

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

To: Councillor Dew (Executive Member)

Date: Thursday, 20 December 2018

Time: 2.00 pm

Venue: The Thornton Room - Ground Floor, West Offices (G039)

A G E N D A

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 **24 December 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 18 December 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 - 12)

To approve and sign the minutes of the meeting held on 15 November 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 19 December 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

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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. Strensall Petition - Response (Pages 13 - 76)

This report provides a response to the petition received from Members of York Golf Club in support of a Traffic Study and Road Safety Report drafted by Strensall with Towthorpe Parish Council.

5. Fulford School Access (Pages 77 - 88)

This report requests authority to undertake a review of the access arrangements for school transport vehicles into Fulford School to take advantage of the opportunity presented by the Germany Beck development and positive initial discussions with key stakeholders (School, Parish Council, Developer).

6. 2016/17 Speed Management Programme - Relocation of speed limits - Experimental TRO's - results (Pages 89 - 108)

This report seeks approval to make permanent the experimental Traffic Regulation Orders at two sites on the 2016/17 speed management programme and to further consider the speed limits at two other locations in light of the results of these experiments.

7. R20 Howard Street: Proposed Amendment to the Traffic Regulation Order, consideration of objections received (Pages 109 - 124)

The Executive Member is asked to consider the representations received to the recently advertised proposal to reduce the length of two resident parking bays on Howard Street.

8. Consideration of objections received to the introduction of Residents' Priority Parking on Rosedale Street and Grange Garth (Fishergate Ward) (Pages 125 - 158)

This report asks the Executive Member to consider the objections received within the legal consultation period and to request a decision from options given in this report.

9. R33 Residents' Priority Parking: Proposed Amendment to the Traffic Regulation Order, consideration of objections received (Pages 159 - 194)

The Executive Member is asked to consider the representations received to a recently advertised proposal to change the parking amenity within the R33 Respark zone on Sycamore Place, Sycamore Terrace, Bootham Terrace and Longfield Terrace.

10. Directorate of Economy & Place Transport Capital Programme - 2018/19 Monitor 2 Report (Pages 195 - 210)

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.

11. 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	15 November 2018
Present	Councillor Dew
In Attendance	Councillors Brooks, Craghill, Cuthbertson, D'Agorne, Richardson, Waller and Warters

41. 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.

42. Public Participation

It was reported that there had been 10 registrations to speak at the meeting under the Council's Public Participation Scheme.

Cllr Waller presented two petitions from residents. The first related to Wetherby Road, where residents had requested that the council consider action to control the speed on the road. The second petition related to the Kingsway West area, where a large amount of development was planned and residents requested that the council undertake works to improve access along Kingsway West and Ascot Way prior to any further building work in the area. He asked the Executive Member to encourage officers to provide a timetable so that residents were informed on when work would be undertaken. In relation to agenda item 7 (Street Lighting Policy) he requested that where street lights were obstructed by City of York Council trees, that more work was done to manage that situation.

Peter Sheaf spoke on behalf of York Cycle Campaign on agenda items 3 (Fossgate Public Realm Improvements) and 10 (Walmgate Bar Traffic Signal Refurbishment). A detailed written representation had also been submitted by York Cycle Campaign. With regard to Walmgate Bar Traffic Signal Refurbishment he stated that DfT statistics showed that Walmgate Bar was particularly dangerous for cyclists and therefore cyclist safety should be a priority for any changes to the Bar. However he felt that the proposals failed to

prioritise cyclist safety, contravened the safety aspect of the DfT guidance on cycle infrastructure and failed to meet the equalities requirement of the Equalities Act 2010 and he requested that should the scheme be approved, that proposals should be amended accordingly to improve safety for cyclists. With regard to Fossgate Public Realm Improvements, he advised that there was support from the York Cycle Campaign for the implementation of a two way cycle access on Walmgate, Fossgate, possibly Colliergate and High Petergate and he felt that, contrary to officer's views, Fossgate was wide enough for a contraflow.

Cllr Craghill spoke on agenda items 3 (Fossgate Public Realm Improvements) and 6 (Marygate Car Park Systems). In relation to Fossgate Public Realm Improvements, she addressed the proposed consultation process to pedestrianise Fossgate. She expressed her support for option two but asked that consultation took place as soon as possible, in keeping with the recommendations agreed at the Economy and Place Policy Development pre decision call in committee meeting, that it be carried out in keeping with the people's street principles; and that further improvements were looked at for provision for pedestrians at the junction of Fossgate, Pavement and Whip Ma Whop Ma Gate. Regarding Marygate Car Park Systems, Cllr Craghill expressed the need for officers to take a strategic look at the future of all City of York Council car parks, in order to provide high quality facilities for everyone including people with disabilities and an appropriate number of spaces to support the Sustainable Transport Policy.

Cllr D'Agorne spoke on agenda items 5 (Changes to Permit Emission Charges) and 3 (Fossgate Public Realm Improvements). With regard to the report on Changes to Permit Emission Charges, he queried the councils parking discount criteria options in the report and felt the proposal for 'grandfather' rights could encourage residents to hold on to an older qualified low emission vehicle. He questioned what research had been done to demonstrate the changes proposed would have any overall beneficial impact on air quality. He stated that residents living on terraced streets would have no provision for electric vehicle charging and he queried why anti idling signs had still not been erected at city centre bus stops. With regard to Fossgate Public Realm Improvements, he questioned why the recommendation from the Economy and Place Policy Development Committee at the Pre Decision Call In meeting regarding two way traffic near Merchant House had been rejected.

Mr Alasdair McIntosh, a resident living in a street with no off-street parking, spoke on agenda item 5 (Changes to Permit Emission Charges). He questioned what provision could be made for residents

living in areas without off street parking, such as himself, to be able to install electric charging points and be able to access these facilities, as time constraints on using a car park charger made these impractical for him and advice was that the rapid charging option was not recommended by car manufacturers due to the long term damage to batteries.

There were 2 registrations to speak in relation to agenda item 7 (Street Lighting Policy).

Cllr Warters expressed concern that the Streetscape Strategy and Guidance, and statement of intent about the height of columns not exceeding the height of nearby buildings and the British Standard, was being ignored. He advised that there was no policy reference to retention of cast iron columns which were of historic merit and stressed that full and meaningful consultation needed to take place with Parish and Ward Councillors around lighting schemes. He asked that the policy be readdressed by Members, that references to ignoring the Streetscape Strategy and Guidance be removed and that the policy be updated to cover the retention of structurally sound cast iron columns and the British Standard requirements regarding the height of the columns in relation to nearby buildings.

Cllr Brooks spoke as Ward Councillor and Vice Chair of Dunnington Parish Council. She emphasised the desire of Parish Councils and Ward Councils to be consulted on street lighting schemes within their wards and the importance of this.

There were three registrations to speak in relation to agenda item 8 (Haxby Pedestrian Crossing Assessment Results and Proposals):

Ms Dowling, who had submitted the petition asking for improved crossing facilities for pedestrians on York Road between Holly Tree Lane and South Lane, highlighted the importance of having a crossing on York Road. She confirmed that York Road was used by a large volume of school children and that the possibility of a new housing development in the area would increase footfall. She confirmed this had been an issue for some time and that a crossing in the area had generated a large amount of public support.

Cllr Cuthbertson expressed his support for both aspects of the pedestrian crossing proposals, including the dropped kerb crossing on Greenshaw Drive, somewhere between Kirk Croft and Wandhill, if a pedestrian crossing was not formally proposed. In relation to York Road, he expressed his support for the proposals to further investigate the two busiest areas of 4 areas investigated, bearing in mind that a new library located near Calf Close would increase both

pedestrian and vehicular traffic. He expressed support for locating a pedestrian crossing to the south of Calf Close and enhancing the pedestrian refuge on the roundabout at the junction of The Village and Station Road.

Cllr Richardson expressed his support for a pedestrian crossing on York Road or Greenshaw Drive and he highlighted the support received for a crossing over the years from residents and the local schools. He questioned why four surveys had been carried out on York Road but that additional surveys which had been requested had not been carried out on. He asked officers to consider the views put forward from residents and ward members.

43. Fossgate Public Realm Improvements

The Executive Member considered a report that provided background to the Fossgate Public Realm Improvements scheme, which aimed to: enhance the street's appearance and character; create a more pedestrian-friendly environment; attract more people into Fossgate; and improve access for pedestrians and cyclists, whilst maintaining vehicular access for residents and deliveries.

Officers drew the Executive Member's attention to paragraphs 3 and 4 of the report, asking for approval for the advertisement of the Traffic Regulation Order required to amend the parking and waiting restrictions on Fossgate associated with the proposed measures and confirmed that this should be part of the recommendation for approval.

The Executive Member considered the content of the report, including the results of the consultation, the road safety audit, options for future pedestrianisation and the recommendations of the Economy and Place Policy Development committee who considered the scheme after it was called in for pre-decision scrutiny. He noted the three options detailed in the report and Councillor's Craghill's comments about consultation on possible future pedestrianisation.

Officers advised that options around possible future pedestrianisation needed to be fully explored and consultation should not take place until after works had been completed on this scheme. Officers confirmed that blue badge parking in the area would be kept under review and monitored.

Resolved:

- (i) That the implementation of the proposed scheme as shown in Annex C be approved.

Reason: The proposals serve to provide much needed improvements to enhance the layout of the street in support of the recent change in traffic flow direction, thereby improving the quality and experience for pedestrians with additional crossing facilities, widened footways and sections of the road raised to improve accessibility. By renovating the junction of Pavement and modifying the Merchantgate junction, this will provide improved connectivity for pedestrians and cyclists to access Fossgate.

- (ii) That approval be given to advertise a Traffic Regulation Order required to amend the parking and waiting restrictions on Fossgate associated with the measures and to give approval to implement the changes to the TRO if no objections are received. If objections are received to the TRO advertisement, these will be reported back to the Executive Member for a decision.

Reason: To enable the parking and waiting restrictions to be amended and implemented concurrent to the proposed scheme

- (iii) That approval be given to undertake a future, more focussed consultation on the potential to pedestrianise Fossgate either in full or partially, noting that any consultation would not take place until works on the scheme had been completed and after options for pedestrianisation had been prepared and agreed in consultation with the Executive Member.

Reason: The consultation has highlighted that there is a strong desire to pedestrianise Fossgate.

- (iv) That the recommendations of the Economy and Place Policy Development - Pre Decision Call In were taken into consideration in coming to a decision.

Reason: To consider the views of Councillors through the Pre Decision Scrutiny process.

44. Bridge Management

The Executive Member considered a report that updated him on the management of the council's highway structures and outlined the proposed programme of bridge work to be progressed using the funding provided in the council's capital programme.

He acknowledged the importance of inspecting and maintaining bridges in order to reduce the likelihood of having to close them due to structural issues.

Resolved:

- (i) That the adoption of the new risk based highway structure inspection procedure, in order for City of York Council to comply with the recommendations within the code of practice, Well Managed Highway Structures, be noted.

Reason: To enable the continued management of City of York Council highway structures.

- (ii) That the proposed programme of bridge works be approved.

Reason: To enable the maintenance of City of York Council highway structures to continue.

45. Changes to Permit Emission Charges

The Executive Member considered a report which highlighted the Governments changes to the vehicle tax (VED) bandings, and asked that a review and changes be brought in to update the councils parking discount criteria in line with these Government changes.

Officers drew Members attention to two errors in the report and advised that paragraph 7, recommendation (a) and references in paragraphs 12-13 should refer to implementation by April 2019 (not April 2018) and that paragraph 18 should refer to option 2 (and not option 3).

The Executive Member considered the four options detailed in the report.

1. Option 1 - Update permit rates to align with VED bandings and change discount threshold to 75g/km or less – implement from April 2019.
2. Option 2 - Update permit rates to align with VED bandings and change discount threshold to 75g/km or less – implement from April 2019 with acquired rights for existing vehicles/permits.
3. Option 3 (Recommended) - Update permit rates to align with VED bandings and change discount threshold to 75g/km or less – implement from April 2019 with acquired rights for existing vehicles/permits to not later than April 2023.

4. Option 4 - Not implement any change but remove reference to A-L bandings in permit charges as they are no longer in use for vehicles registered after April 2017.

He acknowledged the comments made by Cllr D'Agorne and Alasdair McIntosh under public participation in relation to this item.

Officers advised that this report was to give effect to a budget decision taken at Full Council in February 2017 to raise the qualification threshold for the 50% discount from low emission vehicles (LEV), which emit less than 120g/km, to ULEV, emitting less than 75g/km.

Officers confirmed that they would write to all residents who were holders of discounted parking permits to advise them of the proposed changes and highlighting the TRO consultation process which gave them the opportunity to make comments on the changes.

With regard to the speaker's comments regarding charging points for those living on streets with no off street parking, officers advised that on street charging points were one of the largest challenges and that they were working with central government, the Department for Transport and the powergrid regarding how to overcome barriers to this, However they confirmed that it was not possible to consider facilitating requests for individual domestic provision crossing the highway from householders at the moment.

Resolved:

- (i) That the implementation of Option 3 be approved as follows:-

Update permit rates to align with vehicle tax (VED) bandings and change the discount threshold to 75g/km or less with implementation from April 2019 with acquired rights for existing vehicles/permits to end no later than April 2023.
- (ii) That the advertisement of the changes to the terms of the Traffic Regulation Order (TRO) with any objections reported back to a future Decision Session if required, be approved and that, if no objections are received, the implementation of the changes be authorised.

Reason: To come into line with the Government changes to VED and update the council's outdated policy that in turn would seek to encourage Ultra Low Emission Vehicles (ULEV) car ownership and support the One Planet York initiative.

46. Marygate Car Park Systems

The Executive Member considered a report which provided an update on the parking system in Marygate car park, specifically the pay on exit trial with a focus on the issues raised during the trial. The report detailed what measures had been put in place already to help mitigate against the significant down time experienced over the years of the system being in place which had become increasing worse during the past year due to general wear and tear. The report also detailed work being undertaken to find a suitable replacement the system.

Officers acknowledged the comments made by Councillor Craghill with regard to the need to take a strategic look at the future of all City of York Council car parks.

They confirmed that a new system to replace the current system needed procuring in line with encouraging increased dwell time in the city centre, which was supported by York BID. In the meantime, however, a first line maintenance contract for the current system was now in place and performing well and reducing downtime.

The Executive Member expressed his support for the proposals and expressed his desire for officers to investigate options over the next few years for car park systems to become cashless.

Resolved:

- (i) That the updates provided in the report of the Marygate car park system and what has been put in place to improve its operation, be noted.
- (ii) That work should be started on options for replacing the current system.
- (iii) That it be agreed that the trial continues with the new 1st line maintenance regime in place and monitor the effectiveness of it and bring back a report at a later date to the Executive Member to update on the progress made and request the procurement of a new system(s) be taken forward with any supporting recommendations at that time.

Reasons:

- (i) The council recognises that the pay on exit system had performed intermittently and had continued to deteriorate resulting in a loss of revenue. As a result a new 1st line maintenance contract had been put in place and was showing

positive results in helping to reduce the downtime of the system.

- (ii) Work was also underway to research a new system and produce a specification for tender. This will recognise that customers require a parking system that increases dwell time in the city centre and avoid them having to come back to top up their parking, which was a view supported by the York BID.

47. Street Lighting Policy

Further to consideration at a decision session on 12 July 2018 and subsequent referral to scrutiny for their consideration, the Executive Member considered a further report that proposed to update the Street Lighting Policy to reflect the changes identified during the review as detailed in the report.

Officers advised that, following consideration by scrutiny members, whose recommendations were included at paragraph 10 of the report, and acknowledging advances in technology, the proposed policy had been modified to state that when replacing street lighting columns, 5m columns would be considered if the same lighting levels could be achieved as using a 6m column and without relocating the column.

The Executive Member acknowledged the comments made by both Cllr Warters and Cllr Brooks in relation to this report and the request that Ward and Parish Councillors are consulted on replacement street lighting. Discussion took place around whether consultation should take place for lighting replacement schemes in conservation areas only or for all lighting replacement schemes and how it could work on a practical basis, noting the cost implications of it.

In response to concerns raised about disregarding the Streetscape Strategy and Guidance for the present time, officers confirmed that this document was due to be reviewed but until such time as it was, it should be treated only as guidance only and not policy.

Resolved:

- (i) That the redrafted Street Lighting Policy be approved
- (ii) That delegation be given to the Assistant Director, (Transport, Highways and Environment), in consultation with the Executive Member for Transport and Planning, to add a further section to the policy to ensure that Ward Councillors and Parish Councils

are consulted on columns in conservation areas as well as the full programme of column replacements being published. This will need to include a mechanism based on majority public opinion for Ward Councillors to request a review by the Executive Member.

- (ii) That the Streetscape Strategy and Guidance be taken into consideration but treated as guidance only, and not policy, until such time as it is reviewed and adopted.

Reason: To ensure a proportionate and consistent approach to the management of street lighting across the city.

48. Haxby Pedestrian Crossing Assessment Results and Proposals

The Executive Member considered a report which presented the results of recent pedestrian crossing assessments undertaken on both York Road and Greenshaw Drive in Haxby. The report discussed potential options, based on the outcome of the assessments, to improve crossing facilities on these two roads. The Executive Member considered the results of the pedestrian crossing assessments undertaken and the proposed course of action for each site.

In relation to Greenshaw Drive he noted that the proposed course of action was to install a pair of dropped kerbs in the vicinity of the pair of bus stops between the Kirkcroft and Sandyland junctions. After a minimum of six months of this work being completed, a further survey would be carried out to determine if the criteria for a more formal crossing was met.

In relation to York Road, he noted that, although there was a high level of support for a crossing, it was proving difficult to find the right location for a suitable crossing and officers proposed to undertake more detailed feasibility work to assess whether a crossing could be physically accommodated in the area with the highest factored flow and whether such a crossing could be supported given the below-threshold modified PV^2 value. He noted that the outcome of the feasibility would be brought back to a future decision session for him to consider a proposed solution.

Resolved: That Option 1 be approved – to acknowledge the outcome of the crossing assessments on York Road and Greenshaw Drive in Haxby and approve the proposed course of action for each site as detailed in the report.

Reason: To understand the processes which officers had gone through to assess each site and the reasoning behind the proposed improvements. Approval of the action plans would enable further work to be undertaken where necessary to draw up a scheme for each site and to undertake consultation on the proposals.

49. Streetworks Permits

The Executive Member considered a report that sought approval to commence a piece of work which would consider the implications of introducing a Permit Scheme (PS), to govern all utility and highway works activities within the authority's highway network.

Officers passed the Executive Member a copy of a letter received in August from the Roads Minister encouraging York to consider a permit scheme.

Officers advised that feasibility work (stages 1 and 2) would take a minimum of 2-3 months to complete and that a further report would be presented to the Executive after completion of this feasibility work which was likely to be around June 2019.

Resolved:

- (i) That the commencement of feasibility work, to look at scheme development and cost benefit analysis (work stages 1 and 2), be approved.
- (ii) That the procurement of such works through the North Yorkshire County Council (NYCC) Services Framework be approved.
- (iii) That the funding of feasibility work from transport budgets, be approved. This costs approximately £41,300.
- (iv) That a further report be presented to the Executive following completion of work stages 1 & 2.

Reasons:

- (i) To respond positively to the letter received from the Minister for Transport, Chris Grayling, which sought that all local highway authorities now pursue the implementation of a Permit Scheme within their respective boundaries.

- (ii) To ensure that the local highway authority continued to fulfil its statutory duties under the New Roads and Streetworks Act 1991 (NRSWA) and Traffic Management Act 1994 (TMA).

50. Walmgate Bar Traffic Signal Refurbishment

The Executive Member considered a report that informed him of the options available to improve the traffic signalling equipment at Walmgate Bar and asked him to approve the preliminary junction layout shown in annex B to the report.

Officers acknowledged the comments of York Cycle Campaign (YCC) expressed during the public participation item and in the written representation and advised that the proposals went further than necessary in terms of cycle provision. He noted YCCs desire to improve safety for cyclists by removing a lane to allow for a wider cycle lane but advised that this was not practical as it would have a significant impact on congestion. They confirmed that the proposals did not put the council at risk of breaching equalities legislation and guidance as stated in YCCs written submission.

They advised that the driver behind the scheme was to replace broken assets and that the possibility of widening cycle lanes could be explored separately. He confirmed that YCC would have the opportunity to have an input into the detailed design stage of the scheme.

The Executive Member acknowledged the need to replace the traffic signals and the proposals to bring the junction up to current standards in terms of safety and junction geometry including the proposed measures to improve safety for both pedestrians and cyclists.

Resolved: That Option 1 be agreed – to approve the proposed preliminary junction layout shown in Annex B to the report.

Reason: To mitigate the risk of failure of the junctions signal equipment.

Cllr P Dew, Executive Member for Transport and Planning
[The meeting started at 2.00 pm and finished at 3.40 pm].



Decision Session – Executive Member for Transport and Planning

20 December 2018

Report of the Corporate Director of Economy and Place

Strensall Petition - Response

Summary

1. This report provides a response to the petition received from Members of York Golf Club in support of a Traffic Study and Road Safety Report drafted by Strensall with Towthorpe Parish Council (PC).

Recommendations

2. The Executive Member is asked to note the receipt of the petition and instruct officers to inform the Parish Council and York Golf Club of the procedures and policies currently in place to address the points raised.

Reason: To inform the Golf Club and Parish Council how road safety matters are assessed and prioritised across the city.

Background

3. A petition, signed by 80 members of the public, was received by CYC in July 2018 supporting the “Traffic Study and Road Safety Improvements Proposals Report” prepared by the Parish Council and originally submitted in 2015. An example page from the petition is provided as **Annex F**. The report is included in **Annex B**.
4. The City Council has been in correspondence with the Parish Council and York Golf Club over a number of years. The following paragraphs provide a summary of the contact.
5. In June 2015 Officers from the Transport team met with the Ward Councillors for Strensall and representatives from the Strensall with Towthorpe Parish Council. Following the meeting responses were provided to a list of issues raised by the PC spokesperson for Road

Safety. Notes from the meeting which include these responses is attached as **Annex A**.

6. Shortly after this meeting, in August 2015, a report titled "Traffic Study and Road Safety Improvements Proposals Report" was submitted to CYC by the Parish Council a copy of which, along with supporting letter, is provided as **Annex B**.
7. The principal elements of the report relate to:
 - Traffic volumes in the village.
 - Identification of bottlenecks
 - Illegal Parking
 - Areas of Concern and Risk Reduction Measures
 - West End/ Robert Wilkinson Academy
 - Junction of West End with York Rd
 - Junction of York Rd with Southfields Rd
 - Junction of The Village with Sheriff Hutton Rd
 - Junction of Barley Rise North with York Rd
 - Junction of Middlecroft Drive with York Rd
 - Junction of Southfields Rd with The Village
 - Section of Road from the Six Bells Roundabout to Flaxton Rd
8. An official response to the report (**Annex C**) was issued in the form of a letter on behalf of the Director for City & Environmental Services (now Economy and Place).
9. Council officers attended a Parish Council meeting on 12 April 2016 to respond to the points raised in the report and to raise awareness of how road safety matters are addressed by the City Council.
10. York Golf Club first made contact with CYC regarding road safety in September 2017 following a collision on Ox Carr Lane on the outskirts of the village. The letter and CYC response are provided as **Annex D** and **Annex E** respectively.

Road Safety Works Undertaken 2015 - Present

11. Following the discussion with the Ward members and Parish Council CYC has undertaken a number of safety improvements in the Strensall area.
12. These were predominantly completed using capital funding from the various programmes of work which make up the Safety Schemes

element of the Local Transport Plan allocation within the Transport Capital Programme. Strensall with Towthorpe Parish Council were included in consultation on all aspects of the schemes and Officers have been in contact with the Parish Council throughout the process. The schemes included:

- Safe Routes to School – Alterations to the signing and lining on the Sheriff Hutton Road approach to The Village including a vehicle activated sign to warn of pedestrians crossing on the southern side of the bridge. Introduction of a new gate arrangement for the river side path at the same location.
- Following a review of options for changes to the Sheriff Hutton Rd junction with The Village adjustments were made to the road markings to encourage slower speeds.
- Speed Management / Pedestrian Crossing / Ward Funding – 6 new and 4 improved uncontrolled pedestrian crossing points on York Road.
- Speed Management - New southbound 30mph Vehicle Activated Sign, York Road.
- An experimental change to the speed limit on Strensall Rd reducing it to 40mph is currently in place and will be reviewed when it has been in operation for at least 6 months.

13. A number of parking restriction requests have also been considered in the village during the last three years.

14. There are currently two live speed management sites under review in the village on Ox Carr Lane and Lord Moors Lane.

Accident Data

15. Accident data for the CYC local authority area for the three year period 2015 – 2017 is summarised below:

Total casualty accidents – 1352

Slight – 1187

Serious - 156

Fatal - 9

519 involved cyclists
222 involved pedestrians

16. A summary of accident data for the Strensall with Towthorpe Parish Council area for the three year period 2015 – 2017 inclusive is provided below to set the scene with regard road safety in the village and surrounding area. The locations of the accidents are also plotted on the map attached as **Annex G**.

- 18 accidents in the period 01//01/2015 – 31/12/2017
- 14 Slight, 3 Serious, 1 Fatal
- 2 accidents involved cyclists and 1 involved a motorcycle. There have been no accidents involving pedestrians.
- 9 of the accidents involve a single vehicle only.
- 2 of the serious accidents involve drivers who were impaired by alcohol or drugs.
- There are no accident cluster sites* in the area.

*Accident cluster sites are currently defined by CYC as a location with 4 or more casualty accidents in a 50 metre radius in the last three years.

Response to the Petition

17. Analysis

Casualty accidents in Strensall account for 1.3% of all accidents in the city and KSI (Killed or Seriously Injured) accidents account for a slightly higher 2.4% of all KSIs in the city. This low accident rate and lack of cluster sites is similar to a large number of other locations across the city which are not prioritised for safety scheme funding due to the lack of treatable accident patterns.

18. CYC has a number of policies and procedures which are used to address road safety matters across the city using an evidence based approach. These are in place to enable CYC along with its partners to review and respond to the concerns of local residents whilst ensuring that issues are prioritised and resources applied accordingly. Block allocations are currently provided in the Transport Capital Programme for the delivery of physical measures to address road safety concerns. These cover Safe Routes to School, Local Safety Schemes, Speed Management, Danger Reduction etc. and pedestrian/cycling matters

such as requests for pedestrian crossings. Details of the procedures are provided in the following Annexes:

- Annex H: 95 Alive Speed Management Protocol
- Annex I: Change of speed limit request
- Annex J: Local Safety Schemes
- Annex K: Pedestrian crossings
- Annex L: Parking Enforcement
- Annex M: Vehicle Activated Sign Policy – review procedure

19. The majority of the road safety funding in the Capital Programme is applied through the procedures identified above to ensure that resources are focussed on casualty reduction however there is a small Danger Reduction allocation in the Transport Capital Programme for the review of specific locations where the accident records do not support intervention but where there is a perceived significant road safety concern which potentially warrants further intervention.
20. Additionally the CYC website has a portal for registering issues with streets, roads and pavements which gathers a lot of this information and more, including the relevant forms where applicable. This can be accessed at www.york.gov.uk/Roads.

Options

21. Option 1 – Take no further action.
22. Option 2 – Allocate funding to investigate the issues raised in the 2015 “Traffic Study and Road Safety Improvements Proposals Report”.
23. Option 3 – (Recommended) Note the receipt of the petition and instruct officers to inform the Parish Council of the procedures currently in place to address the points raised.

Analysis of Options

24. Option 1 doesn't satisfactorily respond to the petition so is not recommended.
25. Option 2 would prioritise funding work in the village without considering the ranking of the concerns against the evidence of higher risk areas from around the city. Under the Road Traffic Act the Council has a duty to investigate accidents and undertake measures appropriate to prevent

accidents occurring. This work is based on reviewing the accident records and targeting resources on addressing locations where engineering measures would reduce the likelihood of accidents occurring. Allocating resources to locations outside of this prioritising methodology is therefore not recommended.

26. Option 3 is recommended as it allows prioritisation of work across the whole of York's highway network, ensuring that the Council provides the highest value for money schemes within existing budget constraints. It also ensures the Parish Council and Golf Club requests are considered by the appropriate team and schemes can be considered independently of each other where required.

Council Plan

27. The recommended option demonstrates that CYC is a council that listens to residents whilst ensuring that funding is allocated to the resolution of road safety issues in the most cost effective manner.

Implications

28. The recommendation of the report has the following implications:
 - **Financial** - There are no financial implications.
 - **Human Resources (HR)** - There are no human resources implications.
 - **One Planet Council / 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.

Risk Management

29. 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:

Reputational - The recommendation creates a risk to the council's reputation as local residents may consider they are being ignored by CYC if funds are not allocated to directly address the concerns of the Parish Council.

This is considered a minor risk. CYC must be seen to be prioritising highway safety work across the city and so no mitigation measures are considered necessary.

Contact Details

Tony Clarke
Head of Transport
Transport
Tel No. 01904 551641

Chief Officer Responsible for the report:
Neil Ferris
Corporate Director of Economy and Place

Report **Date** 11.12.18
Approved

Specialist Implications Officer(s)

None

Wards Affected: Strensall

All

For further information please contact the author of the report

Background Papers:

N/A

Annexes

- Annex A – Meeting Notes June 2015
- Annex B – August 2015 Letter and Road Safety Report submitted by Strensall and Towthorpe Parish Council
- Annex C –CYC Response to Parish Council
- Annex D – Letter from York Golf Club September 2017
- Annex E – CYC Response to Golf Club
- Annex F – Example 2018 Petition Page
- Annex G – Accident Data Plan
- Annex H – Speed Management Protocol

Annex I – Change of speed limit request

Annex J – Local Safety Schemes

Annex K – Pedestrian Crossings

Annex L – Parking Enforcement

Annex M – Vehicle Activated Sign Policy and procedure

Abbreviations

CYC – City of York Council

PC – Parish Council

Notes from the Meeting with Strensall Parish Council reps 12th June 2015.

2:30 – 4:00 at Cllr Paul Doughty's home. West End, Strensall.

Attended:-

Trish Hirst (TH); Cllr Paul Doughty; Lawrence Mattinson (LM); Cllr Helen Douglas; Keith Marquis; John Chapman; Sian Wiseman joined us for the last half hour.

The meeting was set up as Mr Mattinson had volunteered his services in terms of Road Safety campaigns for Strensall.

The group were informed that Mr Dermott Touie had retired from the Parish Council (PC) and that Mr Mattinson was to take his place with a particular interest in highways and road safety.

Issues raised by members of the PC

1. Continuing issues with the footpath on Sherriff Hutton Road and the new development. TH advised they needed to speak to Development Control, Simon Thompson but would pass on the information that the path was still unfinished and the rubber matting was in such a state that it was becoming a trip hazard. (I think something has now been done)
2. The issue was raised that the Post Office is due to move to "Barley Rise" and that this would cause further issues for residents in terms of Road Safety.
3. Other discussions focused on the issues raised in the document produced by LM attached. We went on a short walk, from the main York Road to the school.
4. There was some discussion about how narrow the footpath was – but it was agreed the PC needed to speak to their Clerk, Sue Nunn who would be able to contact the correct department at the Council who could request that residents cut back hedges which are growing large and encroaching onto the footpath making it narrower than it actually is. (I think some residents have since cut the hedge to a degree)
5. Location of the School Crossing Patrol (SCP) Site. The location has recently been checked and the results confirm that this site meets criteria for a School Crossing Patroller. The site was reviewed in consideration of the request by LM to move the location the patroller operated from. It has, however, been decided to leave the patroller at the current location because:-

- School were consulted and have stated they are happy with the current location.
 - The current site has a large number of people crossing in close proximity to the junction of Middlecroft Drive and West End, making the location more challenging to crossing (a requirement to look in 3 different directions).
 - Parked cars also obscure pedestrians (especially children) from the line of vision of drivers and this area does become congested with traffic.
 - At the review it was noted that this location has a higher number of children crossing without parental supervision.
-
- LM's preferred location also has a large number of people crossing, but a higher number of these had parental supervision to cross and the crossing requires a pedestrian to look in 2 directions (rather than 3).
 - It is also noted that the parked cars on West End before this location slow traffic making this the easier of the two locations to cross.
 - The site will be reviewed again, in consultation with the School, once the building work has been completed to ensure the Patroller is appropriately positioned in relation to the entrance and pupil flows into school.
6. All other discussion points are covered in the document provided by LM.
7. It was agreed that TH would give advice on where the PC could find the information in reference to LM's requests for example the correct documents as provided on the internet by the Department for Transport (DfT). The PC can then make an informed decision about which of the items/requests on LM's list they as a Parish Council feel they would like to progress.
8. TH left a number of resources for the group to look at which would be ideal for a volunteer to run –additional packs will be added to Elected Members pigeon holes at West Offices.
- The Parking Promise, which is a school/local initiative for communities to help themselves with the issues with inconsiderate school parking. This has already been taken up by the local school, but would benefit from a volunteer working in coordination with the school to help promote good parking practices by parents by providing a presence at in/out times, to actively encourage parents to park responsibly.

- The Journey Safe Pack and Ipledge which again is a set of resources provided for communities to help themselves. The resource relies on a volunteer, to pass the information on at local meetings and events and encourage the residents to sign up to the pledge to use the roads around York in a sensible, respectful and safe way.

Information on list provided by Mr Mattinson

Introduction of 20 limits

Information on setting the appropriate speed limits on a road is provided by the DfT in the Guidance documents (all available on line):-

DfT Circular 01/2006 Setting Local Speed Limits

DfT Circular 01/2013 Setting Local Speed Limits

ACPO (Association of Chief Police Officers) Policy Guidelines 2011 – 2015.

It is of note that after the Election the new Council leaders/ administration has stated that no further 20 limits will be implemented.

