all or part of Fulford Cross. It does not involve extensive signing and lining works and will allow you to park anywhere on street not covered by a waiting restriction (yellow lines), as long as, by so doing, no obstruction of the carriageway or access has occurred.

Because the land to the west of the properties is not adopted highway, but under the remit of education services we need their permission to include this area within any scheme we take forward. Their decision will influence the type of scheme we could offer. We will consult with you all again to include a more detailed proposal should a majority of residents on Fulford Cross indicate this is something you want us to progress further.

Consultation documents

The following information and documents are enclosed:

1. A plan of the consultation area
2. How a Resident Parking Scheme Works
3. The cost of permits from April 1st 2018
4. Questionnaire (please return) with a freepost envelope

We can only accept one completed sheet from each household. **Please complete and return to us in the Freepost envelope provided by Friday 29th June 2018.**

If you prefer you can email your response to highway.regulation@york.gov.uk. Please give the information we have asked for on the questionnaire, including your name and address. Because your preferences will determine whether we take this forward and initiate the legal process to amend the Traffic Regulation Order, it is important you return your questionnaire.

You can add and return any comments you wish to make. For example, we would like to know if any of you have special needs/circumstances that you believe would be disadvantaged by the introduction of a Respark scheme

The results of the consultation will be reported to the Executive Member for Transport and Planning at a Public Decision Session. The Executive Member will decide whether or not to proceed to the legal consultation part of the process, which streets will be included and any other changes that may result from this initial consultation. We will contact you with the date of this meeting to give you the opportunity to attend. You can arrange to speak at this meeting if you want.

Please contact us if you wish to discuss this further or require any clarification.

Yours faithfully

Sue Gill
Annemarie Howarth
Traffic Project Officers



To the Residents:
Danesmead Close, Stockholm Close
Norway Drive, Redman Close,
Danes Croft, Westfield Drive
Broadway West, 296 Fulford Road

Directorate of Place & Economy

West Offices, Station Rise
York
YO1 6GA

Tel: 01904 551550
Email: highway.regulation@york.gov.uk

Date w/c 28 May 2018

Dear Resident

Request for Residents' Priority Parking Scheme (Respark)

We are writing to you because we received a petition from residents in your area asking us to introduce a Respark scheme.

The attached plan indicates the extent of the consultation area. We are proposing a scheme like the one on Maple Grove. It does not involve extensive signing and lining works and will allow you to park anywhere on street not covered by a waiting restriction (yellow lines), as long as, by so doing, no obstruction of the carriageway or access has occurred.

Generally we require a 50% response rate from each street. From the returns we require a majority in favour to take this forward and initiate the legal consultation process (when formal objections can be made). Hence, it would be appreciated if you would take the time to complete the attached questionnaire and return it in the pre-paid envelope provided before Friday 29th June 2018

Consultation documents

The following information and documents are enclosed:

1. A plan of the consultation area
2. How a Resident Parking Scheme Works
3. The cost of permits from April 1st 2018
4. Questionnaire (please return)
5. A freepost envelope

We can only accept one completed sheet from each household. **Please complete and return to us in the Freepost envelope provided by Friday 29th June 2018.**

If you prefer you can email your response to highway.regulation@york.gov.uk Please give the information we have asked for on the questionnaire, including your name and address. Because your preferences will determine whether we take this forward and initiate the legal process to amend the Traffic Regulation Order, it is important you return your questionnaire.

You can add and return any comments you wish to make. For example, we would like to know if any of the following circumstances apply to you:

- You have special needs/circumstances that you believe would be disadvantaged by the introduction of a Respark scheme
- If you rent your property, please write the contact details of the owner (if known) or managing agent on your return. You should still let us know your preferences.

The results of the consultation will be reported to the Executive Member for Transport and Planning at a Public Decision Session. The Executive Member will decide whether or not to proceed to the legal consultation part of the process, which streets will be included and any other changes that may result from this initial consultation. We will contact you with the date of this meeting to give you the opportunity to attend. You can arrange to speak at this meeting if you want.

Please contact us if you wish to discuss this further or require any clarification.

Yours faithfully

Sue Gill
Annemarie Howarth
Traffic Project Officers

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ANNEX C

CONSULTATION INFORMATION



A Residents' Priority Parking Scheme

In January 2012, the Department for Transport amended Road Traffic Regulations. The amended regulations permit us to reserve a road for permit holders during an indicated period (or 24 hours) where parking bays are not marked. These are suitable for cul-de-sacs or enclosed areas where the witnessed problems associated with inconsiderate parking are due to the level of non-resident parking.

Because of the changes, we can now offer residents a Residents' Priority Parking Scheme (Respark) where the resident has more control. You can park anywhere on street as long as you are not parked on any yellow lines, across a dropped kerb placed for the purpose of vehicle or pedestrian access/crossing or cause an obstruction.

Signs are mounted at the beginning of the restricted area to inform drivers that parking is reserved for permit holders. The scheme can operate full time, or on a part-time basis depending on resident preference. The timing on the shown sign is an example: – please indicate your preferred times of operation on the questionnaire sheet enclosed. Outside any specified times the street would be available for any vehicle to park. A Mon-Fri, 9am to 5pm scheme gives residents and their visitors more flexibility on an evening and weekend. A full time scheme is more beneficial if non-resident parking remains at significant levels during evenings and weekends.



Our Respark schemes cannot guarantee a space will be available. A scheme is introduced to give residents priority over available space within the boundary of the scheme. In areas of high density housing, pressure for space can still occur.

There would be no parking allowed for any non-permit holders whilst the scheme is in operation. Any visitors to your property would require a visitor

permit, even for a short duration (except for those activities that are listed below).

Exemptions within the Traffic Regulation Order

A Resident Parking scheme is a parking restriction; it does not prevent access. Non residents can wait on street in order to undertake one of the following activities.