Mini Roundabout at the T junction of West End/York Road

Any change to the lay out of a road, would only be considered if there was an casualty issue (please see separate sheet for casualty records)

Zebra Crossings - general

See The Design of Pedestrian Crossings Local Transport Note 2/95 (available on line) for information on appropriate locations for Zebra Crossings.

Please note there are a high number of requests for formal crossings sent to CYC each year, with diminishing budgets.

The cycling & walking officer, Andy Vose, keeps a list of requests, it is possible that some of the sites suggested by LM would not be appropriate (as per the guidance) and there are likely to be many other sites across the city that would have a higher priority for funding.

Zebra Crossings - Sheriff Hutton Road

This location is to be reviewed by the CYC Engineering Projects team as per the Decision Session report date 19th Feb 2015 available on line.

Zebra Crossings - x 2 outside Robert Wilkinson School

It is of note that a Zebra crossing in front of the school may lead to the termination of the School Crossing Patrol (SCP).

For Parish Council information only - please see the table of casualty data for the City of York at Pelican and Zebra crossings for the last 5 years. In the same time period (and certainly as far back at 2007) there has never been a casualty on a SCP site, when there was a SCP working the site. This is because a SCP provides an experienced/trained set of eyes and ears, which ensure that pedestrians are only directed to cross when all traffic is stationary.

My advice as a Road Safety Officer would be that this site is best served by a School Crossing Patroller which is the correct and appropriate choice for this location and the flow of pedestrians and traffic.

	Fatal		Serious		Slight	
	Pelican	Zebra	Pelican	Zebra	Pelican	Zebra
2010					1	
2011					4	1
2012			1		1	1
2013					1	4
2014					7	3
Total	0		1		23	

Other factors to consider with a Zebra Crossing are:-

1. Extended zig zags, there is a minimum length by law, which would almost certainly see the removal of some of the existing resident on street parking
2. Unlike the existing zig zags which are only prohibited from parking at certain school times, zig zags associated with a Zebra have to be left clear, 24hrs x 365 days a year which will impact on resident parking & on school visitor parking on a permanent rather than time limited basis.

3. It is worth considering the residents who will have to live with the zebra outside their homes. Often these residents have to put up with the constant flashing from belisha beacons at all times of the day and night and may have very strong objections to the inputting of a zebra.

Parking Permit West End Residents

Resident Parking Schemes. Cost for 1st car for households is between £46.50 - £130 per annum depending on size and weight of vehicle. A further permit for second or additional cars is between £165 - £660 per annum.

There needs to be more than 50% of residents who would be directly affected by the scheme to be in support before it would be considered as an option by the Council.

The scheme would not restrict access, so there would be availability for anyone to park for up to 10 minutes for access – so a scheme like this would not necessarily reduce those who drove and parked to deliver children at school.

More information can be gained from contacting highway.regulation@york.gov.uk

Enforcement of Double Yellow Lines & Zig Zags

Double yellow lines no longer need a time plate to be enforced. As per the Highway Code, *"double yellow lines mean no waiting at any time; unless there are signs that specifically indicate seasonal restrictions"*.

The PC need to contact CYC parking services, parking@york.gov.uk in relation to enforcement of zig zags outside schools and yellow lines. It is of note that Parking Services already visit all schools in York on a regular basis with the help of the "Parking Car".

White Road Edge delineation

It is unlikely that this request would be funded unless there was a casualty issue which indicated that drivers were having problems seeing the edge of the road.

Contact highway.regulation@york.gov.uk

Oversize Farm Vehicles

Please see DfT Road Vehicle Construction and Use Regulation 1986 and amendments including the last one in March 2015. Available on line. Agricultural vehicles in general are often exempt from many of the regulations.

The National Farmers Union may be able to help with more detail if needed.

One Way system

It is unlikely that a one way system would be considered unless a high number of residents, who were directly affected, were in favour of such a move, or alternatively unless there was a high casualty rate, with a consistent causation factor that suggested a one way system would reduce casualties. Contact highway.regulation@york.gov.uk

Use of Half Moon & Six Bells PH for Park & Stride

A Park and Stride or Walking Bus can be set up from either/both of the two pub car parks, but this requires volunteers from the community or school to organise and run on a daily basis. Once the school/PC/Community has identified volunteers, full training is offered by the Council along with high visibility tops for volunteers and children. More information from Christine Packer, School Travel Advisor.



Strensall with Towthorpe Parish Council

The Village Hall, Northfields, Strensall YORK, YO32 5XW

Tel: 01904 491569

Email: clerk-strensallpc@btconnect.com

11th August 2015

Mr N Ferris
City of York Council
West Offices
York

By e- mail

Dear Mr Ferris

**Re: Traffic Study and Road Safety Improvements Proposals Report
Strensall Village July 2015.**

Please find enclosed a report with appendix which has been prepared by the Parish Council and identifies the areas of concern brought about by the traffic passing through the Strensall village road network.

The high volume of traffic that we experience in our village every day poses a significant risk to all our residents both young and old. We have seen, for over a decade, a year upon year increase in this traffic volume. At the present time almost 2,000,000 vehicles a year use our village as a through route to other locations. This figure is over and above our own residents' vehicular movements.

During this same period no road improvements have been made, either to safeguard our village residents from the traffic hazard, or indeed to allow the through traffic to pass in a safe yet controlled manner. This situation cannot continue unchecked any longer as one or more serious incidents are inevitable. The City Council and Parish Council have a duty to safeguard our residents and it is on this basis that this report has been compiled. It not only identifies the areas of concern, but also suggests proposals to reduce the risks identified.

This letter and report are sent to you as the nominated representative of the responsible authority, to take whatever action is necessary to ensure that all of the Parish Council concerns are fully addressed within the shortest possible timescale. The Parish Council would also appreciate regular updates on your progress so that it may monitor the situation through to a satisfactory conclusion.

Should you require any further information in support of the report or clarification on any issue please do not hesitate to contact me.

Yours sincerely

Sue Nunn

PARISH CLERK

Cc: Cllr P Doughty & Cllr Helen Douglas

Trish Hirst, Road Safety Officer

Julian Sturdy MP

North Yorkshire Police Commissioner

Strensall with Towthorpe Parish Council

*Traffic Study and Road Safety Improvements Proposals
Report*

Introduction

One of, if not the greatest impact upon Strensall village is that caused by traffic movement both through and around the village. It is the duty of Strensall with Towthorpe Parish Council to take whatever action within its power that it believes necessary to protect the common interests of the villagers, whilst at the same time ensuring that those drivers who use our village as a through route do so safely and without causing harm to the inhabitants and with an impact that is as low as reasonably practicable (ALARP) upon village life and infrastructure.

For the aforementioned reason this traffic study has been undertaken by the Parish Council to both identify areas of concern where a risk exists, and to put forward proposals to help mitigate or reduce this risk to ALARP under the present traffic movement situation. It is for others within the City of York Council to demonstrate that either the risk does not exist or indeed suggest other proposals that will have an equal or greater amelioration upon the risk.

Traffic Volumes

A vehicular movement traffic study was undertaken by a Parish Councillor during a typical week in June / July (see Appendix A for details of results). The purpose of this study was to quantify in real terms the volume of vehicles using the road infrastructure through Strensall village. No consideration has been given to the environmental impact upon the village in terms of exhaust emissions and noise, these impacts should be the subject of an associated study.

In general terms the study concluded that 75% of the vehicles entering Strensall village either from the North via Sheriff Hutton Road or from the South via Strensall Road and Ox Carr Lane / York Road with a substantial number who use the village as a through route to other destinations, this equates to almost 2,000,000 vehicles per annum, or an average 1 vehicle every 5 seconds at peak periods. Also as both of these routes have a 60mph speed limit up to the village boundary, drivers may be pre conditioned and under estimate the speed at which they drive through the village which could be perceived as an obstacle to overcome in reaching their final destination, especially during peak times when schedules have to be met.

Additionally Strensall is used as a shortcut to avoid the A1237 and A64 for those traveling to the east coast via Strensall Road to Lords Moor Lane and through Flaxton to miss the congestion at the 'Hopgrove roundabout'. At these times one vehicle every 6.5 seconds was recorded. (Please refer to 'Annex A' to this report for a more detailed breakdown of traffic movements)

General Observations

There are no pedestrian crossings of any kind at any point along the main village through route of York Road, The Village, Sheriff Hutton Road which makes crossing this road at any location at peak times perilous at best for the able bodied and impossible for anyone who is infirm in any way.

For pedestrians walking from The Village who need to cross Sheriff Hutton Road, traffic comes at them from 3 directions and the large radius kerb design (around the Ship Inn corner) allows through traffic from the South to turn left into Sheriff Hutton Road almost without reducing speed.

Village Bottlenecks

The village has two main traffic bottlenecks.

-The first is on The Village around the area of the Tesco Express Supermarket, Boots pharmacy and the Post Office, where vehicles park on both sides of the road to access these facilities despite extensions to existing parking restrictions. The situation is particularly worse when service vehicles are delivering goods.

-The second area is West End and past Robert Wilkinson Primary Academy, especially during the peak morning school drop off time as well as pick up times on school day afternoons. The majority of older houses along this road to the North side do not have driveways and therefore the occupants park their cars on the road. Many parents then park their cars in any remaining spaces leaving West End as a single carriageway road during this period. This results in daily traffic congestion at this time, with some cars speeding past parked vehicles before their exit is blocked by oncoming vehicles, whilst others mount the pavement and may park on corners obstructing the dropped kerb pedestrian access point and ignoring the double yellow no parking lines. The fact that this road is also used by many as a route between Strensall and the A1237 ring-road at Clifton Moor, to partly avoid the ring-road traffic only makes the situation worse. Residents requiring access to the retail facilities at Haxby also use this route.

The hamlet of Towthorpe has been expanded and is likely to further expand (there are approved planning applications outstanding) and despite previous requests to impose a speed restriction the national speed limit applies through the built up area apart from the junction with Strensall Road where a 40 mph applies on the latter highway.

Illegal Parking

Within the City of York Parking restrictions **are not** enforced by North Yorkshire Police, but by the City of York Council's own Parking Enforcement Officers, who may issue a 'penalty charge notice' (PCN) under the Traffic Management Act 2004, as illegal parking is considered as a civil offence. This small group of Officers appear to spend the majority of their time in and around the City car parks checking tickets and internal roadways, with very little opportunity to visit and enforce parking restrictions in any of the outer villages. A telephone number (0800 1381119) is given on the Council website for anyone witnessing

*Traffic Study and Road Safety Improvements Proposals
Report*

illegal parking to call, but with a response time within 45 minutes the offender is unlikely to still be present when the Council employee arrives.

Historical Studies and Concerns

Within the Parish Council archives are several files which relate to traffic issues being continually raised in the past. Also a petition exists signed by almost 300 villagers in regard to the Sheriff Hutton road crossing following a young girl being knocked down at this point in November 2014. One very interesting drawing in the archives, No HS/9235/100/01, entitled 'Strensall - Proposed Schemes, Village Traffic Studies', prepared by City of York Council themselves in August 2004 (see Appendix A), indicates 5 locations for road layout improvements. None of these very important improvements have been implemented nor alternative risk reduction measures put in place to date for whatever reason. The volume of traffic from the current study is most probably more than double that which was estimated over 10 years ago. So any decision taken then or since regarding the justification not to take action by the responsible authority must be reconsidered now, together with other risk reduction proposals in this report, using an overlay of today's traffic volumes.

Some of the historical suggestions may have been flawed for whatever reason however those in the respective authority who may have rejected or not acted upon these suggestions appear not to have come forward with alternative suggestions in line with standard criteria that was in use.

Areas of Concern and Risk Reduction Proposals

1) West End / Robert Wilkinson Primary Academy

Areas of Concern

- Traffic Congestion at peak school drop-off and pick up times.
- Illegal parking at peak school drop-off and pick times, on double yellow lines, school zig-zag restriction markings, bends, dropped pedestrian kerbs, school entrance gates.
- Lack of adequate road crossing points outside of RWPA.
- 20 mph speed restriction only commences at RWPA boundary lines.
- Parents may be discouraged from walking to school because of through traffic volumes and the risk of crossing roads with young children.

Risk Reduction Proposals

- a) Consider provision of school bus from Brecks Lane bus terminus or a circular pick up from the development to RWPA to reduce number of parents driving from this estate.

- b) Consider provision of a school bus from the Strensall Barracks Service Personnel Housing and the Barley Rise area to RWPA to reduce number of parents driving from this location.
- c) Consider a one way system past RWPA during peak morning school time (08.00 to 09.00hrs) and afternoons (14.30 to 15.30).
- d) Enforce no parking offences with the presence of a Traffic Enforcement Officer, one morning each week (alternate days) at peak time of 08.00 to 09.00hrs and afternoons 14.30 to 15.30.
- e) Provide 'Zebra Crossings' at two main crossing points in front of RWPA. These crossings could easily replace the present single 'school crossing patrol' person and

would act as passive rather than active risk reduction measures with a reduced chance of failure and 24/7 availability.

- f) Extend the 20mph zone, to commence at the Northerly approach to Strensall New Bridge, throughout the whole length of West End up to its junction with York Road.

2) Junction of West End with York Road

Areas of Concern

- This junction forms an 'S' bend with blind tight corners restricting the vision that drivers have who wish to turn right into West End from York Road. Indeed the author of this report witnessed two separate rear end collisions at this junction within a 5 day period at morning peak school time.
- Drivers traveling in a Northerly direction have difficulty negotiating the 'S' bend at the speed limit of 30 mph and those that do come very close to pedestrians walking on the pavement around the corner to West End.

Risk Reduction Proposals

- a) Install mini roundabout as per 'Location 3' design on City of York Council drawing HS/9235/100/01, dated August 2004.
- b) Extend 20mph zone from this point on York Road through to the end of The Village (Lords Moor Lane level crossing) and Sheriff Hutton Road up to New Lane.

3) Junction of York Road with Southfields Road and Princess Road

Areas of Concern

- Drivers turning right into Southfields Road or Princess Road have difficulty seeing oncoming traffic due to the bend.
- Drivers from Princess Road have difficulty seeing traffic from Southfields Road.
- Drivers from Southfields Road have difficulty seeing traffic from Princess Road and York Road.

Risk Reduction Proposals

- a) Install mini roundabout as per 'Location 2' design on City of York Council drawing HS/9235/100/01, dated August 2004.
- b) Extend 20mph zone to include this point on York Road from West End through to the end of The Village (Lords Moor Lane level crossing) and Sheriff Hutton Road up to New Lane.

*Traffic Study and Road Safety Improvements Proposals
Report*

4) Junction of The Village with Sheriff Hutton Road**Areas of Concern**

- Drivers using Strensall as a through route from the South turn left from The Village onto Sheriff Hutton Road, the sweeping bend around the corner of The Ship Inn allows drivers to negotiate this junction at speed and poses a hazard to pedestrians crossing at this point. Indeed in November 2014 a young girl was knocked down at this location giving rise to a petition for action to be taken.
- There is no 'Give Way' sign on the approach to this junction from Strensall Bridge.
- Because of the volume of through traffic passing over this section of highway at peak times many parents prefer to drive their children to school thus creating further congestion in The Village and West End.
- This junction is adjacent to a village 'bottle neck' between Boots Pharmacy and Tesco Express Supermarket, caused by vehicles parked near these facilities.

Risk Reduction Proposals

- a) Modify the kerb at The Ship Inn corner to a right angle (from a curve), thereby causing drivers turning left to slow down at this point to negotiate the junction.
- b) Make the roadway in front of the Methodist Church / Strensall Bridge a 'Box Junction' to help reduce congestion at the bottleneck and prevent delays along The Village stopping southbound through traffic.
- c) Install a 'STOP - Give Way' sign on Sheriff Hutton Road before the junction with The Village.
- d) Install a Zebra crossing across Sheriff Hutton Road 2 x car lengths from the junction. Also as part of this install 'pedestrian railings' at both the Boots and Ship Inn corners up to the Zebra Crossing.
- e) Create a 20mph zone from The Village along Sheriff Hutton Road up to the New Road Junction. This 20mph zone would then continue with the 20mph zone in The Village previously mentioned.
- f) Extend the double yellow lines around the Boots Pharmacy corner to include Boots frontage and up to the start of Strensall Bridge.

5) Junction of Barley Rise North with York Road**Areas of Concern**

- There are no pedestrian crossing points of any kind along the whole length of York Road from The 6 Bells roundabout to The Village.
- The high volume of traffic at peak times (1 vehicle every 5 seconds) makes the 10 metre wide road at this location extremely hazardous to cross for the old, infirm or young, who may have difficulty judging speed and distance.

Risk Reduction Proposals

- a) Install a Zebra Crossing point across York Road just south of Barley Rise north. The location of this Zebra will coincide with the crossing point 'location 5' identified on City of York Council Drawing No HS/9235/100/01, dated August 2004.
- b) As an alternative to (a) above a central reservation with bollards would provide a safe haven for pedestrians and allow the road to be crossed in two stages.

6) Junction of Middlecroft Drive with York Road**Areas of Concern**

- There are no pedestrian crossing points of any kind along the whole length of York Road / The Village.
- The high volume of traffic at peak times (1 vehicle every 5 seconds) makes the 10 metre wide road at this point extremely hazardous to cross for the old, infirm or young, who may have difficulty judging speed and distance.

Risk Reduction Proposals

- a) Install a Zebra Crossing point across York Road just south of Middlecroft Drive. The location of this Zebra will coincide with the crossing point 'location 5' identified on City of York Council Drawing No HS/9235/100/01, dated August 2004.
- b) As an alternative to (a) above a central reservation with bollards would provide a safe haven for pedestrians and allow the road to be crossed in two stages.

7) Junction of Southfields Road with The Village**Areas of Concern**

- The end of Southfields Road traveling in a NE direction has a 90 degree left hand blind bend into a very narrow section of roadway before the junction with The Village.
- Many vehicles turn into Southfields Road from this end of the road after visiting local shops. Two vehicles have insufficient space to safely pass each other on this section of roadway without pulling into private driveways.
- There is no continuous footpath for pedestrians who are at risk should vehicles come from both ends of this roadway. Plans have previously been put forward to convert this section of roadway to a one way system and mark double yellow lines on both sides.

Risk Reduction Proposals

- a) Place 'No Entry' signs at the entrance to Southfields Road from The Village end and 'One Way' signs just before the 90 deg blind left hand bend on Southfields Road, making this stretch a one way system.
- b) Mark double yellow lines on both sides of this one way stretch of road, together with a green pedestrian safe zone up to the point where the footpath begins.
- c) Implement the proposal shown as 'Location 1', on York City Council Drawing No HS/9235/100/01, dated August 2004.

8) Section of Roadway from The Six Bells Roundabout through to Lords Moor Lane, via Ox Carr Lane and Flaxton Road**Areas of Concern**

*Traffic Study and Road Safety Improvements Proposals
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- This section of roadway passes very sensitive establishments such as a Children's Nursery and a Care Home and has varying speed limits between 30, 40 and 60mph. The road is used as a shortcut by many vehicles traveling between the A1237 and A64 to avoid the congestion at the Hopgrove roundabout. This section of road has seen several road traffic incidents due to excessive speed.
- Once vehicles have passed the Queen Elizabeth Barracks entrance the speed limit is 30mph up to the Pasture Close junction with Ox Carr Lane, where the speed limit increases to 40mph up to the Moor Lane junction with Flaxton Road from where speed restrictions are removed (60mph legal maximum). This unrestricted speed limit continues along Lords Moor Lane (Eastbound) to Flaxton village, and also continues part way along Lords Moor Lane towards The Village where it reverts to 30mph.

Risk Reduction Proposals

- a) Extend the 30mph speed limit from Queen Elizabeth Barracks entrance up to the junction of Ox Carr Lane with Moor Lane.
- b) From the above junction reduce the speed limit up to the Lords Moor Lane Junction at the Golf Club House to 40 mph, after which the unrestricted speed limit to Flaxton village will apply.

Report Conclusions

Strensall village has expanded over the years as have other village communities and industries to the north of York, however these expansions have resulted in very few road safety improvements throughout Strensall village, especially for resident pedestrians, the aging population and the younger families in more recent housing developments.

Strensall is used as a through route for almost 2 million vehicles every year over and above our own resident's vehicles. This staggering figure will only rise into the future. Now is the time for action to be taken by the responsible authority, who must become proactive and provide funds to undertake the full scope of the risk reduction proposals within this report, before one or more of our residents are killed or seriously injured, as a result of the totally inadequate traffic control and management measures that currently exist.

(Appendix A)

Strensall with Towthorpe

Parish Council

Results of Road Traffic Survey
Conducted Over W/C 29th June 2015

UK Department for Transport Statistical Data Analysis

- 36% (24,033) of killed or seriously injured RTA casualties in 2013 were pedestrians. (RAS 30026/DfT 2014)
- Pedestrian casualties reported during 07.00hrs and 20.00hrs with casualty peaks at 08.00hrs and 16.00hrs. (RAS 30022)
- 19% of killed or seriously injured RTA casualties in 2013 were pedal cyclists (DfT 2014)
- The chance of being killed or seriously injured is 5 times greater when crossing a road not in the vicinity of a pedestrian crossing. (RAS 30026)

Strensall Data Collection

- The following data was collected over a one week period by random sampling of traffic movements throughout Strensall village.
- The samples were taken on weekdays between 07.30 hours and 19.30 hours using reference periods of 1 hour and 2 hours duration.
- Data was collected manually by a Parish Councillor using standard 'tally clicker counters' (motorised vehicles only)
- The locations chosen were:-
 - The Ship Inn Junction (to identify traffic using Strensall as a through route via the Sheriff Hutton Road bridge)
 - The 6 Bells Inn Roundabout (to identify traffic from and to the A1237 ring-road to Strensall Road passing through Strensall and a shortcut to the A64 via Ox Carr Lane / Flaxton Road / Lords Moor Lane to Flaxton village.)
 - York Road between Princess Road and West End (to identify the total traffic volume through Strensall village.)
 - West End (to identify at peak school time the number of vehicles taking children to RWPA and those passing through from / to Haxby Moor Road)

Summary of Results (1)

- 75% of vehicles driving along York Road / The Village in both North and South directions drive over Sheriff Hutton bridge and therefore are using Strensall as a through route.
- 95% of HGV's and Farm Vehicles use Strensall as a through route.
- 36% of vehicles use Strensall / Flaxton road as a short cut between A1237 and A64
- 64% of vehicles from /to Strensall Road enter Strensall via the 6 Bells Inn roundabout from / to York Road / The Village.
- 98% of vehicles from York Road turn right at 6 Bells Inn to the A1237.
- Road vehicle noise and emissions pollution and the impact upon local residents have not been considered within this scope of this study.
- *York City Council have recently conducted their own data collection of Parents / Children crossing West end at two points to access Robert Wilkinson Primary Academy (results unknown)*

Summary of Results (2)

- The peak weekday periods for traffic along York Road are between 07.30 - 09.30hrs and 16.30 -18.30 hrs.
- Average vehicles per hour during peak periods = 770 = 1 every 5 seconds (939 max recorded)
- Average vehicles per hour between peak periods = 490 = 1 every 7.5 seconds.
- Average vehicles per hour after and before peak periods = 60 = 1 every 60 seconds.
- Average vehicles per hour at weekends 08.00 - 18.00hrs = 590 = 1 every 6 seconds
- Total vehicles / day = 7,290 Mon - Fri / 6,740 Sat -Sun
- Total vehicles / week = 49,930
- Total vehicles / annum = 2,595,360, of which 1,946,520 use Strensall Road /York Road / The Village / Sheriff Hutton Road bridge as a through route.

Summary of Results (3)

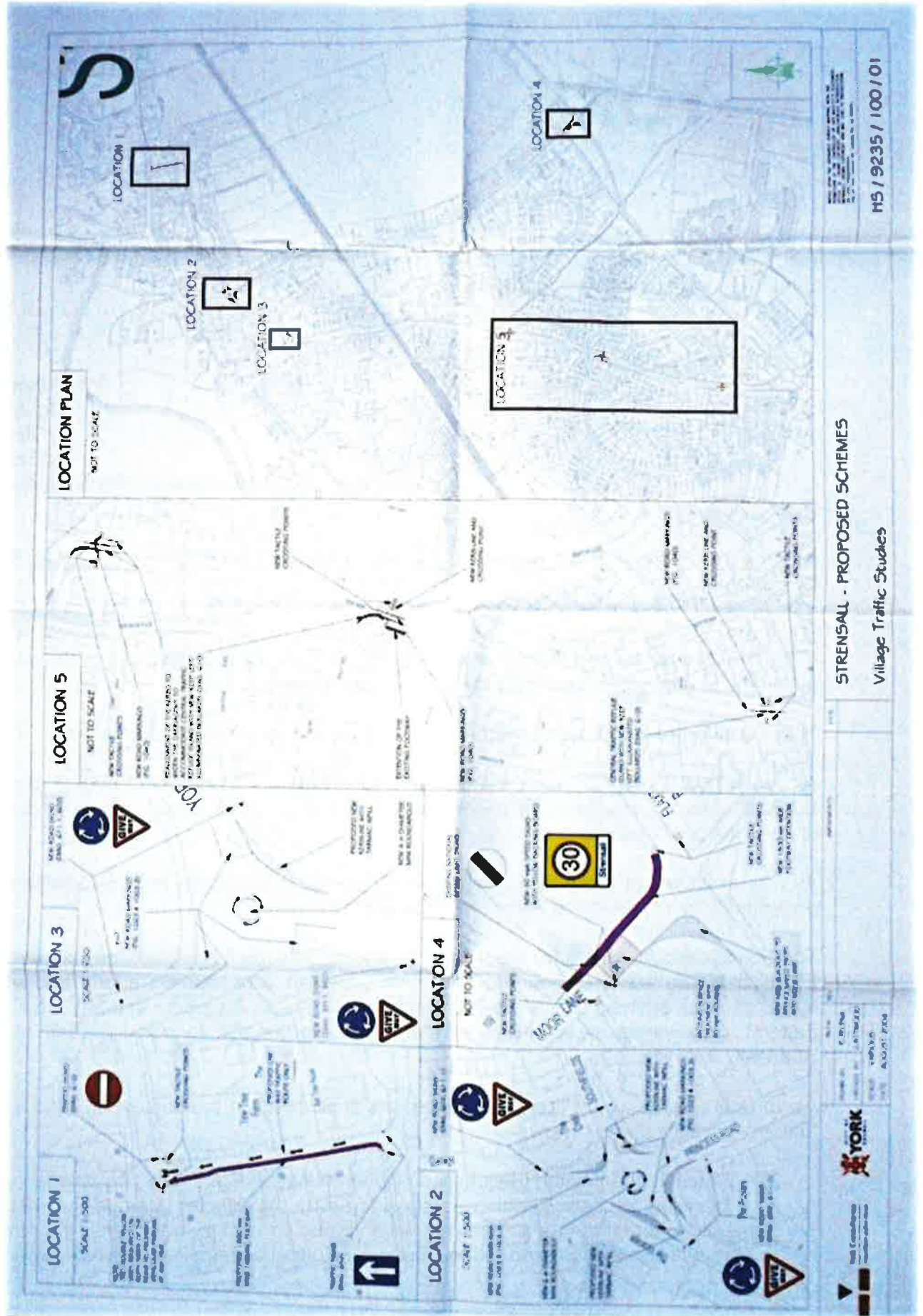
- At West End /Robert Wilkinson Primary Academy the school day commences at 08.00hrs (breakfast club) up to 09.00hrs
- During this period an average of 100 vehicles use West End as a through route including some Tractors and HGV's
- Between 08.00hrs and 08.30hrs an average of 30 vehicles drop off children at RWPA, between 08.30hrs and 09.00hrs, a further 120 vehicles average drop off children.
- As there is no car park or drop off point for RWPA parents, cars are left parked wherever a space is available including bends, dropped kerbs and double yellow lines.
- Congestion commences when parents vehicles and through traffic negotiate in both directions the single carriageway created by parked vehicles.

Summary of Results (4)

Individual Risk

- The term 'Individual Risk' in this study relates to the odds of a pedestrian becoming a casualty as a result of a Road Traffic Accident.
- The 2015 DfT statistics showed there to be a significant increase in the number of persons over the age of 60 years becoming casualties, also children under the age of 15 years are particularly vulnerable. The report suggests that these groups may have difficulty judging speed and distance which places them at greater risk than the remainder of the general public.
- Considering the total number of Pedestrian Casualties in 2014 = 24,748 within a UK population of 66,000,000, then the odds are 1 in 2,666.
- Therefore with a village population of 6,500 (VDS 2015) we have the potential for 2 + pedestrian casualties / annum.
- It has not been logistically possible within the limits of this study, to monitor the number of pedestrians crossing the road throughout the length of the 'traffic through route' especially during peak times. However the potential for an elderly / infirm person or child making it across a 10 metre wide road without becoming a casualty at peak time with 1 vehicle every 5 seconds is very low indeed.

York City Council Drawing HS/19235/100/01 (August 2004)





Directorate of City &
Environmental Services

West Offices
Station Rise
York
YO1 6GA

Ext. 1331 Trish Hirst
E-mail : trish.hirst@york.gov.uk
Our Ref;

07 November 2018

The Village Hall
Northfields
Strensall
YO32 5XW
clerk-strensallpc@btconnect.com

Dear Sue,

Letters from Strensall & Towthorpe Parish Council to Neil Ferris, 11th Aug & 12th Nov 2015

Sincere Apologies that you have not had a response to your correspondence to Neil, in relation to the letters sent on the above dates, this has been an oversight that Neil has asked me to rectify by responding to the letters on his behalf.

Thank you for the detail in both letters and the attached reports and information.

As you will be aware this year I myself, have site visited on a number of occasions within Strensall. Meeting members of the Parish Council (PC) on at least 2 of those visits, to discuss areas of concern.

As was explained at those discussions, any engineering measures must be implemented on a priority basis, where casualty reduction is the top priority.

The Police casualty record for the whole of Strensall has been analysed, paying particular attention to the areas of concern you have raised in your letters, reports and at site meetings. This analysis of the casualty record for Strensall does not raise any identifiable patterns or anything to suggest that there is a greater risk to being a road user in Strensall.

As you will also be aware there are 2 locations in Strensall in the context of "road safety" that are currently under review:-

1. As a result of a petition the junction of Sherriff Hutton Road with The Village. A Decision Session Report was considered by the Elected Member on 19.02.15 resulting from that meeting officers were instructed to carry out a feasibility study of that Junction and Sherriff Hutton Road. (Including access from the footpath). This

study is expected to conclude its findings this financial year (before 31st March 2016).

Ben Potter the Engineer is currently in talks with the Utility Companies, to investigate the costs and complexities involved in possible movement of utilities in the vicinity of Sherriff Hutton Road Junction.

2. The location of York Road, which was highlighted as a result of resident concerns about speed of traffic. Your PC member Lawrence Mattinson gave representation at the Decision Session on 12.11.15. The Elected Member decision on that item, specific to Strensall, was that resident consultation on plans for cycle lanes was to be continued. That consultation document is due to go out to residents, by 8th January 2016.

For your information, I have reproduced (overleaf) the "decisions" relating to Strensall taken at both these Decision Sessions.

Unfortunately, at this current time, we are unable to take further, any of the other ideas and suggestions you put forward but would like to assure you that we will continue to monitor and analyse casualty statistics across the whole of the City, including Strensall, with a view to ensuring maximum benefit in terms of casualty reduction from a limited budget.

Yours sincerely

Trish Hirst

Trish Hirst

Road Safety Officer, Training Team & School Crossing Patrol Manager.

Cc Neil Ferris; Julian Sturdy MP; Cllr P Doughty; Cllr H Douglas.

Decision Session 19th Feb 2015

Junction of Sherriff Hutton Road with The Village, Annex C

Decision

(i) *Instruct Officers to undertake an update of the feasibility study carried out in 2011.
Reason: To enable the impact of recent changes in the area to be established and considered in the development of options and to determine more accurate costs for possible solutions.*

(ii) *Instruct Officers to hold a site meeting with representatives of the local community.
Reason: To ensure that the concerns of the residents in the area are fully understood during the development of the options.*

Visits undertaken on:-

- 14th April 2015*
- 12th June 2015*

Decision Session 12th Nov 2015,

York Road, Strensall, Annex G.

Decision

York Road Strensall to remain in the programme with a view to bringing back the matter to an Executive Member Decision Session, if the consultation proves the scheme to be controversial among residents.

YORK GOLF CLUB LTD

Secretary: - 01904 491840

Professional: - 01904 490304

Email: secretary@yorkgolfclub.co.ukwww.yorkgolfclub.co.uk

Established 1890

ANNEX D

The Clubhouse
Lords Moor Lane
Strensall
York
YO32 5XF

VAT No: 169 461 043

"JH Taylor laid out the course (1903) and it remains a gorgeous test today" - National Club Golfer Magazine

Wednesday, 07 November 2018

The Chairman
Strensall with Towthorpe Parish Council
Strensall Village Hall
Northfields
Strensall
YO32 5XW

Dear Sir,

Road Safety Issue.

The recent accident that critically injured two individuals on the outskirts of the village served to heighten member concerns regarding the traffic now using the road past the golf club and bypassing the main village itself.

There have always been concerns regarding the speed of traffic using the Flaxton Road and the danger that the "unrestricted" nature of speeds leads to for:-

- golfers crossing the road from clubhouse to course;
- walkers and dogs crossing to the footpaths adjacent to the course; and
- motorists exiting Lords Moor Lane.

At present the 40 mph limitation does not come into effect until around the Moor Lane area which means traffic is then slowing suddenly after a long uninterrupted period of high speeds just prior to two corners in succession and where traffic is exiting two other roads (Moor Lane and Scott Moncrief Road).