1. Loading and unloading, including passengers. For example, you would still be able to get goods delivered, move house, or a friend arrive to collect you or drop you off without the need to display a permit. Our Civil Enforcement Team wait for approximately 5 to 10 minutes to ensure no loading activity is occurring before issuing a penalty charge notice to a vehicle which does not display a valid permit. Please note parents and carers would still be allowed to enter the resident parking area to drop off and pick up for Steiner School.
2. Vehicles displaying a valid disabled permit (blue badge).
3. Vehicles used for medical requirements, or for weddings and funerals.
4. Vehicles which belong to emergency services, statutory bodies or vehicles being used for highway works.

If you are having work done on the house, your builder or other tradesman can use a visitor permit or purchase a "builders permit" from parking services.

Enforcement

If a vehicle parks without a permit, the driver becomes liable for a Penalty Charge, issued by our Civil Enforcement Team.

RESIDENT'S PRIORITY PARKING AREA**Annual charges for Household and Visitor Permits from APRIL 2018**

HOUSEHOLD PERMIT	Annual Charge	Quarterly Charge
CARS IN DVLA VEHICLE BAND D – I AND VEHICLES REGISTERED PRE 2001	£99.95	£30.50
CARS 2.7Mtrs or LESS IN LENGTH LOW EMISSION VEHICLES DVLA BAND A to C	£49.98	£15.25
CARS IN DVLA VEHICLE BAND J – M AND VEHICLES MORE THAN 5M IN LENGTH	£136	£41
SECOND PERMIT	£182.50	£57.25
THIRD PERMIT	£370	£100
FOURTH PERMIT	£750	£200

Household Authorisation Cards entitle the holder to obtain Visitors Permits. The cards are issued automatically with a Household Permit but a householder is entitled to a Card without exercising an entitlement to a Household Permit.

Household Authorisation Card	when the Card is issued at the same time as a Household Permit	Nil
Discount Authorisation Card	See eligibility below*	Nil
Household Authorisation Card without permit	In all other circumstances	£3.10

*Discount Authorisation cards are free of charge and visitor permits reduced to £1.50 a book if you are:

- over 60 years old
- a blue disabled badge holder
- receive the higher rate of the mobility component of the disability living allowance
- are registered as blind
- in receipt of income support
- in receipt of long-term incapacity benefit
- in receipt of Job Seeker's Allowance
- in receipt of Universal Credit (in some circumstances)

Discounts are available if you are claiming a level of Universal Credit that meets any of the following criteria:

- if you are not working, you (and your partners) total income is no more than your maximum Universal Credit award entitlement
- your award includes a child amount and, if you (or your partner) work, your monthly earnings are no more than £935
- you (or your partner) have limited capability for work and, if you (or your partner) work, your monthly earnings are no more than £935
- the award does not include a child amount, you (or your partner) do not have a limited capability for work and, if you (or your partner) work, your monthly earnings are no more than £435

You can provide a copy of your journal confirming the level of your entitlement to the Universal Credit award or a copy of your entitlement letter.

Visitor Permits

A Visitor Permit entitles the holder to park a vehicle for the day of issue and up to 10am on the next day. Visitor Permits are available upon application to the Parking Services Office. The date of use is displayed on each individual Permit by your visitor before it is placed in the vehicle.

Visitor Permit	when the purchase is supported by a Household Authorisation Card	£6.25 (for 5)
	when the purchase is supported by a Discount Authorisation Card	£1.50 (for 5)

The Permits are supplied in books, each book containing 5 Permits. The maximum annual entitlement is 200 Permits per household.

Property Permits (commonly known as Builder Permits)

A tradesman doing building or renovation work can obtain a permit to park on a daily basis or for three months.

Builders/Property Permit	Daily charge	£3.20
	Permit for 3 months	£120

Questionnaire Sheet

Broadway West/Danesmead Area
Fulford Cross



Please indicate your preferences by ticking the appropriate box:

	YES	NO
Would you support a proposal to introduce a Resident Parking Scheme on your street?		

Please indicate your preferred time of operation.

It would be helpful if you could complete this section even if you have indicated "NO"

9am to 5pm, Monday to Friday	
24 hours, 7 days a week	
Other: please state:	

Title: (Mr. Mrs. Miss Ms) -----Initial: -----

Surname: -----

Address: -----

Postcode -----

Please return in the freepost envelope provided by Friday 29 June 2018. We will only accept one completed sheet from each household and your preferences are kept confidential. If you prefer you can email your preferences and comments to highway.regulation@york.gov.uk
Please write any further Comments you wish to make overleaf (or use separate sheet)

ANNEX D

CONSULTATION RESULTS

CONSULTATION RESULTS: DANESMEAD AREA WITH FULFORD CROSS

Street Name	No of Properties	Yes	No	9 to 5	Full Time	Other	% return
Danesmead Close	28	19	3	15	6	2	75
Stockholm Close	16	6	3	4	3	0	56
Norway Drive	12	7	2	3	4	0	58
Redman Close	10	5	0	3	1	1	50
Danes Croft	8	3	4	2	1	1	88
Westfield Drive	32	4	16	6	2	1	63
Broadway West	60	17	19	16	11	6	60
Fulford Cross	29	12	9	6	6	3	72
Total	195	73	56	55	34	14	66

ANNEX E

COMMENTS RECEIVED FROM RESIDENTS DURING THE CONSULTATION PROCESS

ANNEX E

**COMMENTS RECEIVED DURING THE CONSULTATION PROCESS:
DANESMEAD CLOSE ESTATE, BROADWAY WEST, WESTFIELD DRIVE
AND FULFORD CROSS**

Comments received	Officer comments (where appropriate)
<p>Cost Related:</p> <ul style="list-style-type: none"> • Just a way of getting more money; money making scheme for council • You can't find parking when you want it and now you want to charge us for permits • Cost too high/astronomical • Uncertainty about price charges in the future • Increased costs to household budgets with no significant benefits 	<p>Cost of permits is set within budget process and does not fall within the remit of this report</p>
<p>School related problem</p> <ul style="list-style-type: none"> • Problem caused entirely by adjacent schools at certain times of the day. • Schools should be made to create parking on own sites for number of cars required before residents are asked to pay for a problem they have not created. • Problem is Steiner School, some commuters and race days, Resident Parking won't fix that and we will be paying for nothing • Restrictions would impinge on Steiner School 	<p>A scheme would not prevent parents and carers accessing area for drop off and pick up. It will prevent commuters, race day parking and school staff parking during operational hours.</p> <p>We received several comments about the inconsiderate parking caused by Steiner School and their visitors.</p>