(Also, on Lords Moor Lane itself, the 30 mph limitation does not come into effect until well down the road and not at the junction with Flaxton Road – meaning motorists often corner at relatively high speed and are speeding as they go down the lane towards the level crossing).

The current situation has the effect that drivers are travelling at 50 to 60 mph along Flaxton Road when reaching the Lords Moor Lane turning – which is clearly dangerous to all those mentioned above. We have witnessed many an accident on the junction over the years – often due to speeding cars – thankfully none as yet involving any pedestrians or golfers.

In addition to the speed of traffic, it has also become apparent that the expansion of the use of Satellite Navigation tools has greatly expanded the volume of traffic using the road since it is a "rat run" that allows people to get off the usually crammed A64 heading to the Hopgrove Roundabout and jump via the Flaxton Road to the A1237 Ring Road.

We therefore believe that these two matters combined in leading to a high level of risk in the area and would ask the Council to consider urgently implementing traffic calming measures to avoid what might be a very serious accident in the future.

Ideally we would suggest the implementation of a mini-roundabout on the junction of Lords Moor Lane and Flaxton Road.

Primarily, this would force traffic to slow as they approach the roundabout and also perhaps lessen speeds between here and Moor Lane since traffic would not normally accelerate as much between these points as they would stay at speed if not slowed.



Company Registered No. 10280338
Registered Office : The Clubhouse, Lords Moor Lane, York, YO32 5XF



Secondly, it would slow traffic approaching the roundabout from Flaxton and thus provide a less risky crossing to golfers travelling from the clubhouse to the course. On average between 200 and 400 crossings a day take place with golfers.

Further, it would also provide safer crossing access to dog walkers crossing just "south" of the junction to and from the council provided dog walks.

Finally, it would slow traffic accessing Lords Moor Lane and so ensure they are travelling slower when reaching the speed restricted area.

We recognise however that such a scheme would be the most expensive option and might not fit within existing budgets.

As one alternative, might the council consider installing flashing "pedestrian crossing" lights on the two routes between clubhouse and course (for golfers) and the footpath from Lords Moor Lane to the Common (for walkers)?

Such lights should cause traffic to slow coming from both directions and so enhance public safety.

Perhaps the simplest solution however might be to move the 40 mph restriction zone from the Moor Lane area to say the Strensall "boundary" stone opposite Dennington Barton and so have the 40 mph limit in place from that point all the way past the village?

Whilst there will be some motorists who will undoubtedly speed up between the golf club and Moor Lane, even within a restricted limit zone, the simple effect of a limit should reduce speeds on the whole and so improve matters.

Our thanks in anticipation, for taking the time to consider this item.

Yours faithfully

Mike Wells
Secretary



Company Registered No. 10280338
Registered Office : The Clubhouse, Lords Moor Lane, York, YO32 5XF





Directorate of Economy &
Place

Eco Depot
Hazel Court
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YO10 3DS

Ext. 1331 Trish Hirst
E-mail : trish.hirst@york.gov.uk
Our Ref:

07 November 2018

Secretary
The Club House
Lords Moor Lane
Strensall
York
YO32 5XF

Dear Mr Wells,

Road Safety Issues Flaxton Road / Lords Moor Lane, Strensall

Thank you for your letter dated 13th September 2017 which has been forwarded to me for a response.

Sorry that it has taken me a little while to come back to you, but I have been discussing the issues you raised with my colleagues, in both the Engineering Team and North Yorkshire Police Traffic Management.

I have also looked back at the casualty record in the vicinity of the Golf Club, and note that on the Police records in the last 5 years (to the end of 2016) there were 2 slight casualty accidents in the area. One in 2013 when a single vehicle skidded on ice at 2am and the second in January 2014 at 10am when there was a collision between 2 vehicles at the junction of Flaxton Road/Lords Moor Lane. Following a request to the Police, in relation to the accident mentioned in your letter, they have informed me that the incident is likely to be the one that happened on 25th July at 02:10am on Ox Carr Lane, in the 40 mph limit area.

The Police have stated that although awaiting the outcome of the ongoing investigation, they are not, at this stage, considering either the road lay out, or the speed limit (which is a 40mph limit where the collision occurred) as causation factors, in this road traffic collision that occurred on 25.07.17.

Unfortunately, as you allude to in your letter, the current budgets for any improvement work on roads generally is very limited, and at the present time would not stretch to CYC funding any of the additional features you suggest in your letter. To add to this, neither a reduction in speed limit or traffic calming would currently fit with the Department for Transport advice on this type of rural road.

However, if the Golf Club wished to fund some measures then there is new technology, in relation to vehicle activated signs (VAS), which could potentially be feasible for this location?

Until now, in York the only type of VAS that has been used are those that flash the speed limit and are activated by vehicles. However, the technology is now available to have a sign that is triggered, for example by pedestrians/golfers, on a footpath approaching a road, this will give a warning message to motorists on the road that pedestrians are about to cross the road, in real time. (The approximate cost of a single sign like this would be around £5k depending on available power supply)

If this is something you, as a Golf Club would be interested in funding, I can put you in touch with the right team to liaise/advise on this option.

I am sorry that at this time of restricted budgets I am unable to offer any further alternatives for this location,

I hope this information helps,

Yours sincerely

Trish

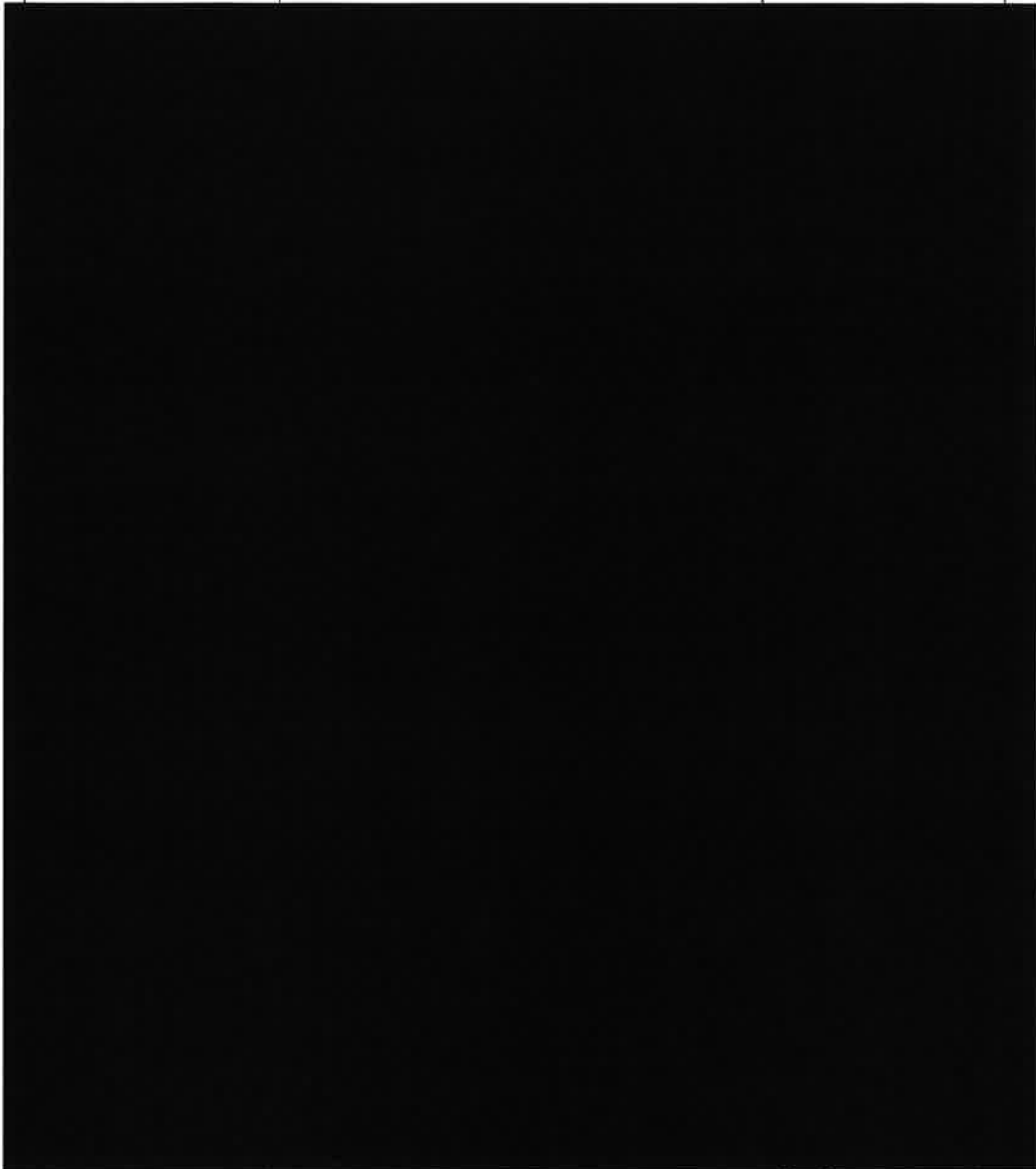
Trish Hirst
Road Safety Officer; Training Team &
School Crossing Patrol Manager.

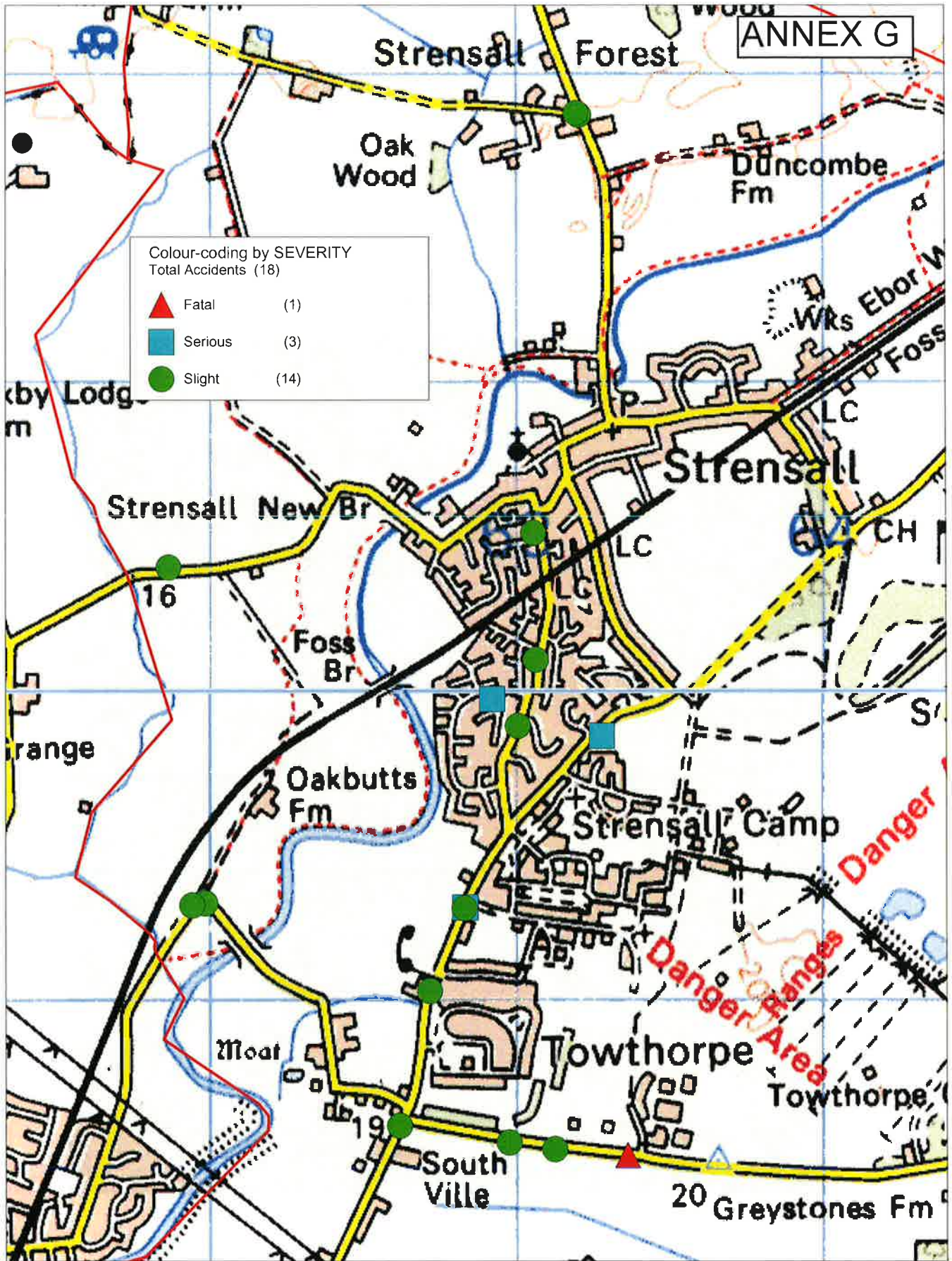
Cc: Strensall Parish Council
Cllr P Doughty

Petition to City of York Council in respect of road safety improvements needed in Strensall.

We the undersigned residents of Strensall with Towthorpe Parish have signed this petition in support of the 'Traffic Study and Road Safety Improvements Proposals Report', prepared by the Parish Council and originally submitted to you in August 2015.

NAME	ADDRESS	SIGNATURE
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ANNEX G



Strensall with Towthorpe Parish Council Area
Her Majesty's Office (c) Crown Copyright
 City of York Council
 Licence No. 1000 20818 April 2005
Selected Range of Accidents between dates 01/01/2015 and 31/12/2017
 Selected using Manual Selection

Please note:- All accident data is subject to change due to validation

SCALE	1 : 16330
DATE	06/11/2018
DRAWING No.	
DRAWN BY	Edwina Fong



How to report a speeding concern

The '95 Alive' Partnership Speed Management Protocol York and North Yorkshire



Contents

p. 3 Introduction – How we want to help you

Who is 95 Alive?

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Police enforcement

p. 13 Responsibilities of each agency

Introduction - How we want to help you

The purpose of this document is to provide you with all the information you need before you make a complaint about speeding in your community, or whether your complaint is better addressed somewhere else. It will also help if you have already made a complaint because we detail what updates you should expect when.

Who is 95 Alive?

The 95 Alive partnership is made up of the organisations below, all of whom have some responsibility for road safety. The lead members of the group

- North Yorkshire County Council
- City of York Council
- North Yorkshire Police
- North Yorkshire Fire and Rescue Service
- Highways England
- District Councils and their local Road Safety Task Groups

Objectives

By working together, our aims are to reduce casualties on our roads and improve the safety and quality of life both for people who live in the area and for those who travel through it. We investigate every single complaint of speed made by residents of and road users in North Yorkshire and the City of York, and we use an evidence led process to deliver an honest and realistic response. Transparency is also key to us, so we do our best to make each decision as straight forward as possible, as well as providing you with updates throughout the complaint process.

We always use evidence to make decisions, which is why sometimes this process can take several weeks to complete. This normally includes monitoring the speed of vehicles over a week long period (24 hours a day for seven days), as well as looking into the factors contributing to collisions within the last three years. This, with all other available information, is then analysed and a decision is made on how to proceed.

The process – what happens to your complaint?

To make this process as simple as possible there is one point of contact for the public – the North Yorkshire Police Traffic Bureau. Whilst many others are part of the process which helps resolve your speeding complaint, the Traffic Bureau is the team who can update you at any time. The assessment and subsequent decision about how best to resolve your speeding problem will be made by the local Road Safety Group. The role of each organisation is explained at the end of this document if you would like to know more.

Before a complaint can be taken forward, a 95 Alive 'Speed complaint form' needs to be sent to us.

A copy of that form is at the end of this document if you need one, or you can find it online at:-

www.roadwise.co.uk/using-the-road/speed-concerns

Once completed, please send it to us by email at

speedconcerns@northyorkshire.pnn.police.uk,

or by post to

**North Yorkshire Police Traffic Bureau
PO Box 809
York
YO31 6DG**

The Traffic Bureau is an integral part of the North Yorkshire Police Criminal Justice Department.

It manages the deployment of safety cameras, supports the processing of offences and provides an administrative function in relation to the recording of road collisions

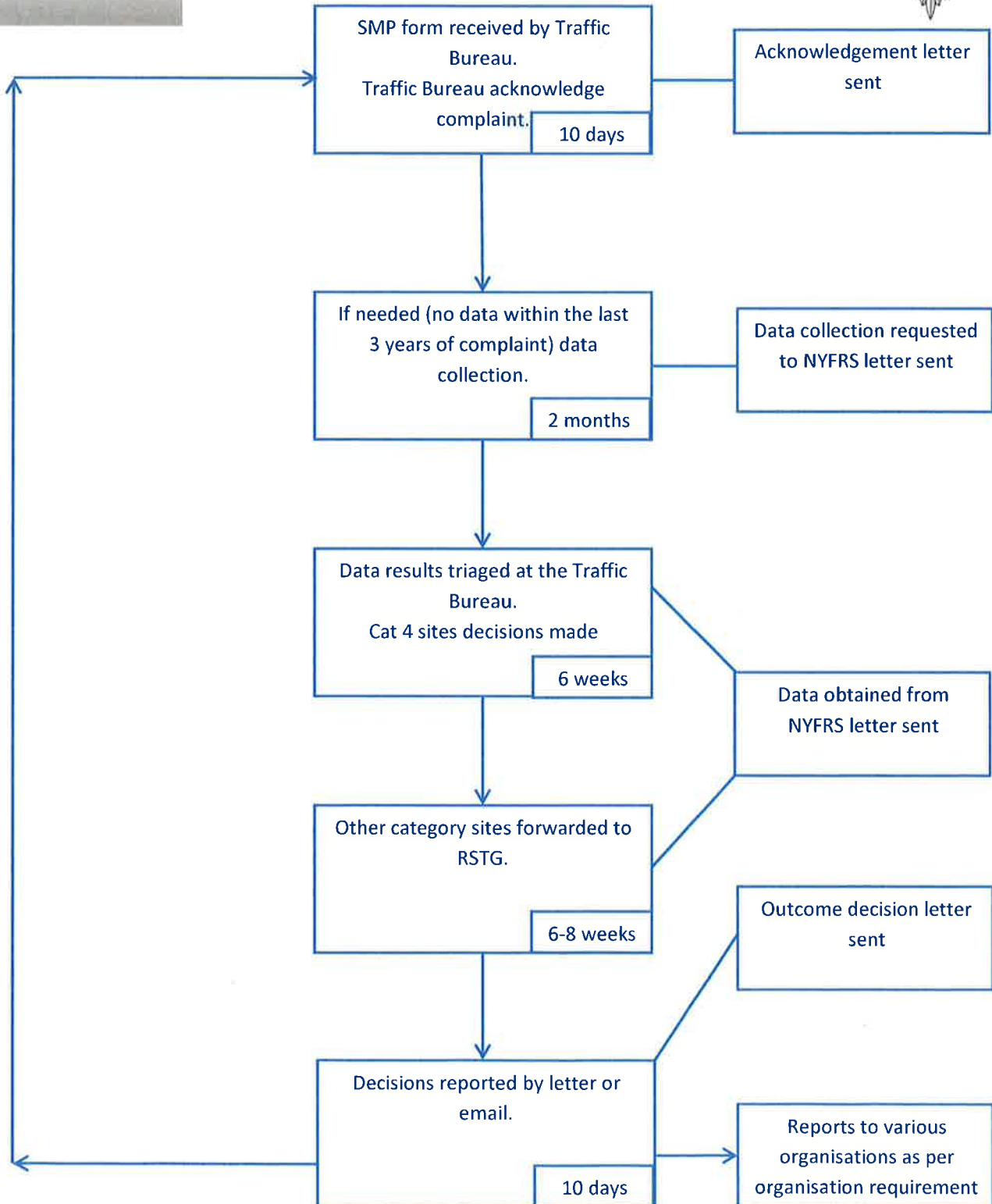
It also has trained traffic management staff who provide intelligence and legal support to operational activity

The flowchart below explains what happens after that form is received, and when you should expect to see updates throughout the process. Please bear in mind that to gather the evidence we need, this process generally takes between two and six months. As explained though, we will try to keep you informed at every step.

Complaint flowchart



Speed Management Protocol Complaint Flowchart



The flowchart in more detail

Whilst the flowchart explains what happens to your individual complaint, the information below shows you in more detail the process we use to ensure we reach the right resolution:

1. A location of concern can be identified in one of two ways
 - Either by a Speed Concern report form being submitted to the Traffic Bureau, or
 - From data identified by the 95 Alive partnership looking at, for instance, recent collisions.

Each complaint is subject to the same equitable process and no priority is given to multiple submissions or petitions. Speed Concern report forms are available from the City of York Council, North Yorkshire County Council and local Parish Councils, 95 Alive road safety partnership websites and local Police Stations. Alternatively, the form is available in Appendix C of this document and can be sent to speedconcerns@northyorkshire.pnn.police.uk

2. Not all problems brought to our attention are speed related. With that in mind, we look at all the information at our disposal to find out whether speed is the main issue or not. For instance, the problem may be the type of vehicles using the road e.g. heavy goods vehicles, or it might be the layout of the road e.g. a very narrow pavement.

When the concern is not specifically speed related then we will let you know and pass your concerns onto the right organisation.

3. Once we have checked the above and found your complaint needs further investigation, we check to see when speeds were last monitored in your community. If speed has been monitored within the last three years then we will let you know the outcome of that investigation. This is because unless something significant has changed at that location, government guidance states that driver behaviour changes very little over three years. However, if something substantial has happened at the locations that we will look at the possibility of monitoring the speed again.

Other information will also be taken into account at this stage, such as changes to the road layout e.g. installation of traffic lights.

4. Once your complaint has been assessed and it has been agreed there is a need to monitor the speed of vehicles, equipment will be installed which monitors speed over a seven day period (for 24 hours a day). After the data has been collected, it will be sent back to the Traffic Bureau team for review.

5. The results of the above review are triaged by Traffic Bureau. Where the results confirm that the speeds are within acceptable tolerances for the limit and there are low or no casualties, the site will be directed to Community Speed Watch.

6. Where results require further analysis, these sites will be referred to the local Road Safety Task Group (RSTG). The RSTG meets regularly to assess different road safety issues brought to their

ANNEX H

attention. All the information gathered relating to your complaint will be discussed by the RSTG who will decide the appropriate course of action.

The Road Safety Task Group is usually made up of:

- North Yorkshire County Council or City of York Council or Highways England
- North Yorkshire Police
- North Yorkshire Fire and Rescue Service
- District Councils (where applicable)

7. If there is a speeding issue, an appropriate course of action will be agreed i.e. education, engineering or enforcement, a combination of these or community based action, or no further action, according to the findings.

More information on education, engineering and enforcement are included on p10.

What information do we look at?

So we can provide a proportionate response, we have developed an objective means of assessment for locations of concern and complaints. That means we gather evidence and information so we can get as full a picture of the location as possible. More information on how and why we look at these particular issues is explained below.

1. **Recent collisions** – This information is based upon data for the preceding three years, where speeding may be a contributory factor, and prioritised on severity by classifying collisions as fatal, serious, or slight. A point scoring system is then used to categorise each location. This is based on a slight casualty receiving 1 point, with a fatal or serious casualty being weighted at 4 points. A total point's score of 6 or more is needed for the location to be given a "high" category.
2. **Speed data** – Equipment is installed on the roadside which collects speed data over a period of at least 7 days (24 hours a day). This is then analysed. We look at all the data to see what speeds vehicles are driven at and the times of day and days of the week when they do so. It tells us when the road is busiest and when it is quiet. Our analysis looks further into the data, which is explained below.
 - a. **The mean speed** – The mean speed is calculated: 'mean' speed is what most people refer to as the 'average' speed although it is slightly different. More specifically, it is the **total sum** of the numbers **divided** by how many numbers there are. This provides a good overall indication of the speed in any given location.
 - b. **The 85th percentile speed** - To get a more complete picture, we don't just work from the mean speed, which can miss out patterns of driving and specific issues. As well as looking at the mean speed, we also look at what is known as the 85th percentile speed. This shows us that 85% of all vehicles are travelling at less than this speed so it shows us the speed that the majority of drivers feel comfortable to drive at for this location. If 85% of drivers are driving at or very close to the posted speed limit, this shows that the limit is

working well with most drivers. If this is not the case, we will look at what we may be able to do about it.

- c. We also look at the highest speeds reached by the other 15% of drivers and when this happens (time and day of the week). If there is a regular pattern, this can help to target police enforcement.

3. How fast is too fast?

When assessing the speeding data, 95 Alive adopts the same guidelines that North Yorkshire Police use for enforcement purposes. These are the National Police Chiefs Council (NPCC, Formally ACPO) guidelines, and are outlined in the national publication 'ACPO Speed Enforcement – Policy Guidelines 2011-2015 Joining Forces for Safer Roads. Therefore, speeds that reach 10% plus 2 mph over the posted speed limit will be eligible for action.

An example in a 30 mph limit would be:

Speed limit 30 mph
 10% 33 mph
 +2 mph 35 mph - **meaning a prosecution level starting at 35 mph**

The calculation for all speeds is below:

Speed Limit	Action considered at:
20mph	24mph
30mph	35mph
40mph	46mph
50mph	57mph
60mph	68mph

What do we do with that information?

Based on the available speed data and the collision record, each location is then categorised using a scale of 1 to 4, with 1 being the highest priority.

The table below details each category:

ANNEX H

Category	Speeds	Casualties	Priority
1	High (meets or exceeds the threshold for action)	High	Very high
2	Low	High	High
3	High	Low	Medium
4	Low	Low/None	Low

What happens next?

Police enforcement isn't always appropriate, depending on the review of all the information gathered. However, if the location is considered suitable for enforcement then it is passed to the police who will decide independently what the appropriate type of enforcement should be.

If the analysis suggests it is appropriate, locations will be forwarded to the relevant Highways Authority to review the speed limit.

Once a course of action is agreed (by the local Road Safety Task Group) and implemented, or if no further action is to be taken, a letter will be sent to the complainant, Parish Council and City/County Councillor will be informed.

As part of any action taken to address a location of concern, a review will be carried out between 12 months and 3 years (depending on the category of site and the recommended action). This review will consider:

- Whether the action has been effective or if not, why not?
- Whether it needs to be repeated
- If so, when/how frequently
- Are there any other possible measures that could be implemented?

Options for action**Education and Publicity**

Education programmes consist of information, training or publicity, or a combination. They may be used on their own or in conjunction with engineering and/or enforcement work depending on the issues to be addressed. They may use temporary posters, use of local media and information through local organisations and venues.

**Alternatives to prosecution**

If a driver/rider is identified as having exceeded the speed limit, but at a speed that falls within certain threshold, (see page 8 for details of thresholds), he/she may be offered the opportunity to attend an educational training course at their own expense as an alternative to a fixed penalty fine and points on their driving licence. This offer can be made only once in a three year period – any subsequent repeat offence may be dealt with either by fixed penalty or through the courts as appropriate. The most common of these is a Speed Awareness Course.

Community Speed Watch

In the case of Category 4 sites, Community Speed Watch may be deemed as the most appropriate outcome. CSW is designed to support local communities to improve road safety by allowing residents to address speed concerns in their community with the support of North Yorkshire Police. Following site risk assessments and training conducted by our Police Support Volunteers, local residents are given speed monitoring equipment and will record the details of vehicles exceeding the signed speed limit. 1st and 2nd time offenders will receive advisory letters



asking them to address their driving behaviour and remain within the speed limit at all times. On the 3rd offence, details are passed to our Road Policing Group who will attend the offender's address.

Mobile Speed Matrix Signs



In some situations, the use of a vehicle speed activated matrix sign will be considered appropriate. This involves the use of an electronic sign that illuminates only when a vehicle approaches at above the speed limit at the entry to a village. Research has shown these signs to be very effective in making drivers slow down. They are most effective when used for a short period of time as their effectiveness reduces with familiarity. However, they can be brought back for another short period if driver compliance with the speed limit starts to reduce again. These signs may be mounted on a suitable existing post e.g. telegraph pole (with permission) or may be a trailer mounted unit. They are usually made available to a community for a period of one or two weeks and may be brought back once or twice over a period of months. They are operated and installed by the Fire & Rescue Service as part of the local RSTG and are intended to be a means of addressing an intermittent issue.

Temporary Vehicle Activated Signs

In North Yorkshire there is a programme for the use of temporary Vehicle Activated Signs (VAS) at some suitable locations. The VAS only activates when a vehicle approaches at a speed above the posted limit. On sites where few vehicles exceed the speed limit, the sign would rarely be seen to activate and is unlikely to be an appropriate measure. However, on busier Category 4 sites, that do not meet the ACPO enforcement levels, a VAS may be more appropriate and effective. The programme provides for a VAS to be installed on a temporary basis for a number of 6 week periods in a year. **This option is co-funded by NYCC and the local Parish or Town Council.**



ANNEX H



Highways engineering

If the data obtained indicates an issue with the road lay-out or low compliance with the posted limit and this has been identified as a sustained rather than a temporary problem, then this will be referred to the relevant Highways Authority to consider through their own protocols.

Police enforcement

Should the local RSTG identify an evidenced community concern location which they consider suitable for enforcement action, this will be passed to NYP with a request for enforcement. The police will then decide on the most appropriate measure of enforcement to take forward.



Individual responsibilities of each agency

North Yorkshire Fire and Rescue Service (NYF&RS) - Data collection and education

- Deployment and operation of Speed Data collection equipment
- Deployment and operation of Mobile Speed Matrix signs
- Collection and distribution of speed and traffic data
- Involvement in educational programmes through partnerships

City of York Council - Education, Training, Publicity and Engineering

- Local management of the Speed Management Process and all complaints within the city of York administrative area.
- Highways engineering
- Road safety education, training and publicity programmes

North Yorkshire County Council (NYCC) - Education, Training, Publicity and Engineering

- Local management of the Speed Management Process and all complaints within the North Yorkshire administrative area.
- Highways engineering
- Road safety education, training and publicity programmes

North Yorkshire Police (NYP) - Traffic Bureau Administration and Enforcement

- Administration and management of the SMP process.
- Coordination of enforcement, Educational alternatives to prosecution for lower level offenders e.g. Speed Awareness Course
- Organisation, training and administrative support for the Community Speed Watch programme, including back office and subsequent actions e.g. letters to identified drivers, organisation of volunteers

Highways England - Education, Training, Publicity and Engineering

- Local management of the Speed Management Process and all complaints for roads under their jurisdiction.
- Highways engineering
- Road safety education, training and publicity programmes

Local Road Safety Task Groups (RSTG)

- Collection and assessment of speed data
- Determination of appropriate action
- Review of actions taken



ANNEX H

Office Use Only

Speed Concern Form

Please Complete **All** Fields – Only **ONE** form is required to launch a review of a location

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

Address: Postcode:

Tel: Email:

Location of concern (road name):

At/ near to (house number / junction with):

Are there any days or times you feel are worse:
MON | TUE | WED | THUR | FRI | SAT | SUN | ALL DAYS
 Times of day (please specify):

Types of vehicle: **Car | Motorcycle | Van | Lorry | Bus | All Vehicles**

Driven by: Local Residents / General Traffic / Commuters from / Employees of (delete as appropriate)
 1. 2. 3.

Additional Information:

I would be willing to participate in any Community Action initiatives regarding the issue I have raised: <p style="text-align: center;">YES / NO</p>	<p>Signature:</p>
--	--------------------------

This form should be returned to –
North Yorkshire Police Traffic Bureau, PO Box 809, York, YO31 6DG
Email: speedconcerns@northyorkshire.pnn.police.uk Tel: 01904 618968
Facebook: www.facebook.com/NYPTTrafficBureau

Please see reverse for general information that may help us help you with your concern.

Information

The purpose of this form is to allow you to submit a concern about speed in your local community to the **95 Alive Partnership** for review through the **Speed Management Protocol**. Only one form is required to start a review into a location of concern. We treat all concerns equally, in order of receipt, and no priority will be given based on the amount of forms submitted.

The aim of the 95 Alive Partnership is to reduce casualties on our roads and improve the safety and quality of life, both for people who live in the area and for those who travel through it. We review every concern we receive. On occasion, your concern will need to be handled by other partners within 95 Alive Partnership. Please take the time to read the following examples and who addresses them:

- **Speed limit reductions and road signage:** For the reduction of a speed limit or the installation of new/ more road signs, you will need to contact your local authority, as they manage and monitor these. City of York Council can be contacted via ycc@york.gov.uk or tel: 01904 551550. North Yorkshire County Council can be contacted via road.safety@northyorks.gov.uk

- **Narrow pavements or lack of footpaths:** If you feel unsafe from traffic whilst walking on a pavement because you feel it is too narrow, or live in an area where you regularly have to walk in the road due to the lack of a footpath, then you need to contact the Highways Agency at your local authority. They monitor and review locations and make the final decision on any form of engineering work.

- **Concerns with a specific vehicle/ company vehicles:** If you have concerns over a small number of vehicles, and have the details of them, whether it is one vehicle's registration plate or you have concerns with a particular company's vehicle, then this concern is not suitable to go through this process. Please contact '101' who will be able to assist you. You also need to do this if you have concerns over how **cyclists** use the roads.

- **Have you witnessed anti-social use of vehicles/ captured it on camera:**



If you have witnessed or captured instances of anti-social use of vehicles or poor/ dangerous driving on a dashboard camera or other form of camera, then North Yorkshire Police have launched 'Operation Spartan' which aims to improve the attitudes of all who use our roads and increase the level of safety for all. Information on how to register and send these instances can be found here: [https://northyorkshire.police.uk/what-we-do/road-](https://northyorkshire.police.uk/what-we-do/road-policing/operation-spartan/)

[policing/operation-spartan/](https://northyorkshire.police.uk/what-we-do/road-policing/operation-spartan/) or by emailing: OpSpartan@northyorkshire.pnn.police.uk

This form should be returned to –
 North Yorkshire Police Traffic Bureau, PO Box 809, York, YO31 6DG
 Email: speedconcerns@northyorkshire.pnn.police.uk Tel: 01904 618968
 Facebook: www.facebook.com/NYPTrafficBureau

Change of speed limit request policy and procedure

Speed limits in York are set utilising the Department for Transport guidance document 01/2013 Setting Local Speed Limits. If a resident or local interest group wish to apply to change or introduce a speed limit the following procedure should be followed:

Complete the change to speed limits application form to request an assessment if you would like a speed limit to be, lowered, raised, or extended. There is no cost for requesting an assessment.