<p>Parking issues</p> <ul style="list-style-type: none"> • There is no parking problem on Westfield Drive • No issues with parking on our street (Norway Drive) • No significant parking issues exist (Broadway West) • Only problems are when schools have events • Petitions are an emotional response rather than a practical one • Worries about emergency access and refuse collections 	<p>The parking problems reported are mainly related to a small section of the Danesmead Estate and Fulford Cross.</p>
<p>Other options suggested</p> <ul style="list-style-type: none"> • A few double lines in Danesmead Close would be sufficient • Council should liaise with schools and consider more double yellow lines (DYL) • Prefer DYL on one side of the road • Restrictions to improve access for larger vehicles and remove obstructive parking (ResPark not necessary) • If scheme not adopted please increase amount of DYL • Increase DYL for 150m at entrance (Danesmead Close) 	<p>Double or Single Yellow lines could be an option to remove obstructive parking. A single yellow line, Monday to Friday would allow resident parking at other times. The petition received requested Resident Priority Parking.</p> <p>Yellow lines would not remove the parked vehicles but displace them to a wider area.</p> <p>DYL at entrance may not be required if scheme is implemented. There are existing restrictions at this location for standard 10m.</p>
<p>Enforcement</p> <p>Will restrictions be enforced, current DYL are not</p>	<p>New schemes are enforced more rigorously for the first week. After this they will be placed on the enforcement</p>

	<p>routes by the Civil Enforcement Team. All residents are provided with a Parking Hotline number to report illegally parked vehicles.</p>
<p>Area of Implementation</p> <ul style="list-style-type: none"> • All streets should be included or problem will just move on. • Either the whole area becomes ResPark or none to prevent displacement. • Scheme would be unnecessary if other areas not converted to ResPark forcing displaced vehicles further out. 	<p>Displacement of vehicles to other streets is likely to occur.</p> <p>A scheme on Danesmead Estate is likely to increase the amount of non-residential parking on Broadway West.</p> <p>ResPark schemes were first introduced in York in 1985. There are now over 60 zones.</p>
<p>There will be an environmental impact as residents convert their front gardens to parking to avoid parking charges.</p>	<p>Most residents in the area already have an off-street parking amenity.</p>
<p>Plan will increase vehicle movements where both vehicles parked on drive and one has to be moved to gain egress for the other. Increased environmental and air quality impact and additional pedestrian risks associated with more vehicles driving across footway.</p>	<p>No comments</p>
<p>We moved here because of the unrestricted parking and not being a ResPark zone.</p>	
<p>Fulford Cross only</p> <p>Concerns about the education land and whether this will be available to Residents</p>	<p>This is covered within the main report.</p>

ANNEX F

**CONSULTATION WITH
DANESGATE SCHOOL
AND
YORK STEINER SCHOOL**

Danesgate School

The Education Department, City of York Council have authorised us to place a 10 minute limited parking area on their land as outlined in the recommended proposal Annex H

They have declined to authorise a 20min limited parking area to provide a longer time limit because this is likely to be disruptive to the area and could lead to congestion.

Although highway rights have accrued across this area of land, we are unable to place any waiting or parking restriction upon it without the permission of the landowner. In this instance the landowner is Education, City of York Council.

YORK STEINER SCHOOL COMMENTS

I am writing in response to the Consultation – Residents' Priority Parking Scheme (Danesmead Area).

York Steiner School has been located at its current address for 30 years, during this time we have continually tried to maintain good relations with all our neighbours. We are conscious that our catchment area is significantly wider than most city schools attracting children from all over York as well as towns further afield such as Malton, Selby and Harrogate.

A significant number of our local children and parents either walk or cycle to school as can be observed every day. We continue to encourage all our children to cycle with an organised whole school cycle every year. Those parents who do drive are reminded on a regular basis to be mindful of residents and to park considerately.

To assist in your consultation I thought it would be helpful for you to understand the general flow of parental traffic on a typical day, all times are approximate.

- 8.30am – 9.00am School starts for children aged 3yrs – 14yrs
The younger children are brought into school by their parents and handed over to their teacher. This process can typically last 20 minutes
- 9.30am Parent & Child Groups are run every morning. These are for children aged 0 – 3yrs. Some parents walk others will drive
- 11.30am Parent & Child Groups finish (children aged 0 – 3yrs)
- 12.40pm Kindergarten finishes (children aged 3-6yrs). Parents enter school to collect their children from the classroom. This typically takes

longer than drop-off as the parent needs to be early in order to ensure they are ready when the lesson finishes. This is also an opportunity for parents to have a short conversation with their child's teacher.

- 12.45pm Year 1 finish on Tuesday & Thursday
Year 2 finish on Tuesday, Parents enter school to collect their child from the teacher
- 1.30pm Wednesday Parent & Child Group (children aged 0-3)
- 3.30pm School finishes, parents of the lower classes enter school to collect their child from the teacher.

I would like to express concern that any significant restriction in local parking will have a sizeable detrimental impact on the school. Many parents have little option but to drive and any parking restriction will push the problem to alternative streets and result in more children having to walk next to and cross busy roads.

Additional information

Steiner School they have confirmed they have:

- 240 Pupils on role
- Private Parking is for staff only, they are unable to allocate any space for the purpose of parent parking or drop-off
- Parents/carers drop off pupils on Danesmead Close and Fulford Cross in equal measures

They have specified the 10 minute allowance for drop-off is not sufficient time for their parent/carers to drop off and pick up. Further difficulties will ensue when parents attend a meeting in school as the proposal will leave parents with nowhere close by to park.

Officer comments

The recommended option is to introduce a Resident Parking Area on Fulford Cross and Danesmead Estate to be operational between the hours of 9am and 5pm Monday to Friday. Steiner School opens at 8:30 for the children aged 3yrs to 14yrs. Consequently the morning drop off would not be affected by the proposal. However, the scheme would prevent parking nearby for the parent and child groups later in the morning and affect the parking amenity for the rest of the school day.

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ANNEX G

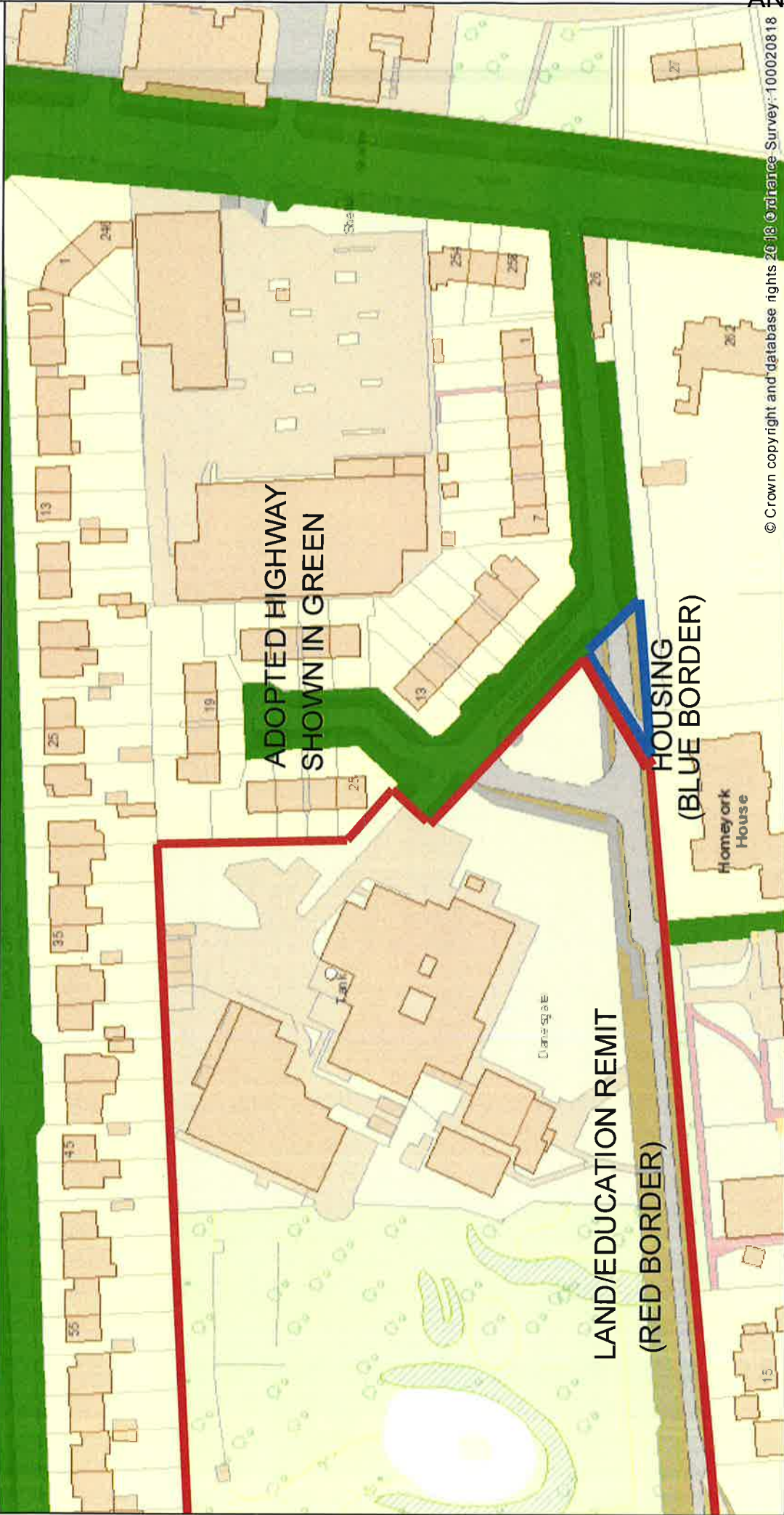
FULFORD CROSS, PLAN SHOWING AREAS OF

ADOPTED HIGHWAY

LAND UNDER EDUCATION REMIT

LAND UNDER HOUSING REMIT

FULFORD CROSS










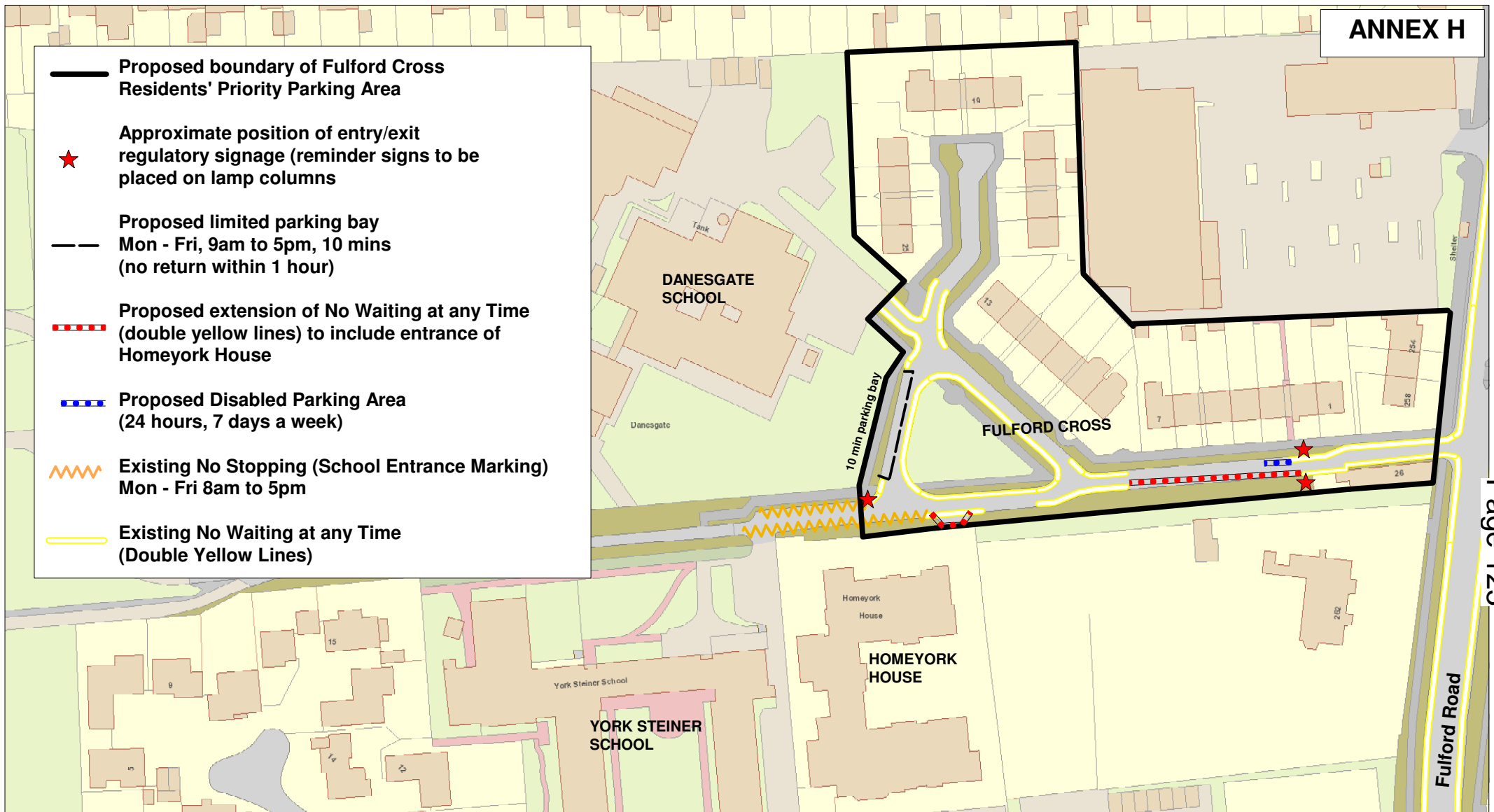
Date: 14 Sep 2018

Author: City of York Council

Scale: 1:1,250



-  Proposed boundary of Fulford Cross Residents' Priority Parking Area
-  Approximate position of entry/exit regulatory signage (reminder signs to be placed on lamp columns)
-  Proposed limited parking bay
Mon - Fri, 9am to 5pm, 10 mins
(no return within 1 hour)
-  Proposed extension of No Waiting at any Time