How CYC process your request.

We ask the police if they would support a change before consulting with other bodies or the local community.

We will consider all relevant factors before changing an existing speed limit, including:

- reducing accidents and casualties
- improvement to the environment
- conditions for vulnerable road users
- journey times for motorised traffic
- costs of implementation
- costs of engineering measures and their maintenance
- negative environmental impact of engineering measures
- costs of enforcement

Even if we support your request, there is no guarantee that the speed limit will be implemented.

We will consider objections raised by other parties such as:

- the police
- parish council
- residents

If a change is agreed, a new Speed Limit Order has to be made and funding secured. The statutory legal process to implement or change an Order takes between 6 and 9 months.

All A and B class roads within the York area were assessed in 2011 against Department for Transport criteria and any required changes made.

Casualty Reduction / Danger Reduction and Safe Routes to School

Local safety schemes have formed part of the Transport Capital Programme for many years and are split into three work streams.

Casualty Reduction

Casualty reduction schemes form the majority of the programme. These are highway schemes at sites with a recent history of injury accidents and are designed to address any accident patterns and thus reduce the likelihood of further casualties. Typical local safety scheme measures include signing, marking and lighting improvements, junction realignments and traffic signal changes.

Danger Reduction

Problems raised through petitions or contact with local interest groups or residents at sites with little or no accident history or perceived risks are considered for this work as they are raised and if applicable considered for inclusion in the following years programme. A small amount of funding is also allocated for minor reactive danger reduction works as required throughout the year.


Safe Routes to School

Improvements to routes to school as identified through working with the schools and encouraging sustainable transport choices. This also covers works to the safety zones in place around most school sites in the city which can include traffic calming, parking restrictions and pedestrian and cycle facilities.

Pedestrian crossings

A form is available online to request a pedestrian or cyclist crossing.

https://www.york.gov.uk/downloads/file/15642/pedestrian_cyclist_crossing_application_form

PEDXING			
			
PEDESTRIAN / CYCLIST CROSSING APPLICATION FORM			
1. Customer details (please fill out all the fields)			
NAME			
ADDRESS			
CONTACT PHONE NUMBER			
E-MAIL ADDRESS			
2. I would like to request the following type of pedestrian crossing improvements: (tick relevant box)			
Dropped Kerbs	<input type="checkbox"/>	Zebra Crossing	<input type="checkbox"/>
Pavement build-out	<input type="checkbox"/>	Puffin Crossing (Pelican)	<input type="checkbox"/>
Central refuge	<input type="checkbox"/>	Toucan Crossing	<input type="checkbox"/>
3. Please provide the road name and location			
4. Reasons for crossing request			
Please continue over page if necessary			
Return completed form to: Pedestrian Crossing Requests, Transport, City of York Council, Eco Building, Hazel Court, James Street, York YO10 3DS or e-mail to walking.cycling@york.gov.uk			

Parking Enforcement policy, procedure for residents to request a patrol

We enforce parking restrictions in the York area and take action against people who park in or adjacent to:

- yellow lines (waiting restrictions)
- disabled bays
- bus stops
- taxi ranks
- zigzag lines outside of schools
- dropped kerbs
- doctors and other marked parking bays
- resident only parking areas without a valid permit
- on-street pay and display areas, without displaying a valid ticket or permit
- our car parks, without displaying a valid ticket or permit

We can issue a parking ticket (PCN) for each of these offences.

Reporting illegal parking

Please be aware that our patrols in areas where there are no restrictions are limited.

If you see a vehicle parking illegally, across a dropped kerb, or a vehicle is blocking access to your property, please report the problem as soon as possible.

To report a vehicle which is parked illegally call our Parking Hotline on telephone: 0800 1381119.

- the parking hotline is free of charge from landlines (and some mobiles - check with your provider)
- details are recorded by an operator and passed to our parking enforcement team
- we aim to respond to all calls within 45 minutes
- the parking hotline operates from 8.00am to 9.00pm, every day

To report an illegally parked vehicle which is causing an obstruction or hazard outside of the hours when our hotline operates, call the police on 101.

Dropped kerbs

We can enforce 'dropped kerbs' even where no restrictions are in place, if a vehicle parks where the pavement, cycle track or verge has been adjusted to assist:

- pedestrians crossing
- cyclists entering or leaving the road
- vehicles entering or leaving the road across a path, cycle track or verge

PCNs for dropped kerb offences

We may be able to issue a PCN in the following circumstances:

- driveways - if a vehicle is parked across a dropped kerb and causing an obstruction to a resident's driveway (we ask the resident before we issue a PCN)
- shared driveways - if a vehicle is causing an obstruction to a shared driveway (access to a public building) and we get a report via our parking hotline number (enforcement officers will use their discretion if approached by the property owner)
- pedestrian dropped kerbs - if a vehicle is causing an obstruction and there is no 'exemption' (such as: emergency services, those alighting and unloading, undertaking building works, road works vehicles and waste collection vehicles)

Serious parking offences

There are certain serious parking offences that we don't have legal powers to deal with. Contact the Police on 101 for help with:

- dangerous parking
- parking that is causing a serious obstruction
- parked vehicles blocking the footway, verge or preventing passage

Annex M: VAS Policy and review procedure

The policy states:

- That speed limit VAS will only be funded from Local Transport Plan (LTP) funding where the 85th percentile speed* equals or exceeds the signed limit by 10%+2mph (i.e. 35mph in a 30mph limit, and 46mph in a 40mph limit). This would be consistent with the speed enforcement thresholds employed by the police (ACPO guidelines).
- Where this funding criteria is not quite met, and a Ward Committee or Parish Council still wish to fund the VAS. A threshold of 85th percentile speeds being 10% above the speed limit (i.e. 33mph in a 30mph limit and 44mph in a 40mph limit) must be met.

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

In the case of a faulty VAS, the sign is removed (to ensure the data is not affected by the signs presence) and speed surveys undertaken to decide if the site still meets the criteria, the policy is then applied.



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

20 December 2018

Report of the Corporate Director of Economy & Place

Fulford School Access**Summary**

1. The purpose of this report is to request authority to undertake a review of the access arrangements for school transport vehicles into Fulford School to take advantage of the opportunity presented by the Germany Beck development and positive initial discussions with key stakeholders (School, Parish Council, Developer).
2. Current vehicular access to Fulford School is only from the north via Fulfordgate – a residential street. All school transport (buses, taxis and private vehicles) and pedestrian/cycling traffic has to access through this area leading to congestion and safety concerns particularly at school opening and closing times. The impact of this limited capacity extends to Heslington Lane and also affects access for students travelling to St. Oswald's Primary School on School Lane.
3. The provision of a new road to the southern school boundary as part of the Germany Beck Development provides the opportunity to improve access to the school. However, owing to the layout of the existing school facilities, it is unlikely to be possible to deliver a new access without affecting land owned by third parties. Therefore to maximise the extent of the potential improvements to the school access and deliver wider benefits to the community it is proposed that the City Council take a lead on investigating options for possible future implementation.
4. All landowners and the school will need to work together to deliver the most effective overall solution. To build upon initial contact with these stakeholders it is recommended that the Council commission a study to develop access options in conjunction with the School, Parish Council and Developer using existing s106 Funds. Subject to the results of the

study it is anticipated that significant investment would be needed to deliver the access improvements. A source of funding for the future delivery of the preferred option will have to be considered alongside other potential highway investment schemes as part of the Capital Programme.

Recommendations

5. The Executive Member is asked to approve an allocation of funding within using s106 funds to undertake a feasibility study on potential access options to the school and report back on the options.

Reason: To understand more fully the options for the delivery of a potential new access route to the school from the south to reduce congestion and improve road safety in the area.

Background

6. Fulford School is located to the south of the city close to Heslington Lane and caters for students aged 11 to 18 years. In 2015 there were 1,411 students attending the school. The majority of these students are from the surrounding villages to the south and south-east of York and the A19 corridor into the city.
7. The School has a travel plan in place which has an aspiration to minimise the impact of the number of students and staff accessing the site. In 2015 53% of the students travelled to the school on dedicated school buses, whilst a further 27% walked to the school. At the last count (2016) there were 12 - 14 buses going onto site at the end of the school day.
8. In September 2016 Fulford school changed the start time of the school to 8:50 am, the same time as St Oswalds school. This caused considerable concern for the primary school community as secondary school pupils now arrive at the same time as the younger ones. Young children are also having to cross Fulfordgate while cars and buses are arriving.
9. Vehicles waiting to pick up students to come out currently line up along Heslington Lane. With an access onto Germany Beck it is anticipated that some of these vehicles will wait near the proposed new pedestrian access.

10. The Germany Beck developer is required to extend the internal access road within the development up to the school boundary. However there would need to be additional land and changes to internal school layout to enable use of the new road.

Study Options

11. It is proposed to include the existing arrangement and 2 main potential options in the feasibility study:
 - a. Retain the existing access but provide improved pick/up and drop off capacity and review mitigation measures to reduce the impact of school traffic on the adjacent highway network.
 - b. One way bus transport access using a new route from the south and the existing highway network to the north with a new drop off/pick up facility. The one way could operate in one direction for ingress and exit or operate in a tidal manner.
 - c. All bus transport to access and exit the school from the south with a turn around and pick up facility provided.
12. Drawings showing the schematic proposals are provided in Annex A, B and C. Subject to further outline design it is anticipated that some or all of the options would require land outside of the current school boundary.
13. The study would include an assessment of the impact of the options on the local community, planning issues, land availability, cost, deliverability, potential delivery programme, value for money etc.

Consultation

14. The first phase of the feasibility study will include consultation with key stakeholders and land owners to develop viable options for future potential progression and to determine if other viable study options should be considered.
15. It is proposed to submit a further report to the Executive Member presenting the results of this initial feasibility study. Subject to the viability and affordability of the potential options the Executive Member could direct officers to undertake further work which could include general consultation.

Options

16. Two options are presented to the Executive Member:-
 - i. Do nothing
 - ii. Commission the feasibility study – It is anticipated that the cost of the feasibility study would be approximately £10k and could be undertaken within approximately 6 months. Subject to the approval for the work by the Executive Member an allocation could be provided from existing developer contributions/s106 funds.

Analysis

17. Option i would fail to respond to the aspirations of the community or respond to the opportunity presented by the potential access from the south of the school.
18. Option ii would enable a feasibility to be undertaken to establish whether there were any viable options for potential future consultation. The feasibility study could form the basis for future funding bids leading to delivery.

Council Plan

19. The Council Plan has three key priorities:
 - A Prosperous City For All.
 - A Focus On Frontline Services.
 - A Council That Listens To Residents
20. The recommended option supports the priority to listen to residents who have raised concerns about the access arrangements to the school and the impact on the safety of residents and the local environment.

Implications

- **Financial** – The funding for the recommended option can be accommodated within existing developer contribution funds. Funding for further progression of the scheme following the feasibility stage will need to be identified.
- **Equalities:** There are no Equalities implications.
- **Legal:** There are no Legal implications at this stage.
- **Crime and Disorder:** There are no Crime & Disorder implications.

- **Information Technology (IT):** There are no IT implications.
- **Property:** There are no Property implications at this stage.
- **Other:** There are no other implications.

Risk Management

21. The main risk at this stage relates to the possibility that the feasibility study will not identify a deliverable solution. There is also a reputational risk that undertaking a feasibility study will raise unrealistic expectations that a deliverable solution is possible.

Contact Details

Author:

Tony Clarke
Head of Transport
Tel No. 01904 551641

Chief Officer Responsible for the report:

Neil Ferris
Corporate Director – Economy & Place

Report **Date** 11.12.18
Approved

Specialist Implications Officer(s) None

Wards Affected: Fulford

All

For further information please contact the author of the report

Annexes

Annex A – Existing Layout
Annex B – Bus Turnaround Schematic Layout
Annex C – Bus One Way Schematic Layout

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SCHEMATIC ONLY

EXISTING ARRANGEMENT

- Bus entry and exit from Fulfordgate with turn around point within school grounds

HESLINGTON LANE

FULFORDGATE

FULFORD SCHOOL

GERMANY BECK DEVELOPMENT

L:\DOCUMENT\Transport Projects\Projects\11 - School Schemes\17_18\Fulford School\Fulford School - Bus Route Planning - Outline Proposals Dec 18.dwg



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

Fulford School Bus Route Planning
Outline Proposals
Existing Arrangement

REV	AMENDMENTS	DATE	DRAWN

SCALE	NTS
DATE	04/12/18
DRAWN	T Clarke
CHECK	B Potter

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SCHEMATIC ONLY

OPTION 1

- One way route operating with a tidal flow (one way reverses for pick up).
- Drop off / pick up location TBD.

HESLINGTON LANE

FULFORDGATE

FULFORD SCHOOL

GERMANY BECK DEVELOPMENT

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

Fulford School Bus Route Planning
Outline Proposals
Option 1 Schematic

REV	AMENDMENTS	DATE	DRAWN

SCALE	NTS
DATE	04/12/18
DRAWN	T Clarke
CHECK	B Potter

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SCHEMATIC ONLY

OPTION 2

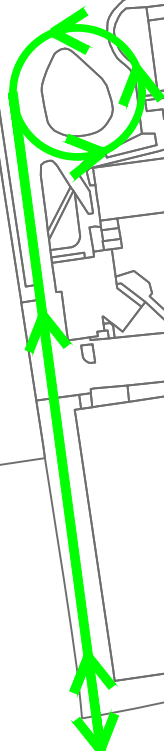
- Bus entry and exit from Germany Beck site.
- Turnaround location TBD.
- Pick up / drop off location TBD.

HESLINGTON LANE

FULFORDGATE

FULFORD SCHOOL

GERMANY BECK DEVELOPMENT



L:\DOCUMENT\Transport Projects\Projects\11 - School Schemes\17_18\Fulford School\Fulford School - Bus Route Planning - Outline Proposals Dec 18.dwg



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

Fulford School Bus Route Planning
 Outline Proposals
 Option 2 Schematic

REV	AMENDMENTS	DATE	DRAWN

SCALE	NTS
DATE	04/12/18
DRAWN	T Clarke
CHECK	B Potter

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

20 December 2018

Report of the Corporate Director of Economy and Place

**2016/17 Speed Management Programme – Relocation of speed
limits – Experimental TRO's – results****Summary**

1. This report seeks approval to make permanent the experimental Traffic Regulation Orders (TRO's) at two sites on the 2016/17 speed management programme and to further consider the speed limits at two other locations in light of the results of these experiments.
2. The experiment was to determine whether relocating 30mph speed limit start points closer to built-up environments can produce lower speeds and greater compliance within residential areas where safety concerns have been raised. The outcome of this trial provides evidence for future decisions regarding speed complaints in other similar areas.

Recommendations

3. The Executive Member is asked to consider the results of the experiment along with the objections and comments received and to approve:
 - i. Making permanent the traffic regulation orders to relocate the start of the 30mph speed limit at two locations:
 - Hopgrove Lane South, Hopgrove,
 - Tadcaster Road, Copmanthorpe

Reason: To maintain the reduced speeds and improved compliance with the 30mph speed limit within the built-up areas.

- ii. Minor improvements to further enhance the effectiveness of the revised speed limit locations with the addition of 30 roundel

road markings and the removal of vegetation at Tadcaster Road Copmanthorpe local to the sign adjacent to the A64.

Reason: To further reinforce the start of the 30mph speed limits.

- iii. To reconsider the location of the start of the 30mph limit at Common Road Dunnington, in consultation with local representatives, to determine whether to retain the current experimental location or move the limit closer to the village. The experimental location can be retained until August 2019 therefore a permanent order for an alternative location could be advertised to meet this deadline.

Reason: To reconsider the most effective position for the start of the 30mph limit to further reduce speeds within the village of Dunnington.

- iv. That changing the existing 30mph speed limit start point on Murton Way, Murton, be re-considered in the 2019/20 speed management programme.

Reason: To determine whether a speeding problem still exists and to then reduce speeds within the village of Murton by moving the start of the 30mph limit in line with the findings of this experiment.

Background

4. Common Road, Hopgrove Lane South, Murton Way, and Tadcaster Road were all locations where existing 30mph limits began remote from the built-up environments. They all had similar characteristics, with traffic speeds in the built-up areas being higher than desired. They had been on the speed management programme for many years without a successful resolution.
5. All the sites had the 30mph limit starting at a point where there was no obvious change in the nature of the environment, such as the presence of houses. Also, they only have a footway on one side and have few, if any, pedestrian crossing movements. The speed of traffic reflects the nature of the road and in all these locations was nearer 40mph than 30mph. These high speeds were then carried into the built-up residential area, where they posed more risk linked to people crossing the road and vehicles being manoeuvred in or out of driveways. With the speed limit signs remote from the start of the housing drivers did not get a prompt to

reduce their speed as they entered the more sensitive build-up residential areas.

6. This is the first time that experimental orders have been used to trial the proposal to relocate 30mph limits closer to built up areas, enabling the changes to be closely monitored and the existing situation to be easily restored if the trials proved unsuccessful.
7. The proposed speed limit changes have been developed in line with current national guidance, particularly the **DfT Circular 01/2013 SETTING LOCAL SPEED LIMITS** on which the **Association of Chief Police Officers (ACPO) Speed Enforcement Policy Guidelines** are based. Speed limits should be evidence-led and self-explaining, and seek to reinforce people's assessment of what is a safe speed to travel and encourage self-compliance.
8. In the case of the locations where the boundary of the 30 limit changed these were to a position where the road layout and characteristics changed at Hopgrove and Copmanthorpe. The 30 limits on the approaches to these villages previously started where there was no perceptible change. In Dunnington the experimental speed limit change was closer to the village but still remote from the built up area.
9. None of these locations had a record of injury collisions in the vicinity of the proposed speed limit change. However in Copmanthorpe there has been a recent collision between a moped and a cycle. It is not clear exactly where this occurred but was probably where the shared path crosses at the previous location of the limit change. This collision is classified as 'slight' and occurred between the decision being made to use experimental orders and the changes being made.

Proposals

10. The results of the experiments indicate that it is appropriate to make the experimental orders permanent. In all three locations speeds have reduced in to or within the built up areas in at least one direction. At Dunnington the reduction is in one direction and speed increased in the opposite direction, a more substantial improvement could be expected if the limit changed closer to the village.

11. The locations of the experimental speed restrictions are illustrated on the three plans in Annex C (C1, C2, and C3).

Common Road, Dunnington (Plan C1)

12. The original proposal was that the 30mph limit be relocated to a position where the nature of the road clearly changed. Following local consultation a location south of the sports club entrance was selected. Speeds have reduced for vehicles heading north in to the village which was the main aim of the experiment however in the opposite direction they have increased. Near the sports club speeds have increased despite the posted speed limit being immediately south of the entrance. Speeds at this location are lower than those recorded within the start of the 30mph zone at the previous speed limit change but are appropriate for a 40mph limit.

Hopgrove Lane South (Plan C2)

13. The speeds recorded in the village have reduced in both directions and have increased very slightly at the previous location of the 30mph limit.

Tadcaster Road, Copmanthorpe (Plan C3)

14. The speed of vehicles travelling out of the village has reduced in the 30mph limit. In the opposite direction the mean speed has risen slightly, the 85th percentile speed has remained the same but the distribution of the speeds recorded means that the proportion now travelling above the ACPO enforcement speed has reduced. The recommended addition of a 30 roundel road marking and improvements to the visibility of the signs should increase the positive impact on speed in the built up area.
15. Speeds have increased at the start of the housing, but have reduced at the crossing point where the shared path crosses the carriageway. This can only be explained by drivers judging the appropriate speed for the road layout rather than being influenced by signs for the speed limit change. There are no longer 600mm diameter terminal signs showing 30/40mph but there are 300mm diameter 40mph repeater signs.

Consultation

16. Consultation with North Yorkshire Police, the ward members and parish councils was undertaken prior to the introduction of the

experiment and reported previously. Two objections and nine comments/questions were received for Tadcaster Road Copmanthorpe. No objections or comments were received regarding the Dunnington or Hopgrove sites. Comments and objections to the experimental traffic regulation order were accepted during the first six months of the experiment and are tabulated in Annex B.

Options

17. The options are:

- 1) To make the experimental orders permanent at any or all of the three locations.
- 2) To revert to the previous speed limits at Hopgrove and Copmanthorpe.
- 3) To reconsider the location of the 30mph speed limit at Common Road Dunnington in light of these results. A new traffic regulation order would need to be advertised to revert to the previous location of the signed limit – the police would be unlikely to support this given that this location was identified as requiring engineering intervention to reduce speeds in the village.
- 4) To reconsider the speed limit on Murton Way Murton in light of these results.

Analysis

18. The results of this experiment are encouraging as speeds have reduced within the built up areas in at least one direction at each site. The speeds recorded where the limit has increased are comfortably within the new raised limit and are not of concern regarding safety. It is considered appropriate that the speed limit should reflect the observed speeds so that all road users have a realistic expectation of the speed of traffic. In Copmanthorpe speeds have reduced at the crossing point near the balancing pond despite the approaches in both directions now being within the 40mph limit. Option 1 is recommended for Copmanthorpe and Hopgrove.
19. To more effectively reduce speeds within the residential area of Dunnington the speed limit could be relocated closer to the village. The aim was to reduce speeds within the village where concerns have been raised over many years; this experiment has only partially addressed this. There have been concerns raised

regarding the speed of vehicles passing the sports club and these speeds have increased. There is good visibility at the two accesses and no footway opposite therefore no reason for pedestrians to cross the carriageway. There is no evidence of a safety problem but concerns around the safety of pedestrians and cyclists could be addressed by the sports club creating a new access point on Intake Lane, thus avoiding Common Road. Option 3 is therefore recommended.

20. Based on the positive outcome of the experiment at the three locations Murton Way should be reconsidered as part of the 2019/20 speed management programme (option 4).

Council Plan

A Council That Listens To Residents

21. The speed management programme is determined through a partnership approach between North Yorkshire Police, North Yorkshire Fire and Rescue and the Council. This partnership responds to speed complaints from the public. The views of residents submitted since the start of the experimental period are included in Annex B.

22. Implications

- **Financial** Traffic Signing and TRO costs covered by Speed Management allocation in the Transport Capital Programme
- **Human Resources (HR)** No implications
- **Equalities** No implications
- **Legal** TROs are required to legally change the speed limits
- **Crime and Disorder** Positive impact as fewer drivers will be breaking the speed limit
- **Information Technology (IT)** No implications
- **Property** No implications

Risk Management

- 23. In compliance with the Council’s risk management strategy, the following risks associated with the recommendations in this report have been identified and described in the following points, and set out in the table below:
- 24. Authority reputation – this risk is in connection with public perception of the Council if work is not undertaken following the review of a site passed through the Road Safety Partnership and is assessed at 10.

Risk Category	Impact	Likelihood	Score
Organisation/ Reputation	Minor	Probable	10

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

Contact Details

Author:
 Catherine Higgins
 Engineer
 Transport
 Tel No. 01904 553469

Chief Officer Responsible for the report:

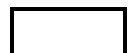
Neil Ferris
 Corporate Director of Economy & Place

**Report
 Approved**



Date 11.12.18

Wards Affected: Osbaldwick and Derwent; Strensall;
 Huntington and New Earswick; Copmanthorpe



For further information please contact the author of the report

Annexes:

Annex A: Results of before and after speed surveys

Annex B: Objections and comments received

Annex C: Plans

C1 Common Road, Dunnington

C2 Hopgrove Lane South, Hopgrove

C3 Tadcaster Road, Copmanthorpe

Abbreviations

ACPO – Association of Chief Police Officers

TRO's – Traffic Regulation Order's

Results of before and after speed surveys				
Common Road, Dunnington				
	Southbound (away from village) Before	South- bound After	Northbound (in to village) Before	Northbound After
Original 30 / 40 limit – measured in what was the 30 limit				
Mean ¹	33.3	37.4	33.9	35.1
85 th percentile ²	39	44	41	40
LC13 (adjacent to sports club)				
Mean	32.3	33.7	31.2	34.0
85 th percentile	38	40	38	41
LC8 Playground sign – unchanged 30 limit, close to village				
Mean	29.6	30.8 ↑	30.6	29.1 ↓
85 th percentile	35	36 ↑	36	34 ↓
% above ACPO speed limit ³	11.8%	19.2% ↑	16.6%	9.6% ↓
Hopgrove Lane South				
	East/south- bound Before	East/south- bound After	West/north- bound Before	West/north- bound After
Original 30 / National limit – measured in what was the 30 limit				
Mean	31.3	32.0	29.5	30.2
85 th percentile	35	36	34	34
LC4 – in the village – unchanged 30 limit				
Mean	31.6	30.3 ↓	27.6	26.3 ↓
85 th percentile	37	36 ↓	32	31 ↓
% above ACPO speed limit	20.8%	16.6% ↓	5.6%	3.9% ↓

Tadcaster Road, Copmanthorpe				
	Eastbound (towards A64) Before	Eastbound After	Westbound (towards village) Before	Westbound After
LC2A6 (Orig. 30/40 boundary) – measured in what was the 30 limit				
Mean	35.5	34.2	33.7	33.5
85 th percentile	41	38	41	38
LC2A1- was 30 changed to 40 limit				
Mean	31.4	35.5	30.6	34.1
85 th percentile	37	41	35	39
LC2 in the village – unchanged 30 limit				
Mean	29.7	28.9 ↓	27.7	28.2 ↑
85 th percentile	35	34 ↓	32	32 =
% above ACPO speed limit	5.2%	4.2% ↓	13.6%	9.5% ↓ ⁴

¹ The mean is the average speed recorded in the direction listed and is the measure now used in setting local speed limits.

² The 85th percentile speed is the speed that 85 percent of vehicles do not exceed and in the past was used to set local speed limits.

³ The ACPO (Association of Chief Police Officers) speed limit is the speed at or above which the police may take enforcement action.

⁴ The distribution of the speeds observed show that although mean speeds have risen and the 85th percentile has remained the same fewer drivers are exceeding the limit for enforcement action.

Objections and Comments
Tadcaster Road Copmanthorpe
OBJECTIONS
<p>Ashley Helme Associates on behalf of Gladman Development Ltd - letter of objection.</p> <p>This states 'The implementation of a permanent speed limit change beyond the 'experimental' period would be premature. It does not take account of the likely change in use of the adjacent land and the likelihood of introducing a residential access at this location.'</p>
<p><i>Officer comment: The outline planning application is still to be determined and there is therefore no guarantee that the development will take place; and if approved the development will be at some time in the future. The proposed access can be safely accommodated within a 40mph limit. The nature of the road will be largely unchanged by the proposal with no properties directly fronting Tadcaster Road and the footway on the one side remaining the same. The speed limit can be reviewed in the future if there are other changes not currently envisaged.</i></p>
<p>One resident of Copmanthorpe submitted an objection: 'I wish to strongly object to the relocation of the 30mph speed limit and would like to see the signs put back in their original position.' The reasons are summarised as follows:</p> <p>The 'signs are in a poor position'.</p> <p>The original location at the 'bricked ramp' 'acted as a reminder to drivers to reduce their speed as they approach the village'.</p> <p>The footpath changes side 'a higher speed when crossing at this point with the bend in the road by the pond does not help sighting before crossing'.</p> <p>'It is my opinion that continuing the 40mph into the village does not improve public/road safety, but could have the opposite effect'.</p>
<p><i>Officer comment:</i></p> <p><i>The original position of the speed limit change was not effective in reducing speeds locally at the crossing point or in the built up area – both have seen a reduction in speed of traffic.</i></p>
COMMENTS
Residents of Tadcaster Road within new speed limit area
<p>One resident in this area has commented: There is a small residential development being built to the rear of the property, the new access is within the new 30 limit and the access to the original property is</p>

currently within the 40 limit. The householder/developer stated on 6 February 'if, you move the area of the speed limit to no11 that will simply encourage speeding up to no11 and by nature beyond and therefore cause more potential danger at the bus stop crossing point'. 'Further there is development underway at no11 where five residences will be built over the next 18 months and construction traffic will be using the existing and the new access road continually over the development period.'

He further commented on 27 February that 'the cycle path stops at the village entrance and now you are encouraging vehicles to speed up in the built up area where cycles and children are ever present. It is bad enough already with people actually overtaking when we turn in to drives and the proposals are inviting accidents and worse'.

On 26 April he stated 'traffic now travels from the bypass at 45/50 mph on average and assumes these speeds past the houses on Tadcaster Road. Traffic accelerates from the block of flats down the hill and hits the 40mph signal at 50mph. Children live on this road and surprisingly residents also have to leave their drives onto Tadcaster Road, as do residents further in to the village'.

Officer comment: There have been no other comments or questions from residents on this section of Tadcaster Road and the speeds suggested have not been observed. The speed of traffic at the cycle/pedestrian crossing point has reduced despite the increased speed limit here.

Other comments from residents of Copmanthorpe

Two residents questioned the reasoning for the experimental change and received explanations.

A resident commented that 'I think this would be a poor decision'. 'I cycle in to York to work every day. There are quite a few young children that I see cycling this route on their way to school in Copmanthorpe, and others that cycle to York College from this village. This is going to make the route much less safe.' '....please assure me that you will at the same time change the cycle path signage so that the footpath becomes a shared cycle path all the way to the location of the new 40mph/30mph change.'

Officer comment: This cycle route is popular and it may be worth giving consideration to changing the status of the footway. This has been raised with the officer with responsibility for cycling provision. The crossing point however has seen a reduction in traffic speed.

A resident commented that the modifications seemed sensible but questioned the visibility of the signs.

Officer comment: Some work to the surrounding vegetation is required if the order is made permanent.

A resident wrote to 'raise safety concerns', 'the original location for the 40mph/30mph sign was more logical'. He also questioned the visibility of the signs.

Officer comment: Some work to the surrounding vegetation is required if the order is made permanent.

A couple wrote to question the experiment, 'the road is specifically designed to mark the entrance to Copmanthorpe' 'it is a clearly defined indication of the change in traffic circumstances and therefore an appropriate place for a speed limit change. Potentially, your experiment creates greater danger for crossing pedestrians and cyclists. And, for cyclists, greater hazards beyond the designated cycle track on a relatively narrow road without a separate track into the village.' 'We hope that the experimental change will be discontinued'.

Officer comment: Speed of traffic has reduced at the crossing point and also in the built up area towards the village, however speed has increased in between these sections which may be less comfortable for cyclists who are overtaken here.

A resident wrote to 'voice my concerns at the changed position of the 30 limit signs'. 'I cycle to work daily on this stretch of road and whilst previously I was passed by cars exceeding the 30 limit occasionally, the general speed of cars passing me is even greater, with more people exceeding the 40 limit, and it feels clearly more dangerous'. 'I hope that the 30 limit signs can be moved back to their original location as soon as possible and the 30 limit enforced'.

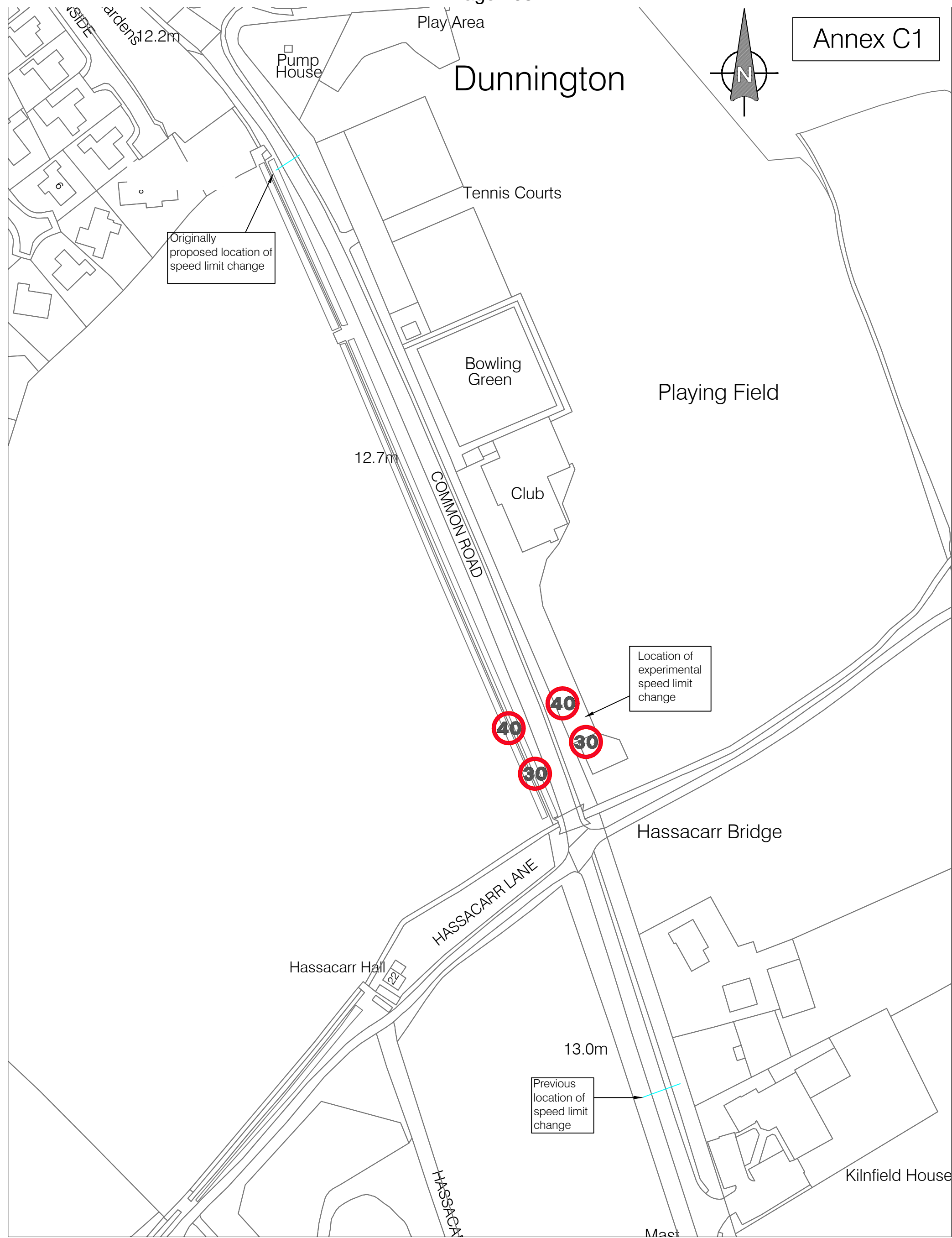
Officer comment: Speed of traffic has reduced at the crossing point and also in the built up area towards the village, however speed has increased in between these sections which may be less comfortable for cyclists who are overtaken here. Enforcement is unlikely if the original location is resumed due to the identified need for engineering measures to improve compliance.