(double yellow lines) to include entrance of Homeyork House
-  Proposed Disabled Parking Area
(24 hours, 7 days a week)
-  Existing No Stopping (School Entrance Marking)
Mon - Fri 8am to 5pm
-  Existing No Waiting at any Time
(Double Yellow Lines)



Annex H: Fulford Cross (Recommended Option)

Proposed Residents' Priority Parking Area including a 10 minute limited parking bay

**Proposed times of Operation: Mon - Fri 9am to 5pm
Unrestricted at other times**

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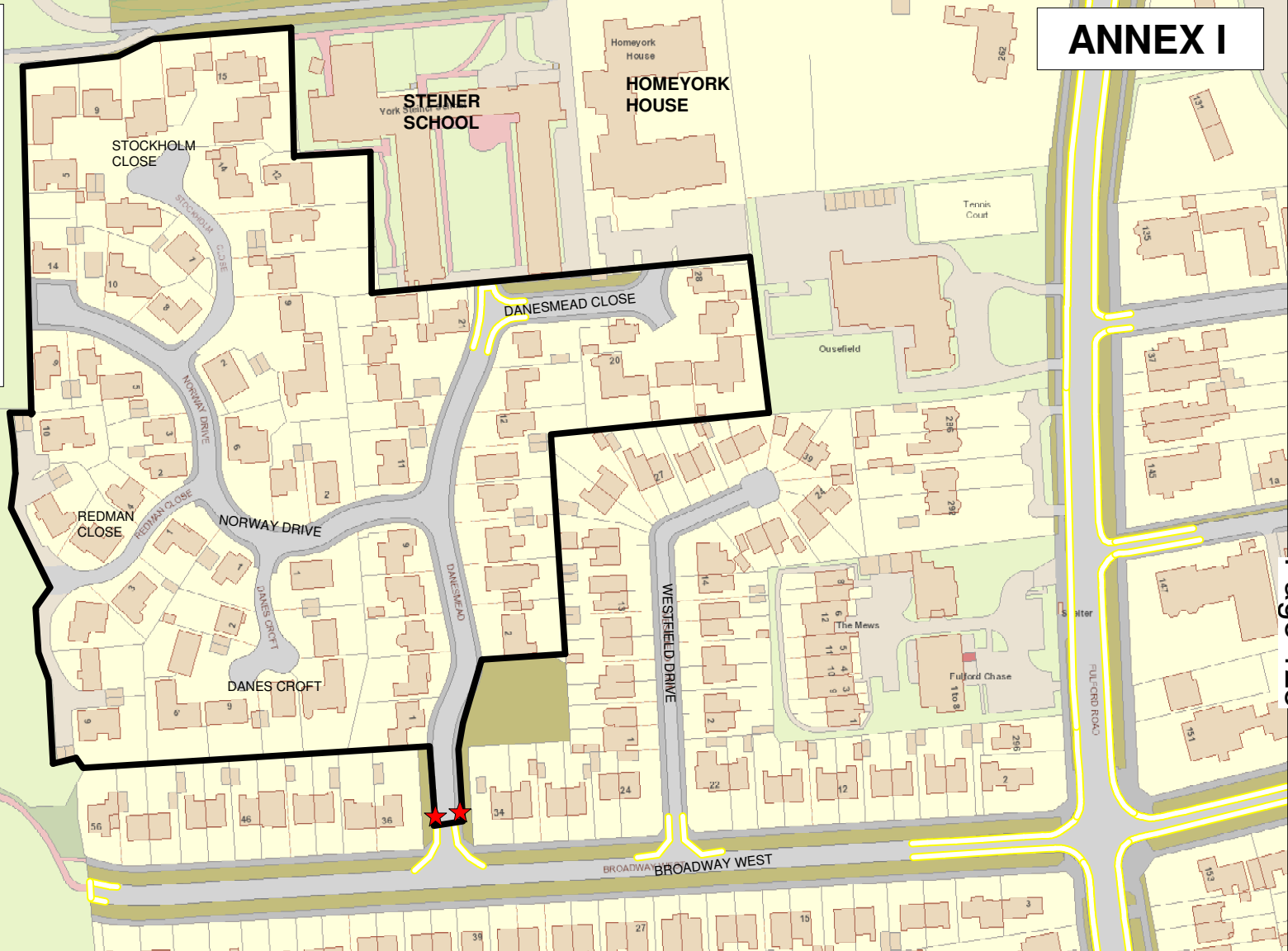
SCALE	1 : 1250
DATE	25/09/2018
DRAWING No.	
DRAWN BY	

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Proposed boundary of Danesmead Estate Residents' Priority Parking Area

Approximate Position of Entry/Exit signage at entrance
Reminder signs will be placed on some lamp columns around the estate

Existing No Waiting at Any Time (double yellow lines)



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Annex I: Danesmead Estate (Recommended Option)

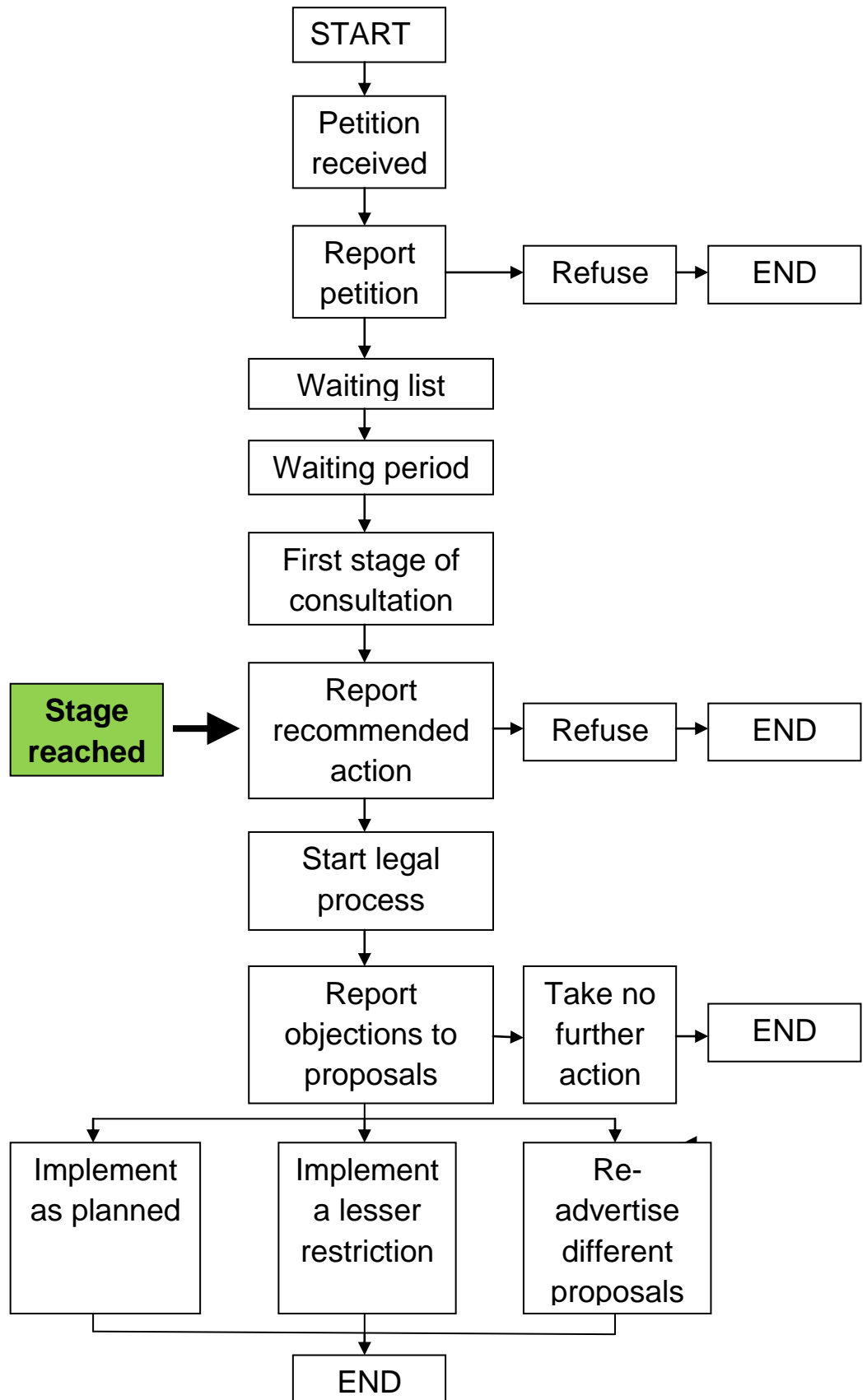
Proposed Residents' Priority Parking Area
Times of Operation: Mon - Fri 9am to 5pm
Unrestricted at other times



SCALE	
DATE	25/09/2018
DRAWING No.	
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Residents Parking Process Flow Chart



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Decision Session – Executive Member for Transport and Planning **25 October 2018**

Report of the Corporate Director of Economy & Place

Directorate of Economy & Place Transport Capital Programme – 2018/19 Monitor 1 Report

Summary

1. This report sets out progress to date on schemes in the 2018/19 Economy & Place Transport Capital Programme, and proposes adjustments to scheme allocations to align with the latest cost estimates and delivery projections.

Recommendations

2. The Executive Member is asked to:
 - 1) Approve the amendments to the 2018/19 Economy & Place Transport Capital Programme.
 - 2) Note the decrease to the 2018/19 Economy & Place Transport Capital Programme, subject to approval by the Executive.