Cllr Kramm submitted comments 'I would strongly advise to reverse these changes and reduce the speed limit before the crossing point. This particular bit of Tadcaster Road is very uncomfortable to cycle in both directions.' 'Additionally, due to noise from the A64 it is impossible for cyclists to hear cars approaching from the back and the fast overtaking even scarier'.

Officer comment: Speed of traffic has reduced at the crossing point and

also in the built up area towards the village, however speed has increased in between these sections which may be less comfortable for cyclists who are overtaken here.

No objections or comments were received for the other locations at Dunnington and Hopgrove.



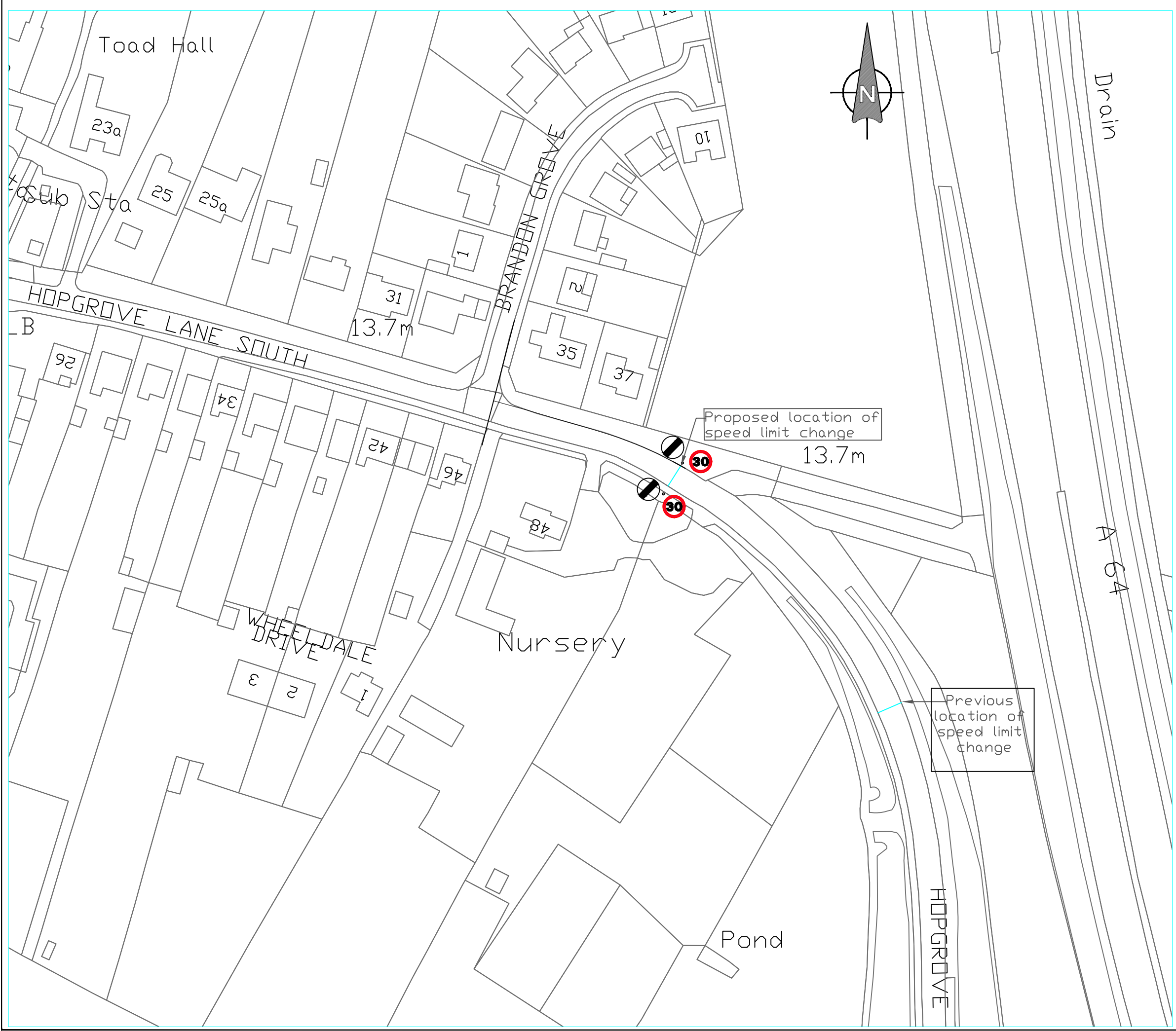
Transport Projects
Eco Depot, Hazel Court, James Street, York, YO10 3DS
www.york.gov.uk

Speed Management 16-17, Common Road - Dunnington Proposed Speed Limit Change, Experimental TRO

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REV	AMENDMENTS	DATE	SCALE	1:1250	A3
		160013/Dun/TRO/001			
	Drawn CH/AW	Checked MD	DATE	Jan 2017	

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NOTES:

Annex C2

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Preliminary

Revision	By	Checked	Approved	Date	Description



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Project
Speed Management 16-17
Hopgrove Lane South
1510320

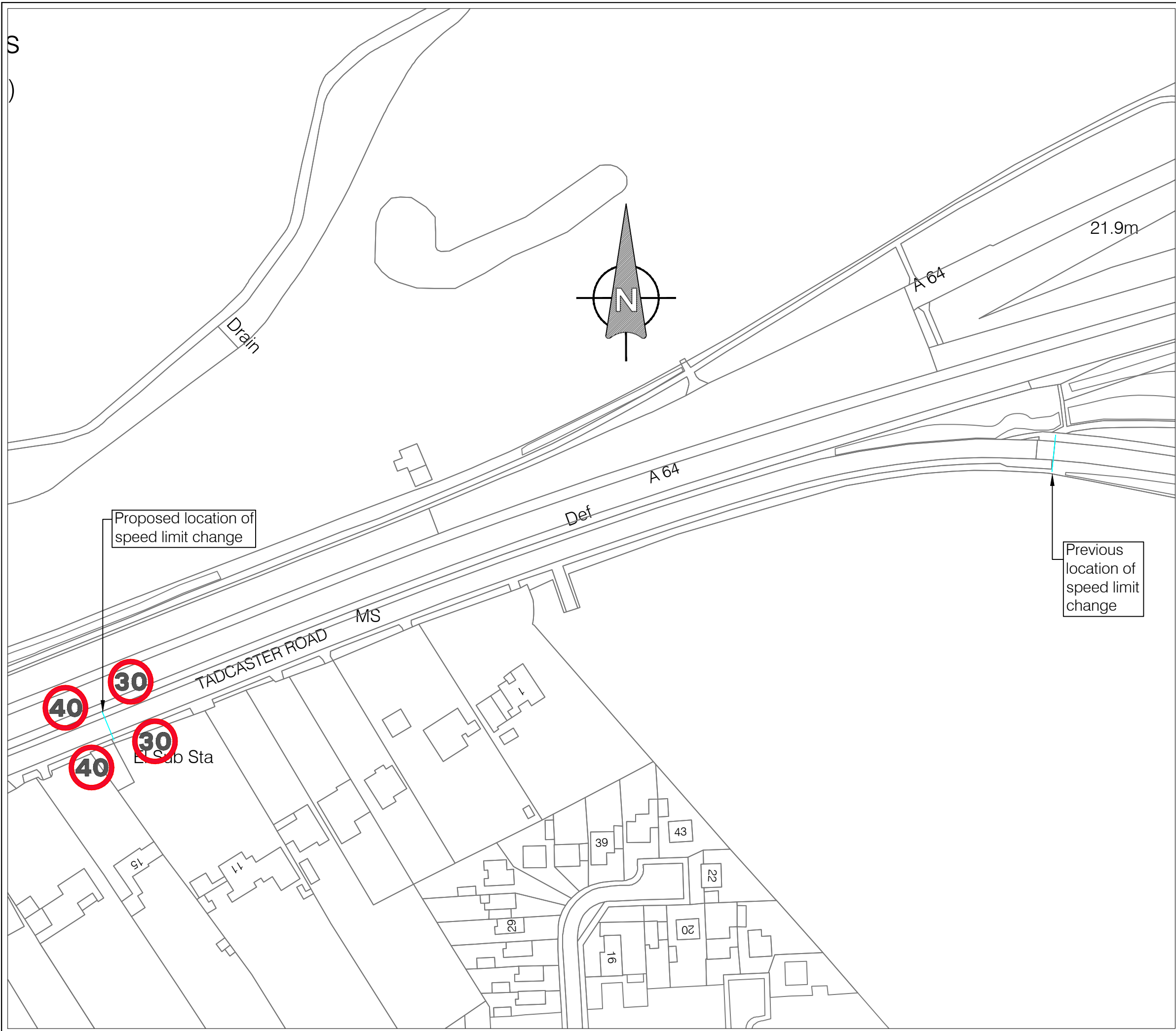
Drawing
Proposed Speed Limit Location
Experimental TRD

Drawn by CH/AW	Date: Jan 2017
Checked by MD	Date: Jan 2017
Authorised by MD	Date: Jan 2017

Drawing No. 160013/TRD/001	Revision
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NOTES:

Annex C3

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Preliminary

Revision	By	Checked	Approved	Date	Description



Transport Projects
Eco Depot, Hazel Court, James Street, York, YO11 3DS
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Project
Speed Management 16-17
Tadcaster Road, Copmanthorpe

Drawing
Proposed Speed Limit Location
Experimental TRO

Drawn by CH/AW	Date: Jan 2017
Checked by MD	Date: Jan 2017
Authorised by MD	Date: Jan 2017

Drawing No. 160013/Cop/TRO/001	<small>Revision</small>
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**Decision Session – Executive Member for
Transport and Planning**

20 December 2018

Report of the Corporate Director of Economy and Place

**R20 Howard Street: Proposed Amendment to the Traffic Regulation
Order, consideration of objections received**

Summary

1. Consideration of the representations received to the recently advertised proposal to reduce the length of two resident parking bays on Howard Street

Recommendation (Option One)

2. The Executive Member is asked to approve Option One:
 - i. Implement the full proposal as advertised

Reason: To introduce required measures identified within the planning process to provide better vehicle access to the development at 79 Fulford Road and to provide a better passing facility on Howard Street.

Background

3. Planning Application 17/02381/FUL refers. The development of 79 Fulford Road for 9 dwellings with vehicle access from Howard Street.
4. Within the planning process highway development officers identified a requirement for minor amendments to the TRO:
 - to enable vehicle access to the new development
 - to provide a better passing facility on Howard Street
 - to remove the development site from the R20 Residents' Priority Parking (Respark) Boundary. Future occupiers of the development will not be eligible for Respark permits in order to

protect the local parking amenity for existing residents.

Annex A and Annex B clarify the proposal as advertised.

5. Funding for the changes is provided through a section 106 agreement which includes:
“Traffic Regulation Order Commuted sum..... not exceeding £5,000 (five thousand pounds)... to remove the Land from the residents parking scheme operated by the Council to the intent that no parking permits will be issued for the Occupiers of the Dwellings and to make amendments to the parking bays on Howard Street”
6. The proposal was advertised on the 23rd August 2018. Details of the proposal were hand delivered to all properties on Howard Street and 87 Fulford Road. A copy of the correspondence is attached as Annex C.
7. Because of the nature of the properties on Howard Street, where most do not have an off-street parking amenity, there is pressure for parking space. Currently there are 20 household permits issued and we estimate space for approximately 18 vehicles. The proposal will remove parking amenity for one vehicle on Howard Street.
8. When considering the R20 zone as a whole there is space availability. There are approximately 180 full-time permits issued for an estimated space availability of 280.

Representations Received (with officer comments)

9. We have received
 - one representation in support
 - one representation in objection

Support

Resident of Howard Street

10. We would like to offer our support for your proposals dated August 23, reference DH/AGB/TRO471. These will certainly manage the impact of new residences at 79 Fulford Road on the R20 zone, which has been a concern for many.
11. Could we also recommend that designated parking space lines are

introduced? Often the efficiency of residents' parking leaves something to be desired, especially on Howard Street, meaning that a bay which should hold three cars only has two (for example). Marking out guidelines for each car length could help residents make better use of space.

12. Also some non-permit holders make very liberal use of the '10 minute waiting time' without any repercussions. So we would suggest that the new 'no waiting at any time' rule is enforced with traffic officers to ensure it is taken seriously.

Officer Comments

13. We do not mark individual parking spaces on street within our Resident Parking Bays.
Residents can report illegally parked vehicles via our Parking Hotline if required (08001381119).

Objection

14. We would like to object to the proposals:
 1. Insufficient R20 parking on Howard Street and the proposed changes will reduce the already limited parking spaces by a further two. Reducing further parking spaces worsens the amenity of qualifying permit holders.
 2. There is no indiscriminate/obstructive parking on the road as all vehicles are parked within the designated parking zones. Hence, this reason given as a ground for the proposal is not valid.
 3. 79 Fulford Road is currently uninhabited and under construction and therefore no vehicles from that address currently park in the R20 Zone. We support the part of the proposal to remove 79 Fulford Road from the zone.
15. Overall, please note that Howard Street is a short residential dead-end road of which full visibility is possible from any point within the road. There are no obstructions to reach any part of the road and vehicles are able to drive in, turn around and drive out. This includes the section of the street that turns off to what probably will be the access to the parking of 79 Fulford Road.
16. We ask you to accept our objection and not change any of the parking

bays within Howard Street as there are no benefits created with these changes and residents parking will be further limited.

Officer Comments

17. There is pressure for parking space on Howard Street; however there is space availability when considering the zone as a whole. The width of carriageway on Howard Street is approximately 6.3m. Current guidelines would recommend that a formal parking scheme which allows parking on both sides of the carriageway should only be applied where the width is 6.7m or greater.
18. The vehicle access to the rear of 79 Fulford Road from Howard Street has not been in use for many years. Once the development is occupied this will change. Consequently, additional space is required to enable a vehicle to successfully access and egress the development. The current parking bay to the south is approximately 1m from the entrance and there is a significant risk that damage to vehicles will occur as vehicles accessing and leaving the access road manoeuvre into the centre of the carriageway between the parked cars.
19. The bay adjacent to 2 & 4 Howard Street is 14.5m long and gives parking for 3 vehicles. Reducing the bay to 10.5m in length will provide parking for 2 vehicles: one parking space will be lost by the current proposal.
20. The parking bay to the side elevation of 87 Fulford Road is 12.5m long providing space for 2 vehicles to be parked. The proposal will reduce the length of this bay to 10.5m: no parking space will be lost by reducing this bay.
21. The 9m length of waiting restrictions to provide a passing area will allow vehicles to enter the street from the main road (A19) and wait safely whilst other vehicles leave the street.

Options

22. **Option One (Recommended Option)**
 - I. Implement the proposal as advertised to remove the development from the R20 ResPark zone.
 - II. Implement as advertised to shorten two parking bays on Howard

Street to provide better vehicle access to the development and a passing area.

Reason: This is the recommended option because:

- I. No objections have been received to removal of the development site from the R20 zone
- II. These measures, identified within the planning process, are required to ensure the safe passage highway users and enable better access to the development and the street.

Option Two:

23.
 - I. Implement the proposal as advertised to remove the development from the R20 ResPark zone.
 - II. Uphold the objection and take no further action to reduce the parking bays.
24. This is not the recommended option because non-implementation of the proposal will create access difficulties for the occupiers of the new development and increases the risk of vehicle damage.

Consultation

25. We notified all properties on Howard Street of the proposal, including a plan and a copy of the Notice (see Annex C). The Notice of Proposal was mounted on lamp columns on the street and advertised in The Press. Details of the proposal were sent to emergency services and haulier organisations as required to meet Highway regulations.

Council Plan

26. The above proposal contributes to the City Council's Council Plan:
 - A focus on frontline services – to ensure all residents, particularly the least advantaged, can access reliable services and community facilities
 - A council that works in partnership with local communities

Implications

27. This report has the following implications:

Financial – Funding is being provided through a section 106 agreement.

Human Resources – None

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

Authors:

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

Chief Officer Responsible for the report:

James Gilchrist
Assistant Director: Transport, Highways
and Environment (Economy and Place)

**Report
Approved**

√

Date: 28.11.18

Specialist Officer:

Patrick Looker, Head of Finance

Wards Affected: Fishergate

For further information please contact the author of the report.

Annexes:

Annex A: Area to be removed from R20 Legal Boundary

Annex B: Plan of proposal for Howard Street

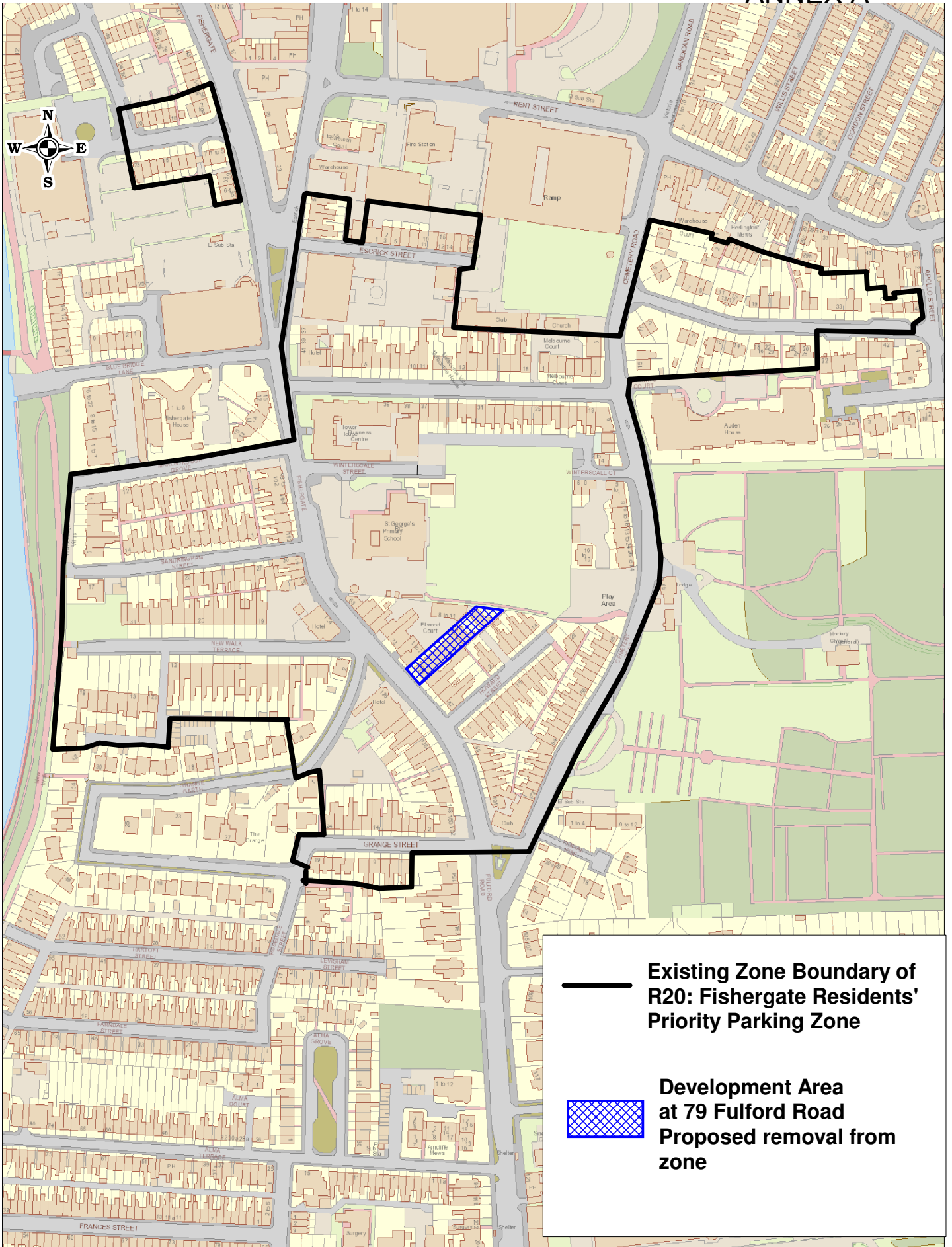
Annex C: Copy of the legal consultation letter delivered to Residents

Abbreviations:

TRO: The York, Parking, Stopping & Waiting Traffic Regulation Order 2014

ResPark: Residents' Priority Parking

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 Existing Zone Boundary of R20: Fishergate Residents' Priority Parking Zone

 Development Area at 79 Fulford Road Proposed removal from zone

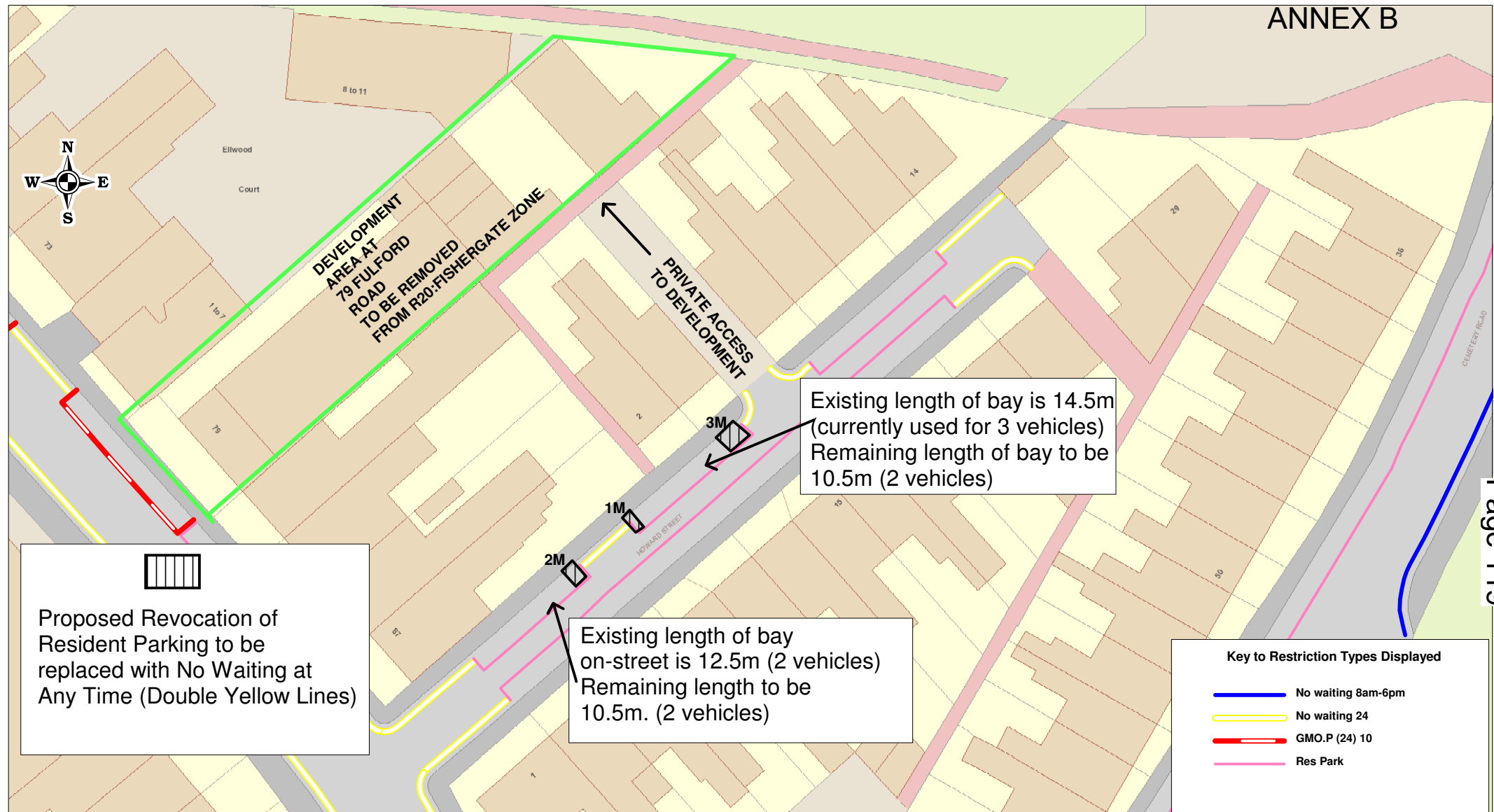


**Annex A
R20 Fishergate Zone Boundary**

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DATE	24/10/2018
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DEVELOPMENT AREA AT 79 FULFORD ROAD TO BE REMOVED FROM R20:FISHERGATE ZONE





PRIVATE ACCESS TO DEVELOPMENT

Existing length of bay is 14.5m (currently used for 3 vehicles)
Remaining length of bay to be 10.5m (2 vehicles)

Existing length of bay on-street is 12.5m (2 vehicles)
Remaining length to be 10.5m. (2 vehicles)


Proposed Revocation of Resident Parking to be replaced with No Waiting at Any Time (Double Yellow Lines)

Key to Restriction Types Displayed

-  No waiting 8am-6pm
-  No waiting 24
-  GMO.P (24) 10
-  Res Park



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Annex B: Howard Street

**Proposed amendment to the Traffic Regulation Order to provide:
Improved Vehicle Access to new development at 79 Fulford Road
Passing facility on street (9m)**

SCALE	
DATE	24/10/2018
DRAWING No.	
DRAWN BY	

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Economy and Place Directorate

West Offices
Station Rise
York YO1 6GA

The occupiers of:
All Properties on Howard Street
York

Contact: Sue Gill
Telephone: 01904 551497
Email: highway.regulation@york.gov.uk
Our Reference: DH/AGB/TRO471
Date: 23rd August 2018

Dear Occupier

Proposed 'No Waiting at any time' Restrictions & Residents Parking Removal

It is proposed to introduce 'No Waiting at any time' restrictions as set out in paragraph 1(b) of the Notice of Proposals (Overleaf) to minimise the likelihood of obstruction to two-way traffic flow in Howard Street, the said roads being increasingly adversely affected by indiscriminate/obstructive parking thereby improving safety. It is also proposed to remove 79 Fulford Road from within the R20 (Fishergate) Zone to improve the parking amenity for qualifying permit holders.

Should you require any further information in regard to this item then please contact the project manager, Sue Gill, telephone (01904) 551497, 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

A handwritten signature in black ink that reads 'Alistair Briggs'.

Alistair Briggs
Engineer
Transport Projects

Enc. Documentation

Cc – Cllr Andy D'Agorne & Cllr Dave Taylor

CITY OF YORK COUNCIL
NOTICE OF PROPOSALS
THE YORK PARKING, STOPPING AND WAITING (AMENDMENT) (NO 14/35)
TRAFFIC ORDER 2018

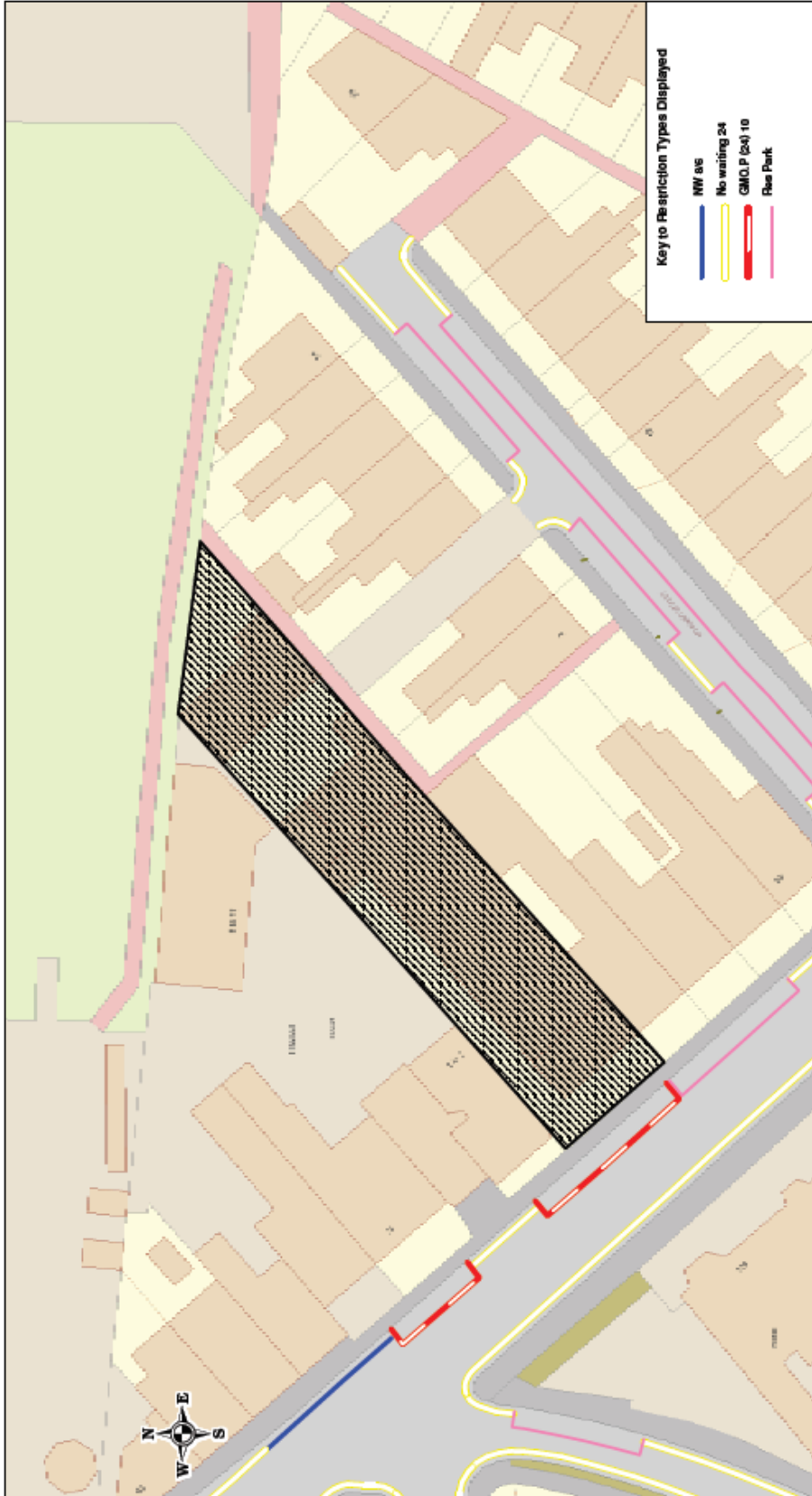
Notice is hereby given that City of York Council, in exercise of powers under Sections 1, 2, 4, 32, 35, 45, 46, 53 and Schedule 9 of the Road Traffic Regulation Act, 1984 ("the Act") and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Schedule 9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

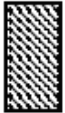

1. Introducing 'No Waiting at any time' restrictions in York, as follows:
 - (a) Grange Garth, on its south side, from the highway boundary line on the west side of Rosedale Street west for 10 metres,
 - (b) Howard Street, on its north west side:
 - (i) between points 20.5 metres and 22.5 metres from the highway boundary line on the north east side of Fulford Road, thereby revoking existing 'Residents Priority' parking restriction from within that length,
 - (ii) between points 28.5 metres and 29.5 metres from the highway boundary line on the north east side of Fulford Road, thereby revoking existing 'Residents Priority' parking restriction from within that length,
 - (iii) between points 39.5 metres and 42.5 metres from the highway boundary line on the north east side of Fulford Road, thereby revoking existing 'Residents Priority' parking restriction from within that length,
 - (c) Rosedale Street, on its east side, between points 3 metres and 12 metres south from the projected northern kerbline of Grange Garth,
 - (d) Rosedale Street, on its east side, between a point 8 metres south from the projected centreline of Hartoft Street (terminal point of existing 'No Waiting at any time' restrictions) and a point 13 metres north from the projected southern kerbline of Farndale street (terminal point of existing 'No Waiting 8am to 4pm Monday to Friday' restrictions),
 - (e) Rosedale Street, on its west side, from the projected southern kerbline of Grange Garth south to a point 8 metres north from the projected centreline of Hartoft Street (terminal point of existing 'No Waiting at any time' restrictions),
 - (f) Rosedale Street, on its west side, between points 18.5 metres south from the projected centreline of Hartoft Street and 16.5 metres north from the projected northern kerbline of Farndale Street;
2. Re-defining the boundary of Zone R20 (FISHERGATE) Residents' Priority Parking Area to exclude that area within the property boundary of 79 Fulford Road which is subject of planned redevelopment for residential purposes thereby removing that area from within the Zone;
3. Re-defining 'Residents' Priority' parking area thereby bringing within the R20 zone all the residential properties on Grange Garth, Rosedale Street, 26 Grange Street, 154 Fulford Road 11, 12 & 13 Alma Grove, thereby providing unlimited parking for Permit Holders in unrestricted lengths of Grange Garth, 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);
4. Introducing 'Residents' Priority' parking bays providing unlimited parking for R20 Permit Holders in Rosedale Street:
 - (a) on its east side, from the projected northern kerbline of Grange Garth north for 2 metres and south for 3 metres, thereby revoking 'No Waiting at any time' Restrictions from that length,
 - (b) on its east side, between points 8 metres (terminal point of existing 'No Waiting at any time' restrictions) and 44 metres north from the projected centreline of Hartoft Street,
 - (c) on its west side, between points 8 metres (terminal point of existing 'No Waiting at any time' restrictions) and 18.5 metres south from the projected centreline of Hartoft Street,
 - (d) on its west side, between points 7 metres (terminal point of existing 'No Waiting at any time' restrictions) and 16.5 metres north from the projected northern kerbline of Farndale Street;

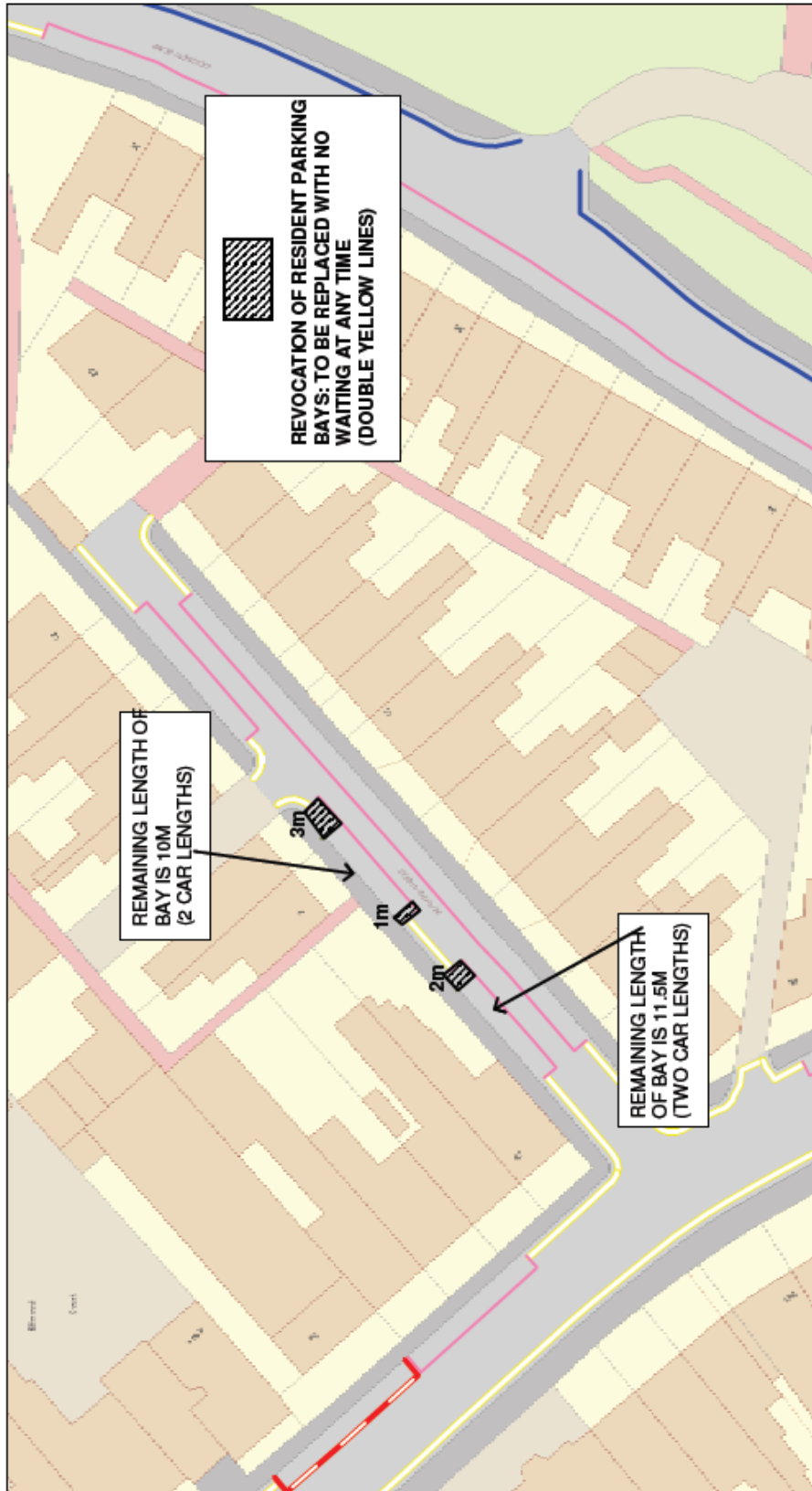
A copy of the draft Order, Statement of Reasons for making it and relevant maps can be inspected at the Reception, West Offices, Station Rise, York, during normal business hours. Objections or other representations specifying reasons for the objection or representation should be sent to me in writing to arrive no later than 14th September 2018.