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

Background

3. The Economy & Place Transport Capital Programme budget for 2018/19 was confirmed as £35,345k at Budget Council on 22 February 2018. The budget was then increased to £37,882k in July 2018 when the Executive Member was presented with the Consolidated Capital Programme, which included all schemes and funding that had carried over from 2017/18.
4. Following amendments approved at the Corporate Monitor 1 report to the 30 August Executive meeting, the budget for the 2018/19

Transport Capital Programme was reduced to **£23,886k**, which includes funding from the Local Transport Plan (LTP) grant, the Better Bus Area grant, grant funding from the government's Office of Low Emission Vehicles, and council resources including the Built Environment Fund.

5. The budget also includes funding from various external sources following successful bids by the council, including the Low Emission Bus Scheme grant, the West Yorkshire City Connect grant, the National Productivity Investment Fund, and the West Yorkshire Transport Fund.
6. The current spend and commitments to 31 August 2018 is £8,451k, which is in line with the expected spend profile, as the majority of expenditure is programmed for the later part of 2018/19.

2018/19 Major Schemes

7. The allocation for the Low Emission Bus Scheme includes £200k match funding from the council for infrastructure improvements at the Park & Ride sites for the new electric buses. As this funding is not required in 2018/19, it is proposed to reduce the allocation for this scheme to £3.3m and include the match funding in the 2019/20 Transport Capital Programme.
8. The following changes to the allocations for the Outer Ring Road Upgrades and York Central Access schemes were approved at the Corporate Capital Programme Monitor 1 report to 30 August Executive. These schemes are funded through the West Yorkshire Transport Fund.
9. The allocation for the Outer Ring Road Upgrades scheme has been reduced to £5,875k, and £3,573k funding has been slipped to 2019/20. This will allow completion of the Wetherby Road roundabout upgrade scheme in 2018/19, the start of work on the Monks Cross roundabout upgrade scheme in early 2019, and fund feasibility and initial design work on the remaining roundabout upgrades in 2018/19.
10. The allocation for the York Central Access scheme has been reduced to £2,169k, and £10,518k funding has been slipped to 2019/20. The outline planning application for the site has now been submitted, and the new access road will be constructed in 2019/20.

2018/19 Transport Schemes

11. A review of the current programme has identified schemes where the allocations need to be amended to reflect scheme progress and updated cost estimates.
12. The allocation for Park & Ride Upgrades has been increased to fund additional work to improve fencing and security at Poppleton Bar, as part of the scheme to install height barriers at the car parks within the Park & Ride sites.
13. The cost of the new bus shelter at Rougier Street has increased as additional work was needed on the shelter roof, and the design of the shelter had to be amended due to the location of an electricity cable under that section of footway. It is proposed to transfer funding from the Fulford Road Punctuality Improvement Partnership scheme to fund these additional costs, as the cost of the proposed schemes to improve bus facilities on Fulford Road are lower than the current budget allocation.
14. Several of the schemes in the TSAR programme have already been completed, including upgrades at the Tadcaster Road/ St Helen's Road junction, the Cemetery Road/ Heslington Road junction, and completion of the Lendal Gyratory signals improvement scheme, including resurfacing throughout the junction. Due to the higher cost of the Lendal Gyratory scheme, it is proposed to increase the TSAR budget by £200k to allow the planned upgrade at the Walmgate Bar junction to be carried out in 2018/19.
15. As agreed at the Executive meeting on 27 September, temporary measures to improve security in the city centre will be installed in 2018/19, and feasibility and design work will be carried out to develop a permanent scheme to be implemented in 2019. It is proposed to slip £1m funding to 2019/20, as the majority of the funding will not be required in 2018/19.
16. The council has been successful in its bid to the York and North Yorkshire Local Enterprise Partnership (LEP) for funding for the Rufforth to Knapton Cycle Route, and it is proposed to add £220k LEP funding to the Transport Capital Programme for this scheme. This will fund the construction of a new bridleway between Knapton

and North Moor Lane, which will use the existing outer ring road underpass and will be progressed as part of the Wetherby Road roundabout upgrade scheme.

17. Funding has been transferred from the Future Years Scheme Development allocation to the School Safety Schemes block to allow minor works at Our Lady Queen of Martyrs Primary School to be implemented in 2018/19 and to fund feasibility work to develop schemes for implementation in future years.
18. The allocations for schemes within the Danger Reduction block have been reviewed and some changes have been made to budgets to reflect the latest cost estimates for schemes.
19. The allocation for Speed Management schemes has been increased to allow the implementation of measures on Hempland Avenue to reduce vehicle speeds, and to fund the completion of the Askham Richard Speed Management scheme (carried over from 2017/18).
20. No other changes are proposed to schemes in the transport capital programme at this stage of the year. A number of schemes have already been completed, including improvements to traffic signals at the Tadcaster Road/ St Helen's Road and Cemetery Road/ Heslington Road junctions, resurfacing of the A19 at Crockey Hill following the junction improvement scheme completed in early 2018, and the completion of the new bus shelter on Rougier Street. Feasibility and design work is being progressed on the remaining schemes for implementation later in 2018/19.
21. Details of the revised budgets are shown in Annexes 1-3 to this report.

Consultation

22. The capital programme is decided through a formal process using a Capital Resources Allocation Model (CRAM). CRAM is a tool used for allocating the council's capital resources to schemes that meet corporate priorities.
23. Funding for the capital programme was agreed by the council on 22 February 2018. While consultation is not undertaken on the capital

programme as a whole, individual scheme proposals do follow a consultation process with local councillors and residents.

Options

24. The Executive Member has been presented with a proposed programme of schemes, which have been developed to implement the priorities of the Local Transport Plan (LTP3) and the Council Plan.

Analysis

25. The programme has been prepared to meet the objectives of LTP3 and the Council Plan as set out below; implement the Scarborough Bridge footbridge improvements scheme; progress the Smarter Travel Evolution Programme; and progress the Outer Ring Road upgrades and the York Central Access major schemes.

Council Plan

26. The Council Plan has three key priorities:

- A Prosperous City For All.
- A Focus On Frontline Services.
- A Council That Listens To Residents

27. The Transport Capital Programme supports the prosperity of the city by improving the effectiveness, safety and reliability of the transport network, which helps economic growth and the attractiveness for visitors and residents. The programme aims to reduce traffic congestion through a variety of measures to improve traffic flow, improve public transport, provide better facilities for walking and cycling, and address road safety issues.
28. Enhancements to the efficiency and safety of the transport network will directly benefit all road users by improving reliability and accessibility to other council services across the city.
29. The capital programme also addresses improvements to the transport network raised by residents such as requests for improved cycle routes, measures to address safety issues and speeding traffic, and improvements at bus stops such as real-time information display screens and new bus shelters.

Implications

30. The following implications have been considered.

- **Financial:** See below.
- **Human Resources (HR):** In light of the financial reductions in recent years, the Executive Member's attention is drawn to the fact that the majority of Highways and Transport staff are now funded either through the capital programme or external funding. This core of staff are also supplemented by external resources commissioned by the council to deliver capital projects, which provides flexible additional capacity and reflects the one-off nature of capital projects.
- **Equalities:** There are no Equalities implications.
- **Legal:** There are no Legal implications.
- **Crime and Disorder:** There are no Crime & Disorder implications.
- **Information Technology (IT):** There are no IT implications.
- **Property:** There are no Property implications.
- **Other:** There are no other implications.

Financial Implications

31. If the proposed changes in this report are accepted, the total value of the Economy & Place Transport Capital Programme would be **£23,464k** including over programming. The over programming would be reduced to £440k, which is considered appropriate at this stage of the year and will be reviewed at the next monitoring report.
32. The budget will be reduced to **£23,024k**, and will be funded as shown in the annexes to this report.

Risk Management

33. For larger schemes in the programme, separate risk registers will be prepared and measures taken to reduce and manage risks as the schemes are progressed throughout 2018/19.

Contact Details

Author:

Tony Clarke
Head of Transport
Directorate of Economy &
Place
Tel: 01904 551641

Chief Officer Responsible for the report:

Neil Ferris
Corporate Director of Economy & Place

Report Approved: ✓

Date: 15.10.18

Specialist Implications Officer(s)

Financial: Patrick Looker, Finance Officer, 01904 551633

Wards Affected:

All

For further information please contact the author of the report

Background Papers:

E&P 2018/19 Capital Programme Budget Report – 15 March 2018

<http://democracy.york.gov.uk/ieListDocuments.aspx?CId=738&MId=9877>

E&P 2018/19 Capital Programme Consolidated Report – 12 July 2018

<http://democracy.york.gov.uk/ieListDocuments.aspx?CId=738&MId=10857>

Annexes

Annex 1: 2018/19 Transport Capital Programme Budgets

Annex 2: 2018/19 Built Environment Fund Budgets

Annex 3: 2018/19 Local Transport Plan Allocations

Abbreviations

CRAM – Capital Resources Allocation Model

E&P – Economy and Place

LEP - York and North Yorkshire Local Enterprise Partnership

LTP – Local Transport Plan

TSAR – Traffic Signals Asset Renewal

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Annex 1 - Council Approved 2018/19 Transport Capital Budget

Funding	2018/19 Consol. Budget	Amendm ents	2018/19 M1 Budget
Special Bridge Maintenance (Structural Maintenance)	768		768
Built Environment Fund (Transport & Highways)	1,885	-1,062	823
Better Bus Area	229		229
Local Transport Plan	2,309		2,309
Developer Funding	332		332
Clean Bus Technology Grant	400		400
National Productivity Investment Grant	132		132
Council Resources	574		574
Scarborough Bridge	4,155		4,155
WYTF - YORR	9,448	-3,573	5,875
WYTF - York Central Access	12,687	-10,518	2,169
WYTF - Dualling Study	285		285
CCTV Asset Renewal	180		180
Smarter Travel Evolution Programme	1,425		1,425
Electric Bus Scheme (Park & Ride Low Emission Bus Strategy)	3,300		3,300
York & North Yorkshire LEP Funding	-	220	220
Total	38,109	-14,933	23,176

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Annex 2 - Allocations within the Built Environment Fund

Scheme	Current Budget £1,000s	Revised Budget £1,000s
Security Measures	1,187	200
Fossgate Public Realm Improvements	471	471
Haxby & Acomb Shopping Centres	100	25
Minor Public Realm Enhancement Match Funding	50	50
Natural Stone Replacement	50	50
Highways Improvements	27	27
Total	1,885	823

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Annex 3 - Local Transport Plan Allocations

Schemes	2018/19 Consol. Budget	2018/19 M1 Budget
	£1,000s	£1,000s
Public Transport Schemes		
Park & Ride Site Upgrades	138	172
Rougier Street Bus Shelter	107	127
Fulford Road Punctuality Improvement Partnership	46	26
Congestion Busting Schemes	10	10
Strensall Bus Stop	15	15
Tadcaster Road Bus Gate	10	10
Traffic Management		
Rapid Charger Hubs (Go Ultra Low York)	739	739
Traffic Signals Asset Renewals	600	800
Signal Detection Equipment Programme		
Signing & Lining	20	20
Air Quality Monitoring	20	20
Urban Traffic Management & Control (UTMC)	50	50
Car Park Counting System	80	80
Pedestrian & Cycling Schemes		
Cycle Schemes	250	30
Pedestrian Minor Schemes	50	50
Cycle Minor Schemes	25	25
Pedestrian Crossing Review	50	50
Acomb Road Cycle Route	5	5
Safety Schemes		
School Safety Schemes	44	55
Local Safety Schemes/ Danger Reduction	124	116
Speed Management	40	60
Scheme Development		
Future Years Scheme Development	50	39
Previous Years Costs	50	50
Staff Costs	200	200
Major Schemes Match Funding		
Park & Ride Ultra Low Emission Vehicles	200	-
Scarborough Bridge Footbridge	-	-
Total Local Transport Plan Programme	2,923	2,749
Total Overprogramming	614	440
Total Local Transport Plan Budget	2,309	2,309

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