24th August 2018

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



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<p>79 Fulford Road</p>		<p>DATE 31/07/2018</p>
<p>AREA FOR REMOVAL: R20 RESIDENTS' PRIORITY PARKING ZONE</p>		<p>DRAWING No.</p>
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HOWARD STREET Proposed amendment to the Traffic Regulation Order to provide: Vehicle Access to new development at 79 Fulford Road Improved vehicle access to rear of 87 Fulford Road Better passing facility on Howard Street (9m)		DATE	31/07/2018
 CITY OF YORK COUNCIL		DRAWING No.	
		DRAWN BY	



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

20 December 2018

Report of the Corporate Director of Economy and Place

**Consideration of objections received to the introduction of Residents’
Priority Parking on Rosedale Street and Grange Garth (Fishergate Ward)**

Summary

1. To report the objections received within the legal consultation period for the consideration of the Executive Member and to request a decision from options given in this report.

Recommendation

2. It is recommended that approval be given to implement the advertised proposal to amend the York Parking, Stopping and Waiting Traffic Regulation Order to introduce Residents’ Priority Parking Area for Rosedale Street and Grange Garth as outlined in Option One (Annex A & Annex B refers).

Reason: To progress the majority views of the residents of Grange Garth and Rosedale Street.

Background

3. We received a petition with 11 signatures from the 8 properties on Rosedale Street. The petition was reported to the Executive Member for Transport and Planning on the 22 June 2017. The Executive Member gave approval to consult with residents when the area reached the top of the waiting list and to widen the consultation area depending on circumstances at the time.
4. The adjoining streets to Rosedale Street, i.e. Grange Garth, Farndale Street, Hartoft Street, Lastingham Terrace and Levisham Street were included within the consultation area with the agreement of the elected ward members.

5. We hand delivered consultation documentation to all properties on the 29 March 2018 requesting residents return their preferences on the questionnaire sheet in the Freepost envelope provided by Friday 27 April 2018. In addition we wrote to properties on Alma Grove and Fulford Road which had direct vehicle and pedestrian access with the consulted area.

Consultation Results

		From the returns received:
Rosedale Street:	63% return	100% in favour
Grange Garth:	67% return	61% in favour, 39% against
Hartoft Street:	35% return	32% in favour, 68% against
Farndale Street:	51% return	19% in favour, 81% against
Lastingham Terrace:	67% return	10% in favour, 90% against
Levisham Street:	48% return	27% in favour, 73% against
Total Response:	52% return	37% in favour, 63% against

7. The Executive Member considered the results on the 12 July and took the decision to
- a) Advertise an amendment to the Traffic Regulation Order to extend the R20 Residents' Priority Parking Area to operate 24 hours, 7 days a week in Rosedale Street, Grange Garth and 154 Fulford Road
 - b) No further action to be taken for Farndale Street, Hartoft Street, Lastingham Terrace and Levisham Street. Officers are authorised to re-consult in this area if further representations are received within 18 months from the implementation of a scheme on the neighbouring streets. This consultation to take place in priority to other areas on the current waiting list.

A plan of the proposal is attached to the report as Annex A and Annex B.

8. We advertised the proposal on the 24 August 2018 in line with this decision. All properties were notified and details of the proposal supplied. A copy of the information delivered to residents is included as Annex C.
9. Existing R20 properties on Grange Street received details of the legal proposal and given the opportunity to raise objections at this time.

Précis of Representations in objection and support (full details of all representations are provided at Annex D)

10. We received 18 objections. There were 4 representations of support, one of which contained 12 signatures from residents of Grange Garth. The most common objections across all residents were centred around the following themes:
 - No evidence of non-resident parking
 - Cost of Permits
 - Displacement Parking
 - Insufficient support on Grange Garth and Rosedale Street
 - Times of Operation (requesting additional consultation on this issue)
11. Other objections included:
 - Objection to the revocation of the 2m of waiting restrictions on Rosedale Street
 - Lack of clarity in documentation
 - A suggestion that the solution would be to remove the long standing Resident Parking scheme on Grange Street

Analysis of Objections

No Evidence of non-resident parking taking place

12. 3 residents raised objection on the grounds that the level of parking taking place is acceptable and there is no evidence parking is related to non-residential parking
13. Conflicting opinions about the level of parking and whether or not it is acceptable are common and will depend on individual circumstances and parking needs.

Cost of Permits

14. 4 residents raised objection on the grounds the cost of permits is excessive. The cost of permits is determined annually by Full Council as part of the budget process. We are unable to change the cost of a permit through this process. Details of the existing costs were provided to Residents as part of the consultation documentation.

Displacement Parking

15. 11 residents object on the grounds that we should consider the Rosedale Street and Grange Garth results together with the rest of the consultation area. The results, if taken as a whole, would not have shown sufficient support to implement a scheme. If we continue with the proposal, the displacement parking onto Farndale Street, Hartoft Street and Levisham Street would be of detriment to the resident parking amenity in these areas.
16. The initial petition received in 2017 was signed by all 8 Residents on Rosedale Street. Because the parking issues reported are likely to extend over a wider area and displacement parking can have a detrimental effect on near by streets the Executive Member authorised officers to consult with the neighbouring streets. Only residents of Rosedale Street and Grange Garth returned a majority positive response.
17. Objectors are asking us to refuse to implement Resident Parking on Rosedale Street and Grange Garth because this is likely to increase the pressure for space on nearby streets.
18. It is not current Council policy to refuse a resident parking scheme on one street because of its effect on neighbouring streets.
19. The covering letter sent with the first consultation indicated the results would be considered on a street-by street basis.
“Should only one or two streets express interest, the details of a scheme would change.....” and “The Executive Member will consider the results...and...decide which streets are to be included....”

Insufficient Support

20. Two residents objected on the grounds that 19 properties out of 46 on Grange Garth and 5 out of 8 on Rosedale Street is not evidence of sufficient support to take this forward.
21. We require a 50% return of questionnaire sheets and the majority of those returned in support before we take forward a scheme. These figures were reached for both streets.

Times of Operation

22. Three residents have objected to the proposed 7 day a week, 24 hour

scheme, calling for an additional consultation on this before implementation.

23. All the residents of Rosedale Street expressed a preference for a full time scheme. Grange Street residents were more divided on this issue with a virtual 50/50 split between a full time scheme and Mon-Fri 9am to 5pm. All other resident parking streets (off Fulford Road) are operational full time, with the exception of two marked bays at the north east of Grange Garth which are operational 9am to 5pm, 7 days a week.
24. The proposal brings Grange Garth and Rosedale Street in line with other residential areas in R20.
25. If we did undertake an additional consultation on the times of operation, it would be possible to implement a lesser restriction without having to re-advertise the proposal.

Revocation of 2m waiting restrictions

26. One resident has requested that this part of the proposal is not taken forward and we alternatively extend the double yellow lines further into Rosedale Street.
27. The request for a parking space at this location was specifically requested by a resident at the Executive Member meeting on the 12th July. The Executive Member instructed officers to take this forward as long as there were no serious safety implications.
28. The length of restriction at this location is 12m from the junction with Grange Street. It is not thought a 2m reduction to 10m will make a significant change to highway safety. The area is within a 20mph speed limit.
29. This could be reviewed after implementation if necessary.

Lack of Clarity

30. One representation (item 22 within Annex D) expresses dissatisfaction with the information received with the legal notice. All information received by residents has included contact details should further clarification or information be required.
31. Some of the information the resident claims is missing from the legal consultation notice is recorded in the Notice or within the first

consultation documentation. We try to learn from these type of comments in order to improve the information we provide for future consultations.

Removal of Resident Parking on Grange Street

32. Two objections suggested that a proportion of the non-resident parking on Grange Garth and Rosedale Street is the result of residents of Grange Street who do not wish to purchase a permit. If we remove the scheme on Grange Street the issue would be resolved.
33. No resident of Grange Street has requested this action.

Options

34. Option 1 (Recommended Option)

- a) Overrule the objections and Implement as advertised
- b) Officers are authorised to re-consult in the adjacent areas of Farndale Street, Levisham Street, Hartoft Street and Lastingham Terrace if further representations are received within 18 months from the implementation on Rosedale Street and Grange Garth. This consultation to take place in priority to other areas on any waiting list.

35. This is the recommended option because it progresses the majority of resident's opinions (from the returns received) on Rosedale Street and Grange Garth.

36. If residents of the neighbouring area petition the council for a re-consultation, then this is to be given priority by officers at that time.

Option 2

37.
 - a) Undertake an additional consultation about the times of operation of the scheme with the residents of Grange Garth and Rosedale Street. Authority to be given to implement a scheme with the times of operation to reflect the results of the consultation.
 - b) Re-consult in the adjacent areas of Farndale Street, Levisham Street, Hartoft Street and Lastingham Terrace if further representations are received within 18 months from the implementation on Rosedale Street and Grange Garth. This

consultation to take place in priority to other areas on any waiting list.

38. This is not the recommended option because it will delay the implementation of a scheme and the recommended times of operation are in line with the other streets in the R20 zone. If the duration of the restriction is raised as a problem once it's in place it can be reviewed at a later date.

Option 3:

39. a) Uphold the objections and take No further action

This is not the recommended Option because it does not reflect the majority of resident's opinions we have received for Rosedale Street and Grange Garth. Because the original petition was raised from residents of Rosedale Street, it was always intended the results would be considered separately for this street.

Consultation

40. Details, including the Notice of Proposals and plans for clarification were delivered to all properties in the original consultation area and Grange Street. Notices were placed on street and in The Press.

Council Plan

41. The recommendations in this report relate to the Council Plan priority "a council that listens to residents". The majority of residents (who responded to our consultation) on Rosedale Street and Grange Garth 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.

Implications

42. This report has the following implications:

Financial – Residents parking schemes are self financing once in operation. 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. In addition, there may be some impact on Business Support resources to administer the scheme. Given this is an extension of an existing ResPark area it is considered that this can be absorbed within existing capacity.

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: 28 November 2018

Specialist Officer:
Patrick Looker, Finance

Wards Affected: Fishergate

For further information please contact the author of the report.

Annexes:

Annex A: Proposed Extension to R20

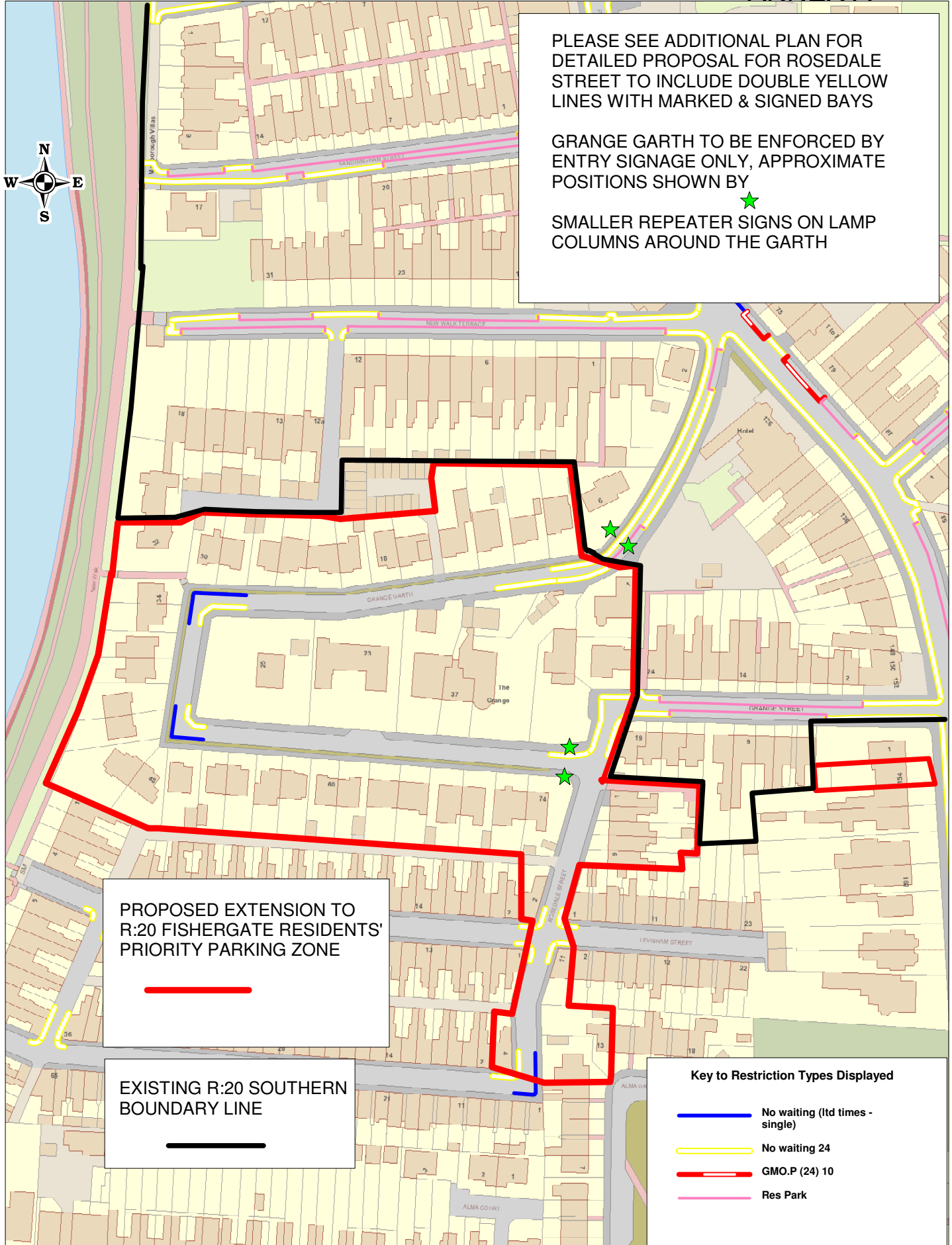
Annex B: Detailed proposal for Rosedale Street

Annex C: Legal Consultation documentation delivered to properties

Annex D: Details of Objections received

Annex E: Resident Parking Flow Chart

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PLEASE SEE ADDITIONAL PLAN FOR DETAILED PROPOSAL FOR ROSEDALE STREET TO INCLUDE DOUBLE YELLOW LINES WITH MARKED & SIGNED BAYS

GRANGE GARTH TO BE ENFORCED BY ENTRY SIGNAGE ONLY, APPROXIMATE POSITIONS SHOWN BY SMALLER REPEATER SIGNS ON LAMP COLUMNS AROUND THE GARTH

PROPOSED EXTENSION TO R:20 FISHERGATE RESIDENTS' PRIORITY PARKING ZONE

EXISTING R:20 SOUTHERN BOUNDARY LINE

Key to Restriction Types Displayed

- No waiting (ltd times - single)
- No waiting 24
- G.M.O.P (24) 10
- Res Park

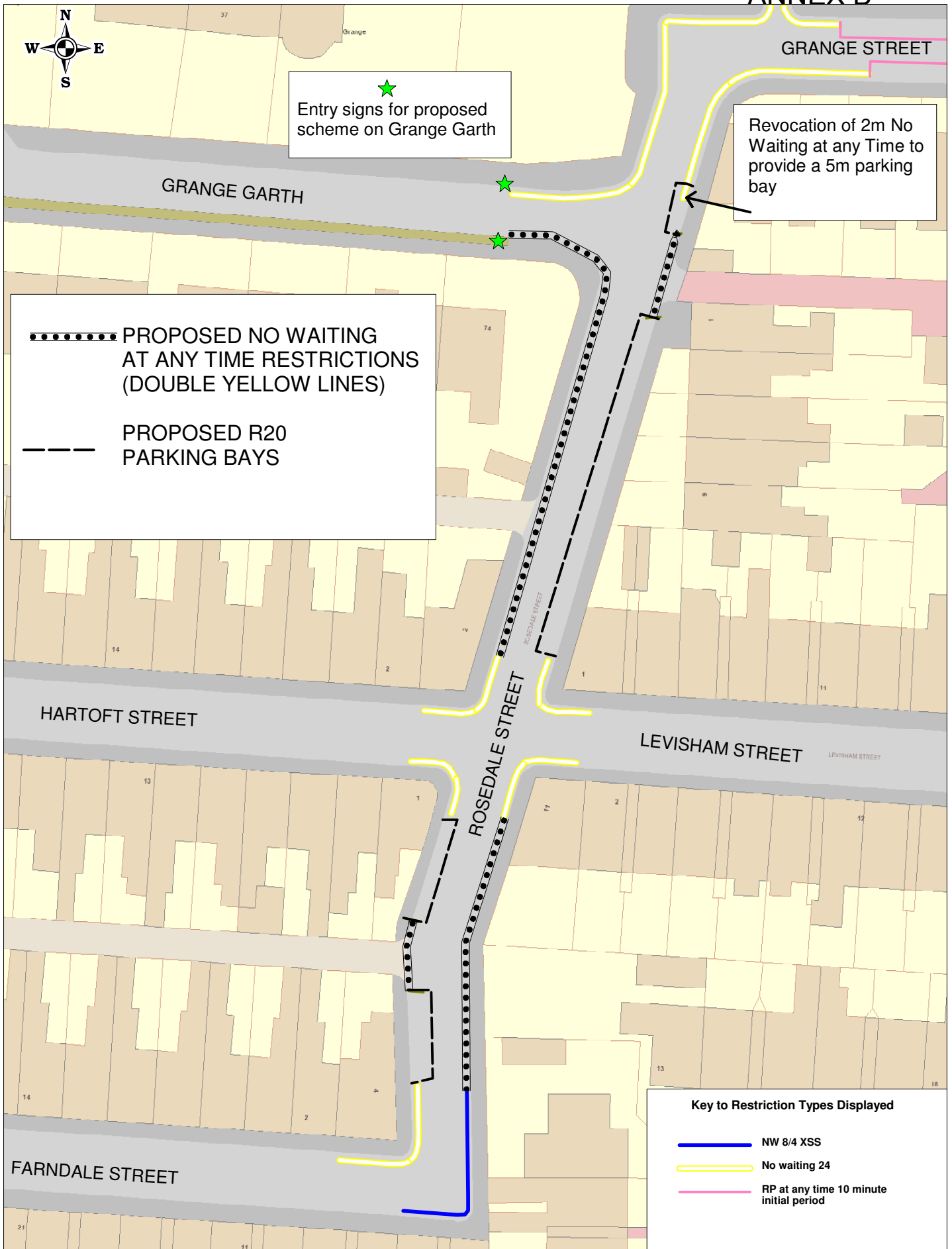


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**R20: FISHERGATE
RESIDENTS' PRIORITY PARKING
PROPOSED ZONE EXTENSION**

SCALE	1 : 1500
DATE	09/08/2018
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**Annex B
Detailed Proposal for Rosedale Street**

SCALE	1 : 500
DATE	01/11/2018
DRAWING No.	
DRAWN BY	

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Directorate of Economy & Place

West Offices, Station Rise
York
YO1 6GA

Tel: 01904 551497

Fax: 01904 551412

Email: highway.regulation@york.gov.uk

Date: 24 August 2018

To the Residents:

Grange Garth, 26 Grange Street
Rosedale Street

Farndale Street, Hartoft Street,
Lastingham Terrace & Levisham Street
154, 166 & 168 Fulford Road
11, 12 & 13 Alma Grove

Dear Resident

Consultation Results; Residents' Priority Parking Scheme (ResPark)

I am writing to inform you about the results of the consultation we undertook in earlier this year.

The Executive Member for Transport and Planning, Councillor Peter Dew, considered the consultation results on the 12th July at a Public Decision Session. I have attached the full results for your information. The Executive Member decided:

- a) To advertise an amendment to the Traffic Regulation Order to extend the R20 Residents' Priority Parking Area to operate 24 hours, 7 days a week in Rosedale Street, Grange Garth and 154 Fulford Road
- b) No further action to be taken for Farndale Street, Hartoft Street, Lastingham Terrace and Levisham Street. If residents of these streets raise a petition requesting resident parking within 18 months of any implementation of a scheme on Rosedale Street and Grange Garth we are to undertake additional consultation at that time.

In line with the decision taken, we are now advertising a proposal to introduce Resident Priority Parking on Grange Garth and Rosedale Street. Notices have been placed on street and the proposal will be in today's edition of The Press.

I have attached a copy of the legal notice of proposals for your information with detailed plans for clarification. If you wish to make representation to the proposal, in support or objection, please write with details, to the Director of Economy and Place at the West Offices address, or by email to highway.regulation@york.gov.uk by the 14th September 2018

If no objections are received, we will implement the scheme as advertised. If objections are received, all representations to the proposal will be included within a report for the consideration of the Executive Member for Transport and Planning at a Public Decision Session.

Please contact me on 01904 551497 (direct line) or email highway.regulation@york.gov.uk if you require any additional clarification.

Yours faithfully



Sue Gill
Traffic Projects Officer
Network Management

Enc: Results of the Consultation
Legal Notice of Proposal
Plan of proposed boundary extension (with details for Grange Garth)
Plan of the proposed scheme for Rosedale Street

CONSULTATION RESULTS, ROSEDALE STREET AND SURROUNDING AREA

	Total No of properties	Total Returned	Yes		No		9 to 5 Mon to Fri	Full Time	Other	% returns	from % return	
			Yes	No	Yes	No					% yes	% No
Hartoft Street	54	19	6	13	1	4	1	1	35	32	68	
Farndale Street	61	31	6	25	2	8	0	51	19	81		
Lastingham Terrace	15	10	1	9	2	0	0	67	10	90		
Levisham Street	23	11	3	8	0	2	1	48	27	73		
Rosedale Street	8	5	5	0	0	4	0	63	100	0		
Grange Garth	46	31	19	12	7	8	1	67	61	39		
Total	207	107	40	67	12	26	3*	52	37	63		

* suggestions given for other times of operation

10 - 12 weekdays , except bank holidays

8.30 to 8 Mon to Friday

9 to 5, 7 days a week

CITY OF YORK COUNCIL
NOTICE OF PROPOSALS
THE YORK PARKING, STOPPING AND WAITING (AMENDMENT) (NO 14/35)
TRAFFIC ORDER 2018

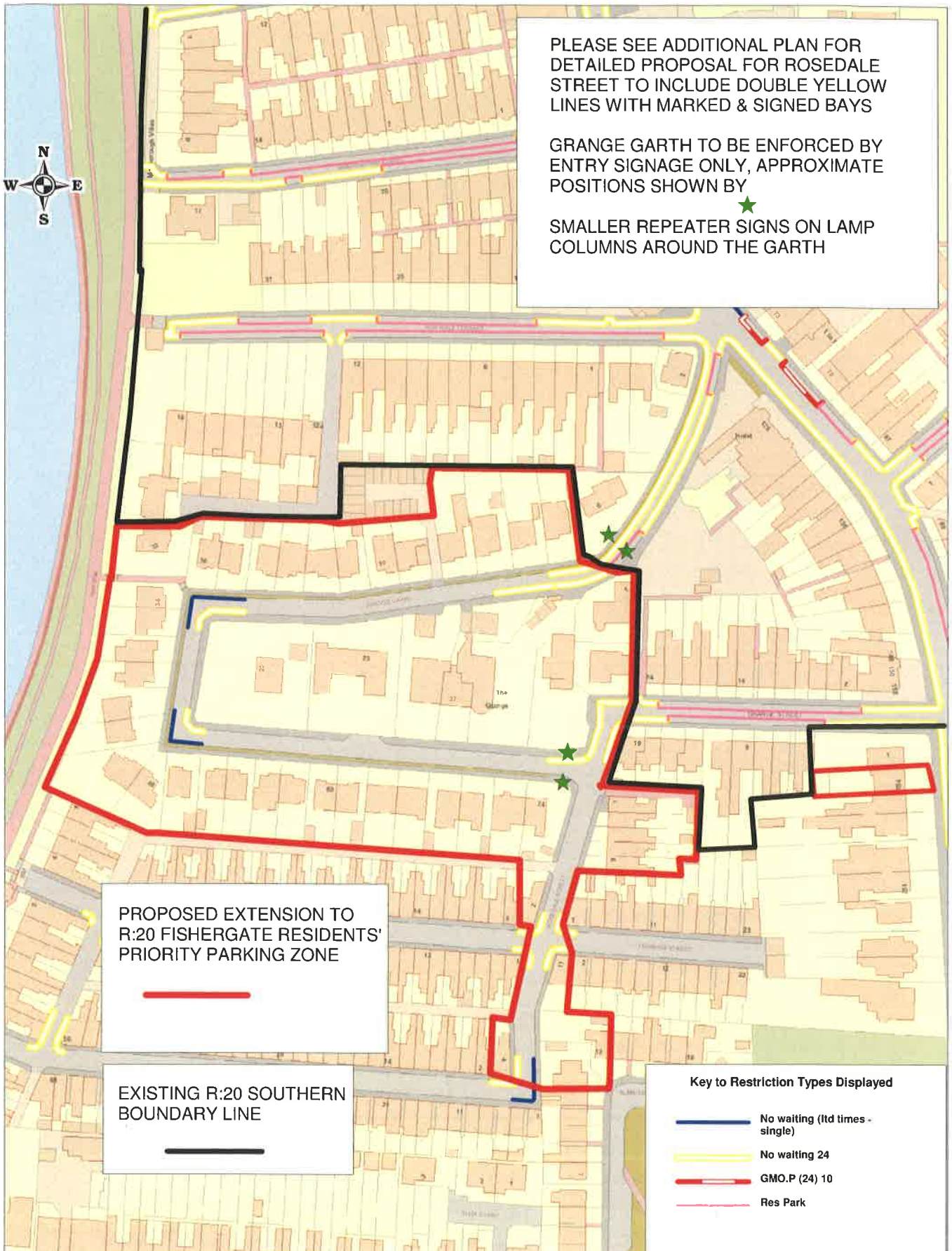
Notice is hereby given that City of York Council, in exercise of powers under Sections 1, 2, 4, 32, 35, 45, 46, 53 and Schedule 9 of the Road Traffic Regulation Act, 1984 ("the Act") and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Schedule 9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

1. Introducing 'No Waiting at any time' restrictions in York, as follows:
 - (a) Grange Garth, on its south side, from the highway boundary line on the west side of Rosedale Street west for 10 metres,
 - (b) Howard Street, on its north west side:
 - (i) between points 20.5 metres and 22.5 metres from the highway boundary line on the north east side of Fulford Road, thereby revoking existing 'Residents Priority' parking restriction from within that length,
 - (ii) between points 28.5 metres and 29.5 metres from the highway boundary line on the north east side of Fulford Road, thereby revoking existing 'Residents Priority' parking restriction from within that length,
 - (iii) between points 39.5 metres and 42.5 metres from the highway boundary line on the north east side of Fulford Road, thereby revoking existing 'Residents Priority' parking restriction from within that length,
 - (c) Rosedale Street, on its
 - (i) east side, between points 3 metres and 12 metres south from the projected northern kerblines of Grange Garth,
 - (ii) east side, between a point 8 metres south from the projected centreline of Hartoft Street (terminal point of existing 'No Waiting at any time' restrictions) and a point 13 metres north from the projected southern kerblines of Farndale street (terminal point of existing 'No Waiting 8am to 4pm Monday to Friday' restrictions),
 - (iii) west side, from the projected southern kerblines of Grange Garth south to a point 8 metres north from the projected centreline of Hartoft Street (terminal point of existing 'No Waiting at any time' restrictions),
 - (iv) west side, between points 18.5 metres south from the projected centreline of Hartoft Street and 16.5 metres north from the projected northern kerblines of Farndale Street;
2. Re-defining the boundary of Zone R20 (FISHERGATE) Residents' Priority Parking Area to exclude that area within the property boundary of 79 Fulford Road which is subject of planned redevelopment for residential purposes thereby removing that area from within the Zone;
3. Re-defining 'Residents' Priority' parking area thereby bringing within the R20 zone all the residential properties on Grange Garth, Rosedale Street, 26 Grange Street, 154 Fulford Road 11, 12 & 13 Alma Grove, thereby providing unlimited parking for Permit Holders in unrestricted lengths of Grange Garth, 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);
4. Introducing 'Residents' Priority' parking bays providing unlimited parking for R20 Permit Holders in Rosedale Street:
 - (a) on its east side, from the projected northern kerblines of Grange Garth north for 2 metres and south for 3 metres, thereby revoking 'No Waiting at any time' Restrictions from within that length,
 - (b) on its east side, between points 8 metres (terminal point of existing 'No Waiting at any time' restrictions) and 44 metres north from the projected centreline of Hartoft Street,
 - (c) on its west side, between points 8 metres (terminal point of existing 'No Waiting at any time' restrictions) and 18.5 metres south from the projected centreline of Hartoft Street,
 - (d) on its west side, between points 7 metres (terminal point of existing 'No Waiting at any time' restrictions) and 16.5 metres north from the projected northern kerblines of Farndale Street;

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 14th September 2018.

Dated: 24th August 2018

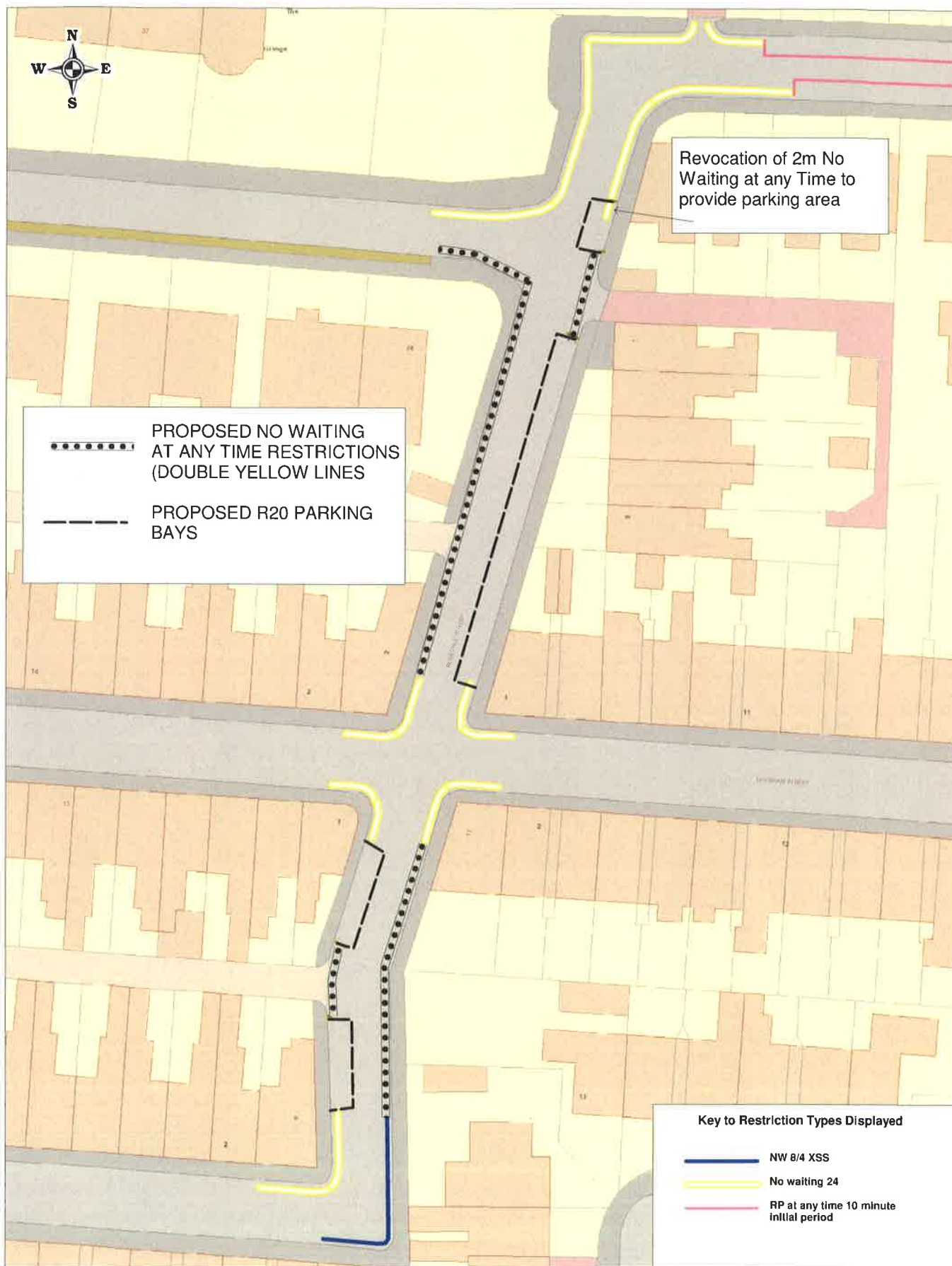
Director of Economy & Place
 Network Management, West Offices, Station Rise, York, YO1 6GA
 Email: highway.regulation@york.gov.uk



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**R20:FISHERGATE
RESIDENTS' PRIORITY PARKING
PROPOSED ZONE EXTENSION**

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Rosedale Street, Advertised Proposal

SCALE	1 : 500
DATE	09/08/2018
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DRAWN BY	

ANNEX D

Representations of Support	
1.	We are very much in support of the proposal to extend residents priority parking to Rosedale Street and Grange Garth where these street are currently hosting many regular free parking cars on a daily basis. We would ask you to resist any objections to the Scheme, on the grounds that if not fully implemented, the present problem we have will continue and get worse.
2.	As a recent arrival to Grange Garth I'm delighted by the forthcoming residents parking scheme. I write because I don't understand the need to maintain the no waiting area in the corners..... At the weekend I can park on the single yellow closest to my home and taking up no one else's parking, however that's not possible on a weekday. I'm not sure why, as the parking there doesn't block any access / cause difficulties on the road. So I would ask the council to reconsider the no waiting restriction proposed in the plans and allow the corner to be residents parking.
3.experience difficulties accessing my garage, tradesmen working on his property have been unable to park nearby. Grange Garth is used for free parking for people who work locally or in town and use the river path and residents of Grange Street who refuse to pay for permits. I will happily pay for permits to avoid the current stress and inconvenience. I thought the outcome of the survey with 61% of residents of Grange Garth opting for residents parking was a pretty clear and democratic indication. What type of objection would result in the Executive Member overruling the decision made by the majority of residents?
4.	With 12 signatures: I would like to once again give my support to the scheme. If Rosedale Street get Respark and not Grange Garth it will push more cars into Grange Garth as why buy a permit when you can park for free. I have lived here for 31 years and parking has got worse. Vehicles block your drive. A guest house nearby send guests to park here as they have more bedrooms than parking. The Dental Practice staff all park their cars. What is wrong with Park & Ride? We get people who park for 10 days to 3 weeks. Grange Garth is already Resident Parking at the top end, so why not the rest of it? We are wedged between New Walk Terrace and

	Grange Street – making us an overflow for free parking.
	Representations of Objection
5.	<p>I would like to register my objection to resident's parking being extended to cover Grange Garth for the following reasons: Only 19 households out of 46 want the scheme, which means that most people in the street either do NOT want it or do not care either way.</p> <p>At least one person who voted for the scheme (number 18 Grange Garth) has sold their house and no longer lives in the street. Many houses do not have any off street parking and so residents will have to pay to park in their own street (if they can indeed get a parking place).</p> <p>Only 8 out of 46 households wanted the scheme to apply 24 hours 7 days a week, whereas 19 people do NOT want it to be full time (12 who didn't want it at all plus the 7 who wanted it 9-50, so, if it has to go ahead, could it at least be weekdays only so that anyone visiting us at the weekend can park in the street? I feel that we are being bulldozed into this by what amounts to less than 20% of the residents.</p>
6.	<p>The majority of people who voted across the whole area considered for this scheme were against the proposal . The very reason the Rosedale residents complain about , the overflow parking from a res parking area (Grange st) will be visited upon the good burghers of Hartoft and farndale streets . How can this be sensible or democratic ?</p> <p>The most simple solution would be to lift the res parking in Grange street allowing those residents who won't / can't pay for parking in their own street , to park there . If there is a council agenda to raise funds through these schemes then let's see this benefit in these streets</p>
7.	<p>I am writing to register my objection, as a resident of Levisham Street, to the proposed extension of the Residents Parking Scheme to Grange Garth and Rosedale Street. At the time of consultation on the extension of this scheme, residents were given the impression that the scheme would be extended to all or none of the streets consulted based on majority vote. The current proposal to extend the scheme to two streets seems the worst of both worlds - the proposal reduces the number of parking spaces available to these streets as well as restricting them to permit holders, meaning that any visitor traffic and any residents of Rosedale Street and Grange Garth who prefer not to pay for</p>

	<p>permits will simply park in one of the remaining four streets instead. The proposal thus seems to disregard the majority opinion against the implementation of a ResPark scheme in the area as a whole. I have yet to see any evidence of non-resident parking causing problems - the streets are relatively clear during the daytime, and parking is generally more difficult in the evenings, because the volume of cars comes largely from residents and will not therefore be eased by the scheme.</p>
8.	<p>As a Resident of Farndale Street I wish to formally object to any extension of the respark scheme in our area, on the following grounds.</p> <p>The scheme as proposed originally was for an area vote, not individual streets, 63% said no.</p> <p>Myself & other residents could not attend the Public Decision Session as several work long hours & some were on the wrong shift.</p> <p>There is no need as there is no issue getting parked area at any time, I go to work at 5-30 every morning & since the original proposal have been counting spaces available in the streets. I return gone 18-30 in the evening & the situation is the same.</p> <p>There have always been plenty of spaces available in all streets in the scheme area, the exception being between Hartoft & Grange Street.</p> <p>Grange Street which is in the current respark scheme does not use a half of the places allocated, the reason for this is that a lot of the resident from Grange Street park in the streets where the new restriction are proposed. Removing the current scheme from Grange Street would stop this.</p> <p>The original request was from a selfish few residents from Rosedale Street all of which are new to the area, they will end up with personal bays for there properties & Farndale Street & Hartoft Street as well as Levisham will have the displaced vehicles parking down there streets.</p> <p>You will be creating a problem by trying to solve one that doesn't exist</p>
9.	<p>As residents of Farndale Street we are writing to strongly object to the Respark proposals currently under review for the following reasons:</p> <p>1 The present situation works well for the vast majority of the</p>

	<p>time. We have lived on Farndale Street for 24 years and although problems arise from time to time, they are quite rare.</p> <p>2 The number of parking spaces on Rosedale Street will be halved from 16 to 8, thereby putting greater pressure on available space elsewhere.</p> <p>3 Only FIVE people on Rosedale Street voted for the scheme.</p> <p>4 The vast majority of residents on Grange Garth have OFF STREET PARKING, why do they have a vote on ON STREET PARKING?</p> <p>5 If there is a Respark scheme on Rosedale Street, commuters, B&B customers, City Centre Shoppers and residents of Grange Street who do not pay for their space will park in Farndale Street and Hartoft Street. This would put more pressure on space on these streets. Therefore the area under review must be treated as ONE AREA under the vote. Single streets should not be allowed to sway the vote.</p> <p>6 The scheme is an unnecessary expense and inconvenience for Streets that voted overwhelmingly AGAINST the proposal.</p> <p>I do have sympathy for the residents of Rosedale Street who are under greater pressure of space availability than we are on Farndale Street. However, having to park a few yards around the corner is not a great inconvenience.</p>
10.	<p>I would like to OBJECT to the proposal in relation to Rosedale Street (YO10). My objection does not relate to the design of the scheme rather than the annual fees that are associated with it.</p> <p>Household parking permit application form https://www.york.gov.uk/downloads/file/12936/household_parking_permit_application_form Assuming standard VED (Group D to I) - a charge of £99.95 per annum is applied (Car No.1)</p> <p>Where households have two cars an additional charge is levied.</p> <p>Additional household parking permit application form https://www.york.gov.uk/downloads/file/12937/additional_household_parking_permit_application_form Additional permit is £182.50 per annum (Car No. 2)</p> <p>Therefore, in relation to our situation (two working adults with two cars) an additional annual premium (to park near our house) will be</p>

	<p>£282.45. This equates to adding 20% on to our Council tax bill.</p> <p>Please can you explain why Harrogate Borough Council only charge a flat £30/annum per car? https://www.harrogate.gov.uk/downloads/file/1334/resident_permit_terms_and_conditions</p> <p>I appreciate you want to incentivise residents not to (1) have a car and (2) not have more than one car but the fees associated with the York scheme appear disproportionate (dare I say it looks like profiteering). It is unclear how the 'excessive' fees are required to run the scheme when nearby Harrogate are able to do that charging £30 per car/per annum. Can the administrative charges between York and Harrogate be that different?</p> <p>In addition, once we have the scheme in place there is nothing to stop York Council doubling the charges (or worse)...fait accompli.</p>
11.	<p>Is it too late to object to the Rosedale proposals? I hadn't appreciated that other residents could object! It seems a big impact on the local area to please what seem to be about 8 houses, and from what I can see there is always space to park on that street.</p>
12.	<p>I write to you to fully oppose the parking restriction proposal around Rosedale Street and Grange Garth.</p>
13.	<p>I am writing to register my objection to the proposal to extend the R20 residents' parking area to include Rosedale Street and Grange Garth. Were this scheme to go ahead the whole of the surrounding area will be affected. As a Hartoft Street resident I am thankful that there is <u>just</u> enough parking in the area at present for us all to be able to find somewhere to park on our own street or very close by. I am all too aware that the restriction on numbers of places that the scheme will introduce in Rosedale Street will inevitably 'knock on' to other streets in the neighbourhood.</p> <p>Looking at the figures in the consultation results it is clear that the overwhelming majority of responses were against the proposal. I note that most of the votes in favour were from Grange Garth, where ironically enough residents all have their own driveways and many also have garages.</p> <p>This scheme will potentially have a huge impact way beyond the</p>

	<p>delineated area, and I trust that the interests of the neighbourhood as a whole will be the primary consideration in this case.</p>
14.	<p>I would like to record my objection to reduce, by two metres, the double yellow lines at the junction of Grange Street and Rosedale Street. My reasons are for safety. These lines were placed to prevent vehicles parking too close to the junction. The need for them has not changed, it is not a safety improvement to shorten them.</p> <p>Many drivers take this corner too quickly and to avoid vehicles travelling in the other direction have to pull left to avoid a collision. The loss of those two metres will make a difference to the thinking and reaction times when these incidents occur.</p> <p>Having a vehicle two metres closer to the junction will create difficulties for larger HGV to manoeuvre the junction.</p> <p>The wiser course would be to extend the existing double yellow lines to the gated alleyway adjacent to 1 Rosedale Street and urge you to do so.</p>
15.	<p>I object to the proposed resident parking scheme recently voted for and the impact it will have on the parking on Levisham Street. An alternative solution should be explored.</p>
16.	<p>We are against the scheme as proposed for the following reasons:-</p> <p>Grange Garth -The vast majority of properties have driveways and garages and residents cars could be parked there, only those 6 properties facing the river not having that facility. In making the whole street residents parking at all times it will inevitably displace other vehicles or those of residents, who do not choose to pay for a permit for all their vehicles, onto the neighbouring streets namely Levisham, Hartoft and Farndale Streets, particularly during the day.</p> <p>Rosedale Street - There are only 8 properties on this street and residents parking bays for 8 vehicles could be provided on the east side of the street between the corner of Grange Street and Rosedale Street. Of those 8 properties Nos 4 and 11 already have space for off street parking and No 1 could provide it by parking in their backyard accessed by the gated alley at the side of the property.</p> <p>The rest of the street should be left with parking available to anyone including vehicles displaced from Grange Garth.</p> <p>The proposal to introduce "no waiting at any time" on the parts of the street without parking bays will lead to an increase in vehicle speeds and will further exacerbate the parking problems on</p>

	<p>Levisham, Hartoft and Farndale Streets.</p> <p>It is undemocratic in the extreme when 63% of the returns received from the area as a whole are against the scheme and yet the wishes of a clear minority will prevail , if this traffic order in its current form is passed, having a disadvantageous effect on that majority, particularly in the 3 streets where residents parking will not be introduced.</p>
17.	<p>I'm submitting an objection to the permit parking proposal on Rosedale Street. My concerns are, the permit will push cars to park in the neighbouring streets, including Hartoft and Levisham Street. Grange Street is currently permit parking, with some residents not paying for a permit and parking on the neighbouring streets. I imagine this will be the case too with Rosedale if the permit goes ahead.</p>
18.	<p>I would like to register my objections regarding the Respark proposals for Grange Garth.</p> <p>The proposal is for full time limitations. This is based on this preference receiving the most votes, with, I assume, only those that voted YES to Respark stating a preference. Since votes for the full time proposal were 3 fewer than those voting for part-time or responding with 'don't know', I request that whole street is asked to vote on the timescale issue once again before it is finalised.</p> <p>Together the pro-part-time, 'don't know', the NO voters and the abstainers make up a sizable majority, so this is a very reasonable request.</p> <p>On cost, I object most strongly. I am very unhappy for implementation to go ahead without more transparency of costs/income to CYC, and a full public justification of the cost of the respark scheme.</p> <p>The cost is extremely high and the banding of vehicles based on emission rates both requires justification, as it (1) unfairly impacts low income households who cannot afford a new car, and (2) does not take into account miles driven. A low emission car driven regularly may make more emissions overall than it's counterpart driven infrequently.</p> <p>Further, Leeds respark schemes are provided at no cost to the resident.</p> <p>https://www.leeds.gov.uk/parking-roads-and-travel/parking/parking-schemes-and-permits/resident-parking-permits</p> <p>Shame on York for not doing so for its citizens. So, CYC is clearly using this as an easy source of income.</p>

	<p>Please provide answers to the following questions for 2017/18 year end:</p> <ul style="list-style-type: none"> • The cost of Traffic Enforcement Officers • Any other costs associated with the implementation of the schemes - my assumption being that these would be one off costs, but since the new policy is apparently to only use signage (and not marked bays) then these should be less than in previous years • Income raised from penalty charge notices • Income raised from the respark scheme. <p>If these are even close to break-even, and certainly if CYC shows a profit in these matters, then there is no justification for current costs.</p> <p>You, as CYC, could of course implement a congestion charge, which would have benefits for residents city-wide. However, your transport policy-makers lack the courage to annoy businesses rather than make changes to benefit the people for whom they are elected to serve.</p> <p>As an addendum, I would like to ask the following as the more pertinent question;</p> <ul style="list-style-type: none"> • What are the costs of Traffic Enforcement Officers, reduced PRO RATA for the amount of time they are scheduled to spend monitoring ResPark streets. <p>This, as I'm sure you understand, will give a better view of the cost vs income directly related to respark. I would assume this figure is easy to calculate based on their agreed working schedules. I would imagine the majority of officers time is spent around the excessive number of city centre car parks!</p>
19.	<p>I OBJECT to the costs to residents to park in their own street. I already pay my council tax although there is no street lighting on my section of road, no green bin for my garden waste, no wheelie bin for landfill waste for which I supply my own plastic bags and the road surface is overdue for resurfacing.</p> <p>The York Respark permits are expensive and compare unfavourably with other towns and cities i.e. Wythenshaw Manchester Free; Leeds Free; Islington London - low CO2</p>

	<p>emissions car £18.20 pa; Chester 1st car £60 2nd car £90; Harrogate £30pa per car; Slough 1st car £25 -2nd car £50pa. Admittedly some councils charge morebut I was surprised to find charges vary from city to city and wonder how City of York Council chose it's levy.</p> <p>I realise administration fees need to be paid by those using the scheme but if Harrogate can manage by charging £30 per car whether it's a first car or second then surely York can do the same? Maybe look at Andy D'Agorne's suggestion of a blanket charge of £50 or preferably less per car pa?</p> <p>Once we are in the scheme could the council increase the charge year on year?</p>
20.	<p>We are writing to object to the proposed parking restrictions in Rosedale Street. The proposed scheme reduces parking in Rosedale Street by at least 50%. Vehicles normally parking in that street will move to Farndale Street, Hartoft Street, Levisham Street or Grange Garth which are always fully parked at busy times. The proposed scheme will make the situation significantly worse, not better, for residents in all these streets.</p>
21.	<p>I object to the ResPark on Grange Garth on the grounds that the residents there have driveways and are able to park their cars off the road. However, on Hartoft Street, where the majority of the residents do not want a ResPark scheme do not have driveways. I am very concerned that there will be displacement as a result of the ResPark scheme from Grange Garth (where there are driveways) to Hartoft Street (where there aren't driveways). As a result of this, the residents of Hartoft Street may either have to adopt the ResPark scheme (which the street on the whole does not want to do) or may have difficulties parking (which is not a problem at present). I also think there is a financial inequality here: the houses on Grange Garth are more expensive and thus presumably owned by higher earners who may be more able to afford the ResPark scheme than those on Hartoft Street. It does not seem just that those with driveways are able to institute a parking scheme that may result in either parking problems or forced adoption of a parking scheme on a neighbouring street without</p>

	<p>driveways and whose residents are on the whole may be on a lower income. I fully support the ResPark scheme on Rosedale Street as these houses do not have driveways and I appreciate the problems with parking that arise for the residents of this street.</p>
22.	<p>R20 extension REPRESENTATIONS TO THE REPORT GRANGE GARTH</p> <p>I have two initial comments:</p> <p>Firstly it seems bizarre that while we're asked to address ourselves to the Director of Economy and Place <i>no name</i> for this person is given anywhere on the papers that have been delivered to our houses (some residents still say they never received one or both sets of papers despite protestations to the contrary). We do know the Executive Member's and the Project Officer's names, so why not the HoD?</p> <p>Secondly, the use of English in the 'documents' is very unhelpful at various junctures, and the details are woolly, making it extremely difficult for most people to get a clear idea of the options, and costs; this would make their decisions informed and meaningful, and allow them to make logical constructive suggestions at this juncture. A cynic might suggest this is the aim.</p> <p>The clarity problems are as follows in no particular order</p> <ul style="list-style-type: none"> • The actual eventual cost to us is clear as mud. • The annual charges are not even in 'numerical totals' order • I have tried to Google DVLA classes A-M to try to understand costs to residents to no avail. A link could have been included. • At no point <i>anywhere</i> in the papers does it state clearly that parking will be bay-free. I have just had to reskim every side of the 14 to eventually rest on the 2 maps which actually have different information re this. • Again nowhere in the paperwork does it clearly indicate an amendment that means that the bays at the start of Grange Garth will be, by implication, repainted & retained, and the entrance signage will only (& sensibly) begin on approach to the right hand bend around no8, where new restrictions start. <i>Surely this should be printed clearly in the text for residents to understand?</i> I think this is definitely preferable to signs

at the Fishergate/Fulford Rd/ New Walk junction [too complex, status quo remains].

- At no point *anywhere* in the papers does it state clearly that **the first permit is household not vehicle specific**. We have fought against the res pk scheme x3 before. One of the prohibitive factors is the **cost** (for the right to park in our own street). Again although I have received 2 assurances that the first Res Pk permit is HOUSEHOLD NOT VEHICLE SPECIFIC **A) from AnnMarie Howath**, your department, 25th June “....the first Household Permit is not vehicle specific to **allow it to be used for any vehicle in or at the household**”. **B) from Andy D’Agorne** 5th July “As currently organised there is provision for the [1st] permit to be transferable between vehicles.” There is no clear statement of this. **It is the ONLY WAY we’d find this scheme tenable as we park first on the drive & second on the road (or vice versa) according to who arrives home first etc.** Many of our neighbours feel likewise.
- The worst **culprit for confusion** and one would argue ‘unfairness’ is the **table of figures**. Taking Grange Garth alone 67% voted (although overall only 52% did making it feel somewhat Brexit-like). The decision to have **restrictions 24/7** as opposed to 9-5 Mon –Fri was taken by 8/15 of those who stated a preference BUT NOT BY +50% of those who voted. Indeed it could be argued that the 1 person who suggested an alternative actually voted with those who were against 24/7; that **makes it ‘a tie’**. Interestingly 4 people did not state a preference (this may have been oversight, uncertainty, lack of time to process all the woolly info etc. **So only 8/19 voted for the much more prohibitive 24/7 restrictions** which will be more problematic on many levels including 2-car households, evening visitors, weekend guests, though admittedly allowing some infiltration from outsiders. **THIS IS NOT A MAJORITY**. And one might indeed ask **WHY is the 8.30am – 8pm** not offered as an option which would resolve most of the outside encroachment *giving residents an easier set of restrictions with which to live*. **We ask that these options be looked at again by the whole street now the outcome is up for final consideration.**

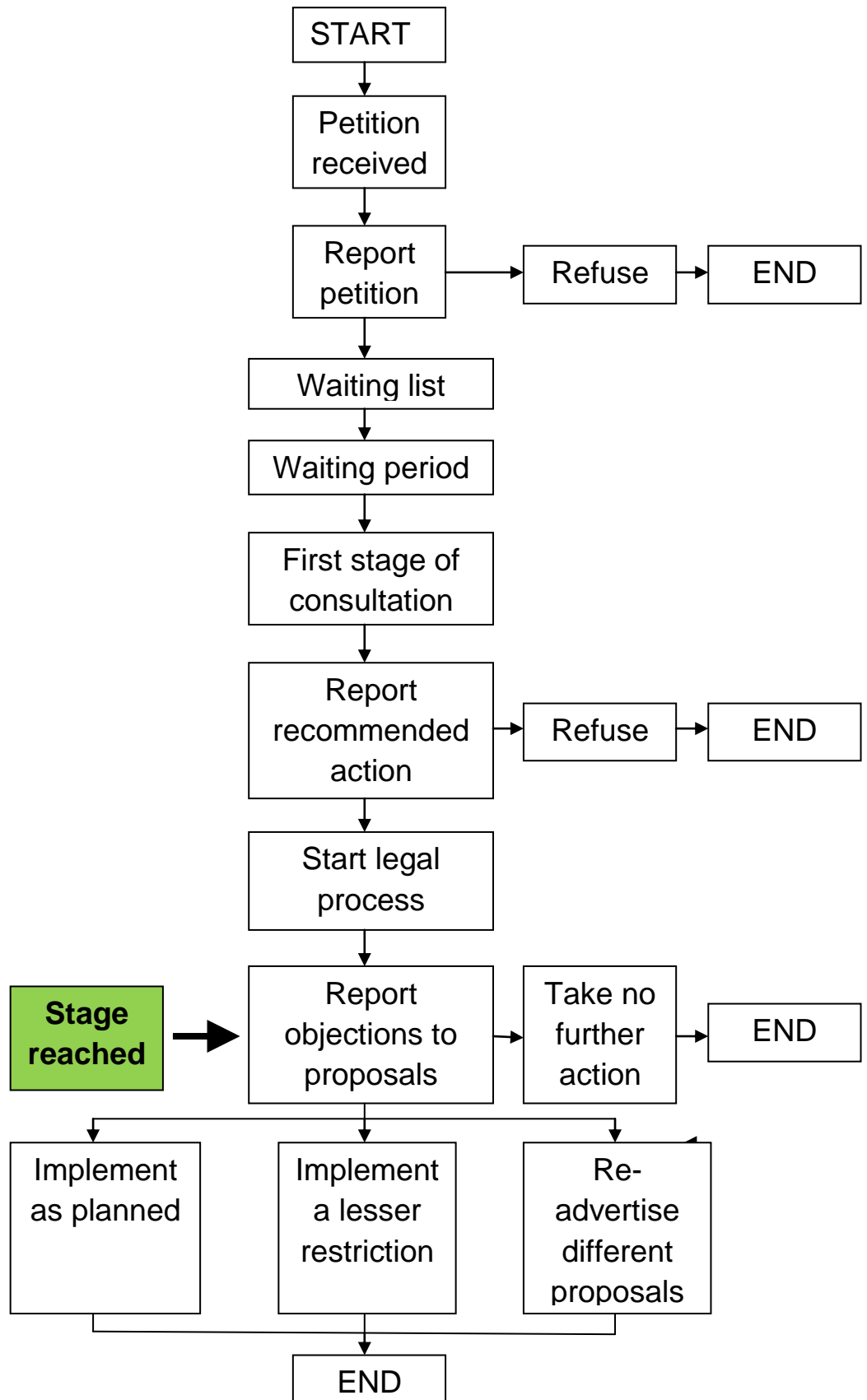
There are many other loosely defined or hard to find issues that are difficult to understand properly

- The info re Household Authority Cards & visitor permits is pretty hard to grasp meaningfully as it appears in 2 places
- Having been told categorically that 1st permit household not vehicle specific [the only semi-acceptable format for many of us] from more than one source, **none** of how this would work is explained
- Some of us occasionally park across our own drives – no outsider has ever done this, neighbours have understandings with neighbours re being asked to move if there is a problem etc. We had been told verbally that we could continue to park as we are used to but there is a phrase in your own paperwork “...not parked..across a dropped kerb”. Again woolly information did not offer a sound basis to our voting
- No mention is made of the amount entailed in finer should one (or guests) slip up during getting used to a new set up. It is a pertinent piece of information. The term Civil Enforcement Team for traffic wardens rings faintly of Orwell’s Double Speak. Indeed the whole document might do well to adhere to Gower’s Plain (& comprehension-enabling) English, I respectfully suggest.

Finally I would like to speak on behalf of myself & near neighbours when we say that we feel rather like we are paying for the privilege of an official coming to ‘catch people out’ to provide another incomes stream for our council.

We particularly object to the amount we are charged here in York when compared to say Harrogate or Scarborough, indeed most places in N Yorkshire; I have just found this re Leeds ‘There is no charge for a resident permit’!! **We would like to support Cllr D’Argorne’s request for a scrutiny review on Res Parking Schemes.**

Residents Parking Process Flow Chart



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

20 December 2018

Report of the Corporate Director of Economy and Place

R33 Residents' Priority Parking: Proposed Amendment to the Traffic Regulation Order, consideration of objections received

Summary

1. Consideration of the representations received to a recently advertised proposal to change the parking amenity within the R33 Respark zone on Sycamore Place, Sycamore Terrace, Bootham Terrace and Longfield Terrace.

Recommendation (Option Three)

2. The Executive Member is asked to approve Option Three:
 - a) Implement as advertised the Removal of the Bert Keech Bowling Green development from the R33 Residents' Priority Parking Zone
 - b) Implement the revocation of Guest House Parking and Household Parking to be replaced with No Waiting at any Time on Sycamore Place to provide vehicle access to new property.
 - c) Uphold the objections and take no further action on the rest of the proposal as advertised.
 - d) To advertise an alternative proposal for the revocation of 6m of no waiting at any times restrictions on Longwood Terrace and replace with an R33 GM space for the use of Guest House parking only (see Annex D)

This is the recommended option because it maintains the current status quo of parking provision for both Household and Guest Houses.

Reason: To progress the majority views of the resident.

Background

3. The development of the Bert Keech Bowling Club on Sycamore Place for 5 residential properties requires the removal of 6-7m of a dedicated Guest House parking bay and approximately 3m of Household parking bay to facilitate a new vehicle access to one property. Planning application 13/03727/FUL refers. As a result of the planning process a section 106 agreement has secured funding of up to £5k to review the parking zone in this area and make the necessary amendments to the Traffic Regulation Order.
4. In August 2017, the Executive Member for Transport and Planning considered objections to an earlier proposal to change the Guest House dedicated spaces on Bootham Terrace to a Community Parking Space to improve the parking amenity for nearby residents. A Community space allows all classes of R33 permit holders to park. The Executive Member decided to split the dedicated Guest House Parking Bay whereby parking for 3 to 4 vehicles were allocated to community parking and space for two vehicles to be retained as dedicated parking for Guest House use.
5. The Executive Member decided the acceptable level of dedicated Guest House Parking in this zone was to be space for 7- 8 vehicles. The development of the Bowling Club will reduce this amenity to 6-7 spaces and the current proposal, detailed as Annex A, was designed to ensure the Guest House amenity was retained in line with the decision made in 2017.
6. The proposal also sought to rebalance the household provision to provide additional space in Bootham Terrace where the number of permits issued exceeds available parking space.
7. When we estimate space allocation, we would allow 5m for an end bay and 6m for others. The proposal reduces a household space on Sycamore Terrace, by 3m; 30m to 27m. We would estimate a 30m bay can park 5 cars comfortably (one 5m bay and 4 x 6m bays). When amended the 27m bay should still accommodate 5 cars, especially as two of the bays will be placed adjacent next to double yellow lines for easier manoeuvrability into the parking area.
8. The advertised proposal overall:
 - Retains the Guest House parking amenity at the same level
 - Retains the Household Parking amenity and increases the number

- of spaces for Household parking by one.
- Removes the development from the Zone boundary

Clarification of the proposal is provided within the plan at Annex A & A1.

Representations Received (full details at Annex C and C(1))

9. We have received
 - one representation in partial support
 - four objections one of which is reproduced as Annex C(1)

Objections

10. The main objections to the proposal centre around:
 - the removal of household parking amenity on Sycamore Terrace
The objectors claim these spaces are used continually and there are other areas more suitable to provide Guest House Parking.
 - Over supply of Guest House Parking amenity – many photographs have been provided showing Guest House Parking is underused on a regular basis.

Officer Comments

11. The level of Guest House Parking was raised in August 2017 and the Executive Member, with the support of the Ward Councillors, decided an acceptable level for GM parking which the proposal has sought to maintain.
12. There are other areas where we could propose removal of Household Parking and replace with GM parking – but it is likely that we would receive the same objections from other household permit holders who want to protect their amenity as now.

Analysis of parking permits issued to spaces available

13. R33: Bootham South Residents' Priority Parking Zone is subject to pressure for space for permit holders. Over the years we have received complaints from Residents about lack of parking space, referring to the Guest House Spaces which often appear to be empty. The objections received to this proposal raise the same issues. The level of Guest House Parking amenity was discussed and agreed in 2017 and took into account the needs for Guest House parking for the zone as a whole,

including Queen Anne's Road and North Parade.

14. We have undertaken an analysis of permits issued against estimated space availability which is recorded below. The permit totals refer to full-time permits issued to households. The level of visitor permits on any given day cannot be determined.

15.

	Total no of Permits issued (Residents)	Estimated level Of space availability
Bootham Terrace	35	29 + 3 to 4 Community (shared)*
Sycamore Terrace	47	52
Sycamore Place	12	10
Almery Terrace	3	3
Longfield Terrace	0	3
North Parade	36	30
Queen Anne's Road	33	31 + 8 shared spaces (P & D)** + 12 Community (shared)***
	Guest Houses	
Guest House Permits Sycamore Place	6	7 to 8 dedicated spaces + 3 to 4 Community*
Guest House Permits (Queen Anne's Road)	8	5 dedicated spaces + 12 Community (shared)***

*Community spaces allow parking for any R33 Permit Holder. There is space for 3 to 4 vehicles on Bootham Terrace.

**There is space for 8 vehicles on the North of Queen Anne's Road which is shared space for Household permit holders and Pay & Display users.

***There is space for 12 vehicles on the south of Queen Anne Road (opposite the school) which is shared Community Parking for any R33 permit holder and Pay and Display users.

16. The advertised proposal removes three household spaces from Sycamore Terrace and potentially one on Sycamore Place. To maintain the household provision we replaced these: two on Bootham Terrace and two on Longfield Terrace.
17. The advertised proposal removes one space of Guest House Parking on Sycamore Place and two on Bootham Terrace and replaces them on Sycamore Terrace (closer to the Guest House's).

18. Theoretically, the pressure for space is greater on Bootham Terrace than Sycamore Terrace when comparing permits issued to space availability. The proposal was an attempt to provide more spaces where they are most needed whilst maintaining the full space allocation as now.
19. The objections are from residents in Sycamore Place and Sycamore Terrace who would like to continue to use the space on Sycamore Terrace.
20. Officers consider the way forward is to remove the one Guest House space required as a result of the development. This to be relocated on Longwood Terrace; (Option 3, Recommended Option).

Options

Option One

21. Implement as advertised:
 - a) Removal of the Bert Keech Bowling Green development from the R33 Residents' Priority Parking Zone
 - b) Implement the advertised changes to the parking bay areas as outlined in Annex A.

This is not the recommended option because all objectors are against the revocation of household parking on Sycamore Terrace to reposition the Guest House parking. By not implementing we are upholding the Council Plan and listening to residents.

Option Two:

22.
 - a. Implement as advertised: Removal of the Bert Keech Bowling Green development from the R33 Residents' Priority Parking Zone
 - b. Implement the revocation of Guest House Parking and Household Parking to be replaced with No Waiting at any Time on Sycamore Place to provide vehicle access to new property. We will revoke as short a length as possible to achieve this aim.
 - c. Take no further action on the rest of the proposal.
23. This is not the recommended option because the dedicated Guest House

Parking spaces would be at a lower level than the Executive Member agreed in 2017.

Option Three: (Recommended Option)

24. a) Implement as advertised, removal of the Bert Keech Bowling Green development from the R33 Residents' Priority Parking Zone
b) Implement the revocation of Guest House Parking and Household Parking to be replaced with No Waiting at any Time on Sycamore Place to provide vehicle access to new property. The measurements of revocation can be a lesser length than advertised and this will be achieved on implementation if possible.
c) Uphold the objection and take no further action on the rest of the proposal.
d) To advertise an alternative proposal for the revocation of 6m of no waiting at any time restriction on Longwood Terrace and replace with an R33 GM space for the use of Guest House parking only (see Annex D). Reducing the proposed 10m of parking space to 6m will improve sight lines at the junction area.
25. This is the recommended option because it maintains the current status quo of parking provision for both Household and Guest Houses.

Consultation

26. We consulted residents most affected on Bootham Terrace, Sycamore Place and Sycamore Terrace. A copy of the consultation information is attached as Annex B. Notices were placed on street and in The Press. Details of the proposal were sent to emergency services and haulier organisations as required to meet Highway regulations.

Council Plan

27. The recommendations in this report relate to the Council Plan priority "a council that listens to residents". Objectors to the proposal wish to retain the household parking amenity on Sycamore Terrace. The recommended proposal demonstrates that the Council is listening to and working with residents and the local community.

Implications

28. This report has the following implications:
Financial – Funding is being provided through a section 106 agreement

Human Resources – None

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: Transport, Highways and Environment (Economy and Place)

Report Approved: ✓

Date: 28 November 2018

Wards Affected: Clifton

For further information please contact the author of the report.

Annexes:

Annex A & Annex A1, Details of the advertised Proposal

Annex B: Information provided to residents

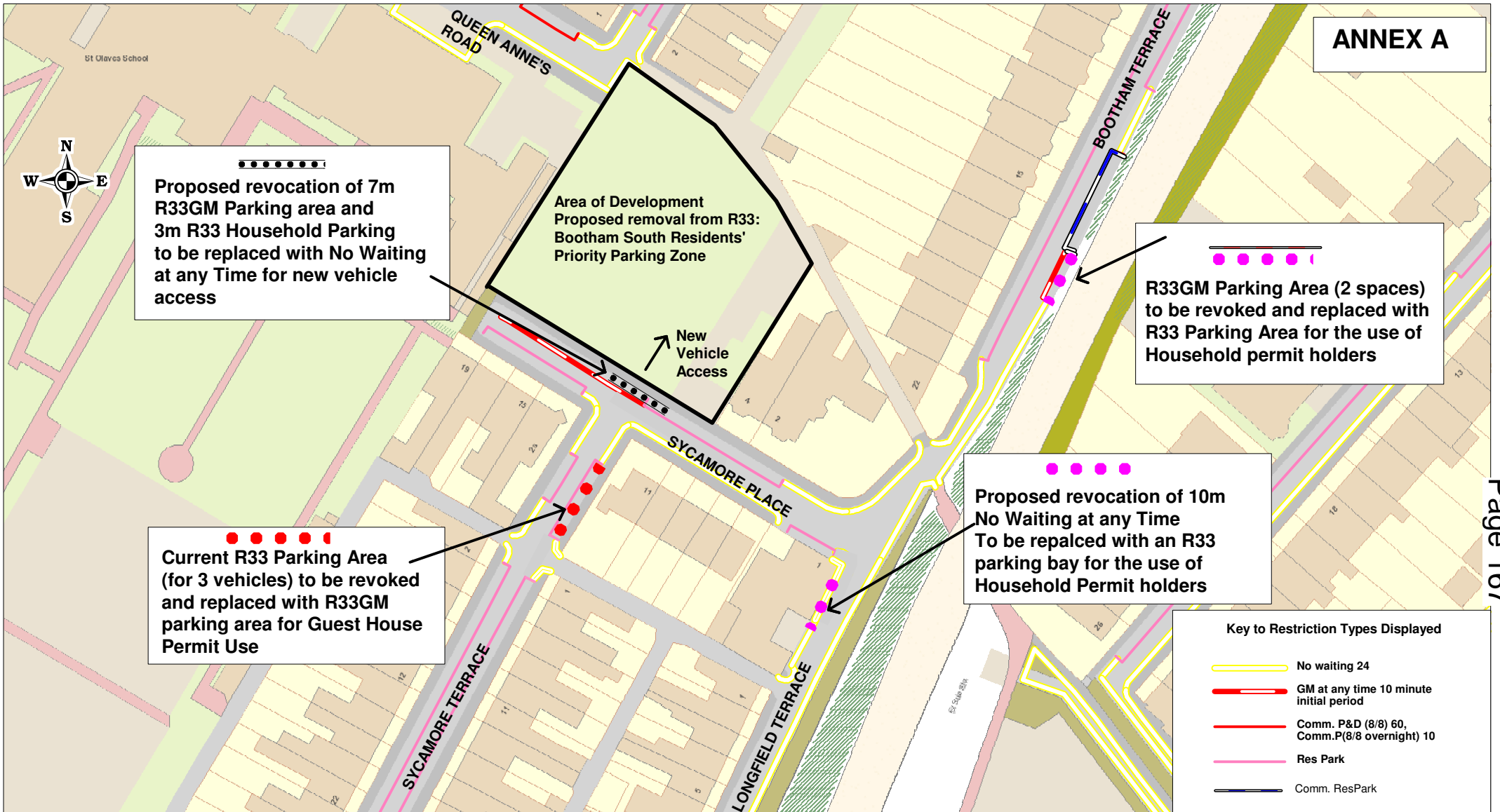
Annex C & Annex C1: Details of Representations Received

Annex D: Option 3 (Recommended Option)

Abbreviations used:

ResPark: Residents' Priority Parking

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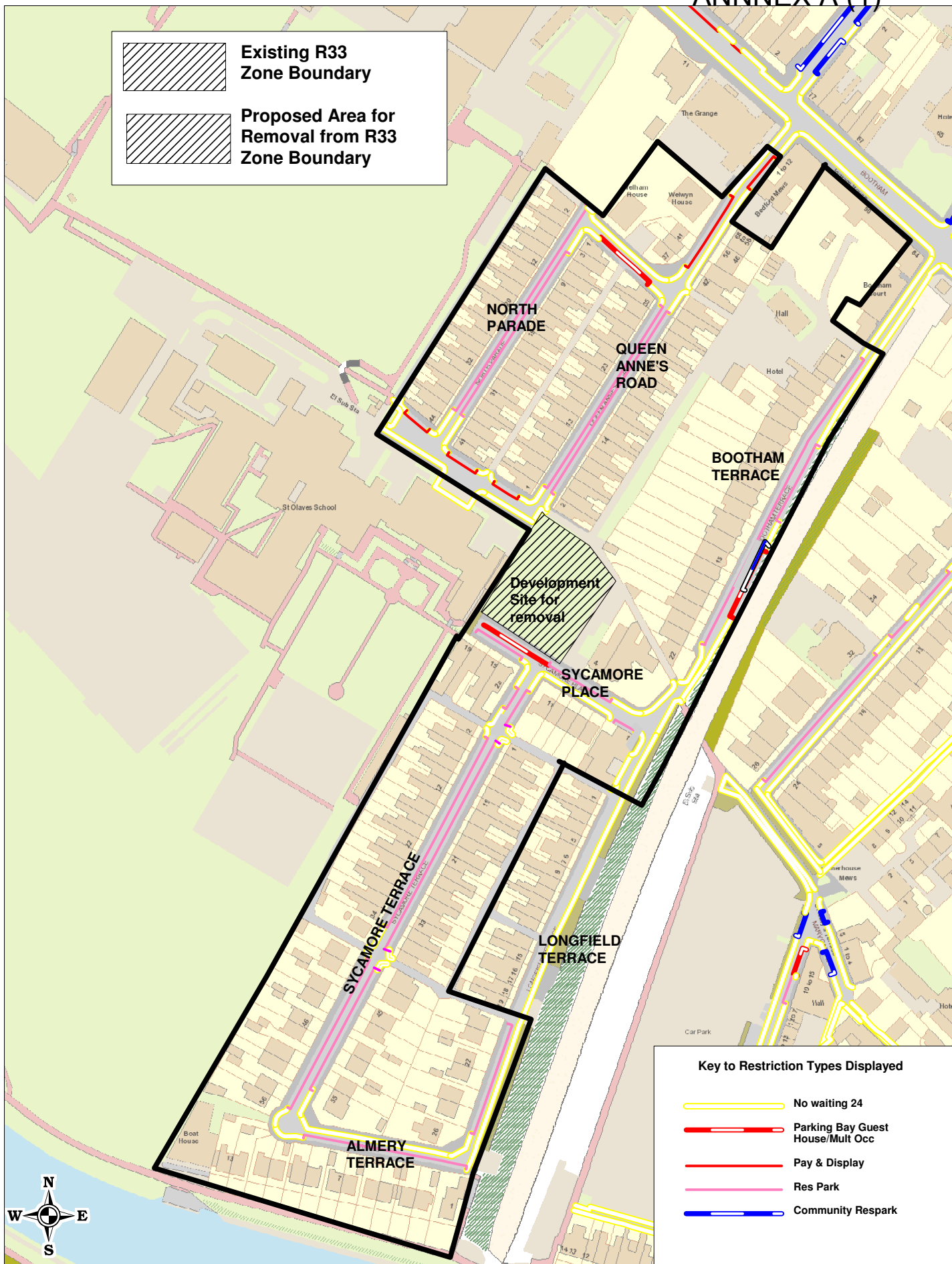


**Annex A: Option 1
Advertised Proposal**

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SCALE	
DATE	05/11/2018
DRAWING No.	
DRAWN BY	

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Existing R33 Zone Boundary

Proposed Area for Removal from R33 Zone Boundary

Key to Restriction Types Displayed

- No waiting 24
- Parking Bay Guest House/Mult Occ
- Pay & Display
- Res Park
- Community Respark



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**Annex A1, Existing R33 Zone Boundary
Proposed Area for Removal**

SCALE	1 : 2100
DATE	05/11/2018
DRAWING No.	
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Economy and Place Directorate

West Offices

Station Rise

York YO1 6GA

The occupiers of:
15 – 22 Bootham Terrace
All properties on Sycamore Place
2a Sycamore Terrace
York

Contact: Sue Gill
Telephone: 01904 551497
Email: highway.regulation@york.gov.uk
Our Reference: DH/AGB/TRO471
Date: 23rd August 2018

Dear Occupier

**Proposed Traffic Restrictions – Bootham Terrace, Longfield Terrace,
Sycamore Place & Sycamore Terrace, York**

It is proposed to introduce 'No Waiting at any time' restrictions as set out in paragraph 1 of the Notice of Proposals (Overleaf) to minimise the likelihood of obstruction to a new vehicle access on Sycamore Place. It is also proposed to re-define the zone boundary to exclude the boundary of Bert Keech Bowling Club from Zone R33 and amend/introduce 'Guest House and Multiple Occupancy' and 'Residents Priority' parking bays as described in paragraphs 2, 3, 4 and 5 of the Notice of Proposal to improve the parking amenity for qualifying Permit Holders in more convenient locations.

Should you require any further information in regard to this item then please contact the project manager, Sue Gill, telephone (01904) 551497, 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

A handwritten signature in black ink that reads 'Alistair Briggs'.

Alistair Briggs
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 14/35)
TRAFFIC ORDER 2018

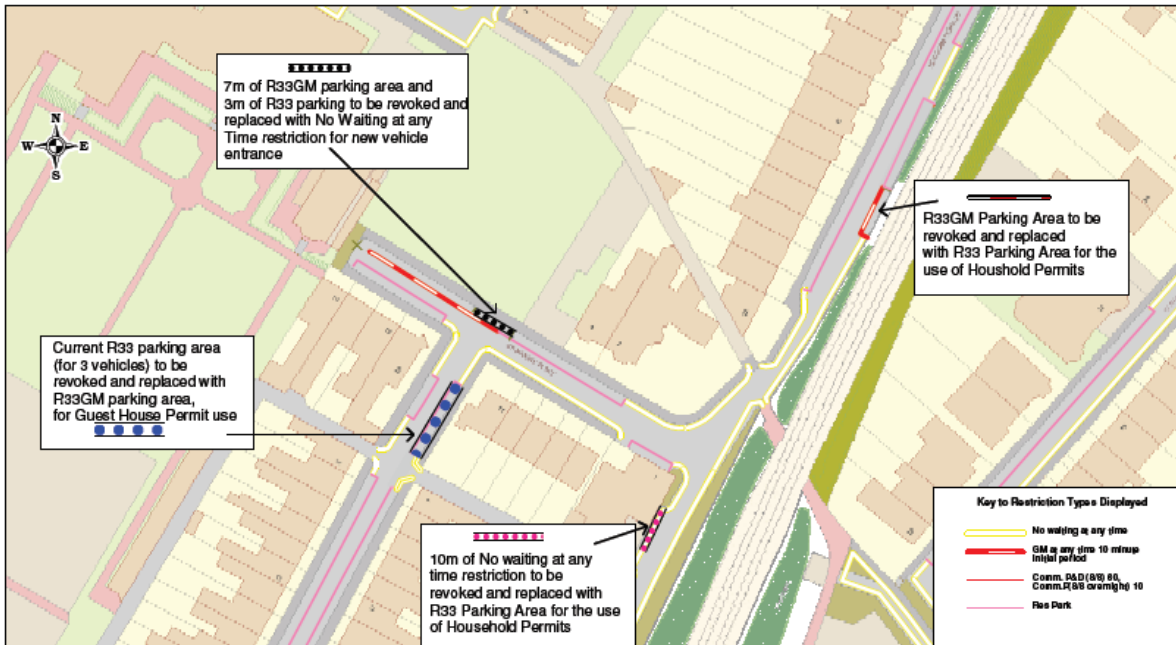
Notice is hereby given that City of York Council, in exercise of powers under Sections 1, 2, 4, 32, 35, 45, 46, 53 and Schedule 9 of the Road Traffic Regulation Act, 1984 ("the Act") and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Schedule 9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

1. Introducing 'No Waiting at any time' restrictions in Sycamore Place, York, on its north east side, between points 3 metres north west and 7 metres south east from the projected centreline of Sycamore Terrace, thereby revoking existing 'Guest House and Multiple Occupancy' and 'Residents Priority' parking provision from within that length;
2. Re-defining the boundary of Zone R33 (BOOTHAM/CLIFTON (SOUTH)) Residents' Priority Parking Area to exclude that area within the property boundary of Bert Keech Bowling Club which is subject of planned redevelopment for residential purposes thereby removing that area from within the Zone;
3. Amending the 'Guest House and Multiple Occupancy' parking provision in Bootham Terrace, York, on its south east side between points 160 metres and 171 metres south from the highway boundary line on the south west side of Bootham to introduce a 24 hour Community Parking place with a 10 minutes maximum period of stay for non permit holders;
4. Amending the 'Residents Priority' parking provision in Sycamore Terrace, York, on its south east side between points 8 metres and 18 metres south from the highway boundary line on the south west side of Sycamore Place to introduce a 24 hour 'Guest House and Multiple Occupancy' parking Provision;
5. Introducing 'Residents' Priority' parking bay in Longfield Terrace, York, on its north west side for R33 permit holders between points 8.5 metres and 18.5 metres south west from the projected southern kerblin Sycamore Place, thereby revoking 'No Waiting at any time' Restrictions from within that length;

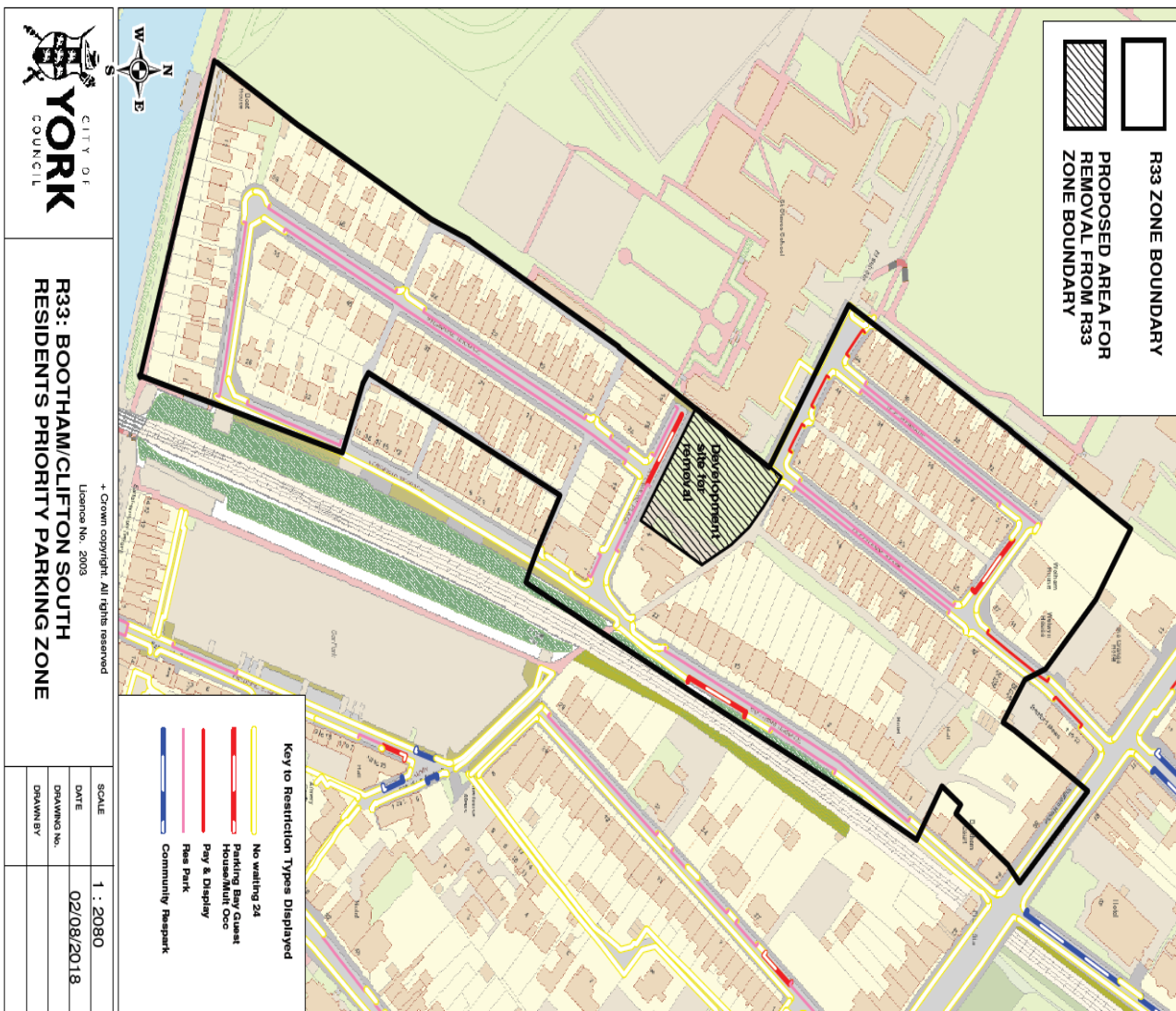
A copy of the draft Order, Statement of Reasons for making it and relevant maps can be inspected at the Reception, West Offices, Station Rise, York, during normal business hours. Objections or other representations specifying reasons for the objection or representation should be sent to me in writing to arrive no later than 14th September 2018.

24th August 2018

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



<p>CITY OF YORK COUNCIL</p>	<p>+ Crown copyright. All rights reserved Licence No. 2003</p> <p>R33: Bootham South Residents' Priority Parking Zone Proposed amendments to the York Parking, Stopping and Waiting Traffic Regulation Order</p>	SCALE	
		DATE	03/08/2018
		DRAWING NO.	
		DRAWN BY	



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Representation in Partial Support	
1.	<p>I would like partially to support these proposed changes, the need for which has arisen from the development on the land formerly known as the Bert Keech Bowling Club on Sycamore Place. This response is based on being a resident of Sycamore Place and business owner of a guest house.</p> <ol style="list-style-type: none"> 1. As a result of planning permission being granted for this development, your proposal 1 is suggesting that 10 metres of the present parking spaces are removed. Since this is going to be an entrance to one house only, I do not understand why it requires 10 metres and would suggest that this takes more parking than is required from an area already under pressure. 2. I strongly agree this proposal which supports the planning permission granted for the development which states that the residents of the new development should not have access either to residents or guest on-street parking permits. 3. I support this proposal <u>subject to proposal 4. being agreed</u> as it restores to the residents parking space which has been used for guest houses in the past. While we objected to the proposal to make these spaces Community Parking earlier in the year, this was only pending a longer term solution to the “GM” provision in the area. This solution is now proposed at 4. <p>If 4. is not agreed, I would request that the status quo is maintained, pending alternative options being presented for relocation of the Guest House and Multiple Occupancy parking.</p> <ol style="list-style-type: none"> 4. I support this proposal as the best option for relocating the Guest House and Multiple Occupancy parking which is lost as a result of the Bert Keech development and the GM spaces already removed from Bootham Terrace earlier in the year, plus those to be removed under 3. above. <p>Key to the location is that the spaces proposed are opposite to, not directly outside the home of any resident (as is the case with the current GM provision on Sycamore Place and Bootham Terrace). There is no other space on Sycamore Place or Sycamore Terrace that is not directly outside a house/flat.</p>

	<p>If this proposal is agreed, there will have been an overall reduction in GM spaces of the equivalent of 8 vehicles and a restoration of space for 3. This will mean a net increase of 5 spaces for Residents Priority and will only just provide enough parking for the two guest houses in Sycamore Place.</p> <p>I would therefore additionally request that the GM areas are clearly marked, with both street signage and road markings, otherwise we run the risk of residents inadvertently parking in the spaces and being subject to parking penalties and, if this were to happen, we would have insufficient spaces for our business. I would like to note that we pay approximately four times the rate of a residents' permits for the right to use the GM spaces.</p> <p>5. I support this proposal as it provides additional parking spaces for the R33 area where there is already heavy demand.</p> <p>If any objections are received relating to the amendments to the GM provision, I would like to request the opportunity to speak at the meeting when Members consider the proposal.</p> <p>I would also like to request that a full copy of this letter is presented to Members.</p>
<p>Representations of Objection</p>	
<p>2.</p>	<p>I am writing to object to the proposed parking plans affecting Sycamore Terrace/Zone R33 in York.</p> <p>It is proposed that three residential parking bays at the South East end of Sycamore Terrace will be re-assigned exclusively to guest house parking. I would like to object to proposed plans for the following reasons.</p> <p>1) The guest house is not positioned on Sycamore Terrace.</p> <p>2) Residential parking at the South East end of Sycamore Terrace is extremely busy throughout the day/week (please see enclosed recent images taken to support). In contrast, parking on Sycamore Place is not as busy (please see enclosed recent images to support). To add restrictions to residential parking in Sycamore</p>

Terrace would have a greater impact on congestion in the zone.

3) There are alternative options which could offer a better solution for all. Instead of re-designating guest house parking in Longfield Terrace to new residential parking, it could offer a good solution for the Sycamore Place guest house parking. This would keep the Longfield Terrace bays in a similar restriction to those the zone has been used to and allow the spaces in Sycamore Terrace to remain residential and causing less impact on the zone. There are also parking bays on Sycamore Place that are often vacant (see attached enclosed images to support) so could more easily cope with restrictions that the busier Sycamore Terrace. I urge planners to consider these options over Sycamore Terrace as it is the same street as the guest house is on.

Photo provided showing full use of household space on Sycamore Terrace



3. A change to reduce Household Permit parking in Sycamore Terrace will have a permanent and daily adverse impact on residents of Sycamore Terrace. The three parking spaces are proposed to be allocated to Sycamore Place Guest Houses are needed and used daily by Sycamore Terrace residents; the Victorian terraced houses are wide enough to take one vehicle parked outside them on the street and many households have two cars so these three parking spaces are always used. Last night, for example, I returned in my car to Sycamore Terrace at 19.15 hours and the only available parking space was one of the spaces that are being proposed to change to Guest House parking, so I was able to park there. If the proposed changes are implemented in Sycamore Terrace then it would be difficult to know where to park especially when returning in the

	<p>evening. Sycamore Terrace Residents need to be able to load/unload near their house. Residents need to manage children and elderly in and out of their cars near their house, not in another street.</p> <p>I realize Sycamore Place Guest Houses may need to find two more parking spaces and the No waiting area in Longfield Terrace and or the existing Guest House and Multiple occupancy area in Bootham Terrace (both indicated in document DH/AGB/TRO471) could be given to Sycamore Place Guest Houses for their use; their guest are temporary and short duration. Residents of Longfield Terrace and Bootham Terrace will remain as they are now before any proposed changes so they will not be at all affected by their parking allocation if one or both these areas are allocated to Sycamore Place Guest House use.</p> <p>Another option that would provide additional parking for Sycamore Place Guest Houses is to allocate two or three parking spaces in Marygate car park for their use; there is capacity in Marygate car park for this.</p> <p>Thanking you in advance for your kind attention to my letter of objection to the proposed parking changes to Sycamore Terrace in particular.</p>
<p>4.</p>	<p>I write to oppose the proposed changes to traffic restrictions - Bootham Terrace, Longfield Terrace, Sycamore Place & Sycamore Terrace, York.</p> <p>We, like many houses on Sycamore Terrace, did not receive a letter informing us of these proposed changes, which impact significantly upon the parking availability outside our dwelling.</p> <p>After taking the time to review the proposed changes, I wish to oppose these, for the following reasons:</p> <ul style="list-style-type: none"> - Significantly reduced availability of parking on Sycamore terrace for residents (negative 3 spaces on Sycamore Terrace) for R33 badge holders and visitors - Future increased cars parking down both alleyways outside No2 &

	<p>No1 Sycamore terrace - a frequent occurrence at present</p> <ul style="list-style-type: none"> - Increased pressure on wellbeing for residents with R33 badges, not all of whom are able bodied, who will have significant issues in mobility with additional distance and stress each day looking for a parking space - Both Guest Houses in question are not sited on Sycamore Terrace, however reside on Sycamore Place <p>I would like for the above reasons to suggest an alternative to the proposed plan, and in particular the re-zoning of the 3 spaces on Sycamore Terrace. These would remain as they are currently, the proposed new spaces being made available on Longfield Terrace should be made into R33GM rather than R33 bays. This will still allow for B&B Guests to park close to the temporary place of stay - if (unlike many) they do not travel by train.</p> <p>Along with points raised, since the notice went up on Sycamore terrace informing residents of the proposed changes, I have gathered several photos at different times of day during the week to show the impact of this proposed change. You will see currently that the bays in question are very busy and frequently full at present.</p> <p>I do look forward to hearing back from you soon, but must re-iterate that the proposed plan will have a large impact on residents living on Sycamore terrace with a R33 badge, as a community I feel the residents of the street should be able to park on the same street as where they habit and are part of the community.</p> <p><i>(Photographs were provided, but not copied into the report because they were very similar in days and times to those represented in Annex C1)</i></p>
5.	See Annex C1 for additional objection with extensive photographic evidence

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Ref: Proposed Traffic Restrictions

This objection relates to the proposed changes to parking arrangements in Sycamore Place Terrace and Bootham Terrace on 23rd August 2018 under reference DH/AGB/TRO471. We have referred to your notice in terms of relevant numbered paragraphs for clarity where appropriate and organised the objection as follows:

	Page
1. Background	1
2. Overall grounds for objection	1
2.1 Impact	1
2.2 Lack of adequate R33 parking provision on Sycamore Terrace	1
2.3 Oversupply of R33GM guest house and multiple occupancy household parking provisions.....	2
3. Conclusion.....	2
4. Photographic evidence of the current situation.....	3
<u>Section A:</u> R33 spaces on Sycamore Terrace – consistently always full.....	3
<u>Section B:</u> Existing R33GM spaces on Sycamore Place – often empty	6
<u>Section C:</u> Existing R33GM spaces on Bootham Terrace – always empty.....	9

1. Background

We were disappointed to note that the residents of Sycamore Terrace (except ourselves at number 2a) were not included in this consultation. Given that the whole of Sycamore Terrace is in the R33 zone and residents are affected by these proposals, particularly at the Northern end, this appears to have been overlooked.

The parking spaces at Sycamore Terrace are often in short supply, particularly at the Northern end nearest to Sycamore Place. In our view, the proposal will further exacerbate the existing parking problem for us and other residents', therefore we wish to object based on the reasons listed under.

2. Overall grounds for objection

2.1 Impact

If the proposal goes ahead, it is likely to leave Sycamore Terrace with a genuine lack of R33 allocated spaces increasing the pressure and congestion for parking in an already busy street.

There appears to be a greater demand for R33 residents' parking than there is for R33GM guest house/multiple occupancy households. Providing additional R33GM spaces means that they are likely to be empty for much of the year.

Both points are covered in more detail under:

2.2 Lack of adequate R33 parking provision on Sycamore Terrace

Parking spaces in Sycamore Terrace are already in short supply, so removing the R33 parking provision here will cause additional strain for us and other local household residents.

(Ref: Paragraph 4) Part of the proposal is seeking to convert three R33 parking spaces in Sycamore Terrace into R33GM parking provisions for Guest House and multiple occupancy spaces, thereby reducing the quantity of residents' household parking spaces on this stretch of the street.

(Ref: Paragraph 4) It can be seen from the photographic evidence supplied at the end of this document in Section A that the existing R33 spaces in Sycamore Terrace are always normally fully occupied, demonstrating a clear high demand for spaces in this area of the street. It is often difficult to get a parking space here.

2.3 Oversupply of R33GM guest house and multiple occupancy household parking provisions

The need to increase the R33GM provision further appears at odds with the actual parking needs of the local residents' versus the guest houses/multiple occupancy households.

(Ref: Paragraph 1) The photographic evidence supplied in Section B under demonstrates that over the late summer period 2018 (presumably one of the busiest seasons of the year), the R33GM parking bays on Sycamore Place regularly have vacant spaces. This was witnessed predominantly over the weekend periods, which again ought to be peak times.

(Ref: Paragraph 3) The R33GM parking spaces detailed on Bootham Terrace were most likely allocated originally for an 8 Bedroom guest house at 19 Bootham Terrace, which has since been converted to a private residence (See planning ref 14/02603/FUL). Therefore, the need for guest house parking provision has been reduced in the local vicinity. Again, the photographic evidence supplied in Section C under demonstrates that this R33GM parking provision is always empty and therefore surplus to R33GM requirements.

3. Conclusion

To avoid further congestion and reduced parking amenities for R33 users on Sycamore Terrace we recommend the following as an alternative approach to the one proposed:

1. (Ref: Paragraph 4) The three R33 spaces on Sycamore Terrace remain as R33, as they are currently.
2. (Ref: Paragraph 5) We agree with the conversion of '10M of no waiting at any time restriction' to be revoked on Longfield Terrace. However, rather than creating two new R33 parking spaces, we propose two new R33GM spaces to be provided instead. As they are completely new spaces, this shouldn't create a parking issue for anyone.
3. (Ref: Paragraph 3) We agree with converting R33GM parking on Bootham Terrace to R33.

4. Photographic evidence of the current situation

Section A: R33 spaces on Sycamore Terrace – consistently always full

Date & Time: Thu 30/08/18 17:23

Date & Time: Fri 31/08/18 18:50



Date & Time: Sat 1/09/18 12:35

Date & Time: Sun 2/09/18 15:37



Date & Time: Mon 3/09/18 12:37

Date & Time: Tue 4/9/18 16:49



Date & Time: Wed 5/09/18 17:34

Date & Time: Thu 6/9/18 17:10



Date & Time: Fri 7/09/18 17:10

Date & Time: Fri 7/9/18 18:49



Date & Time: Sat 8/09/18 17:09

Date & Time: Sun 9/9/18 15:12



Section B: Existing R33GM spaces on Sycamore Place – often empty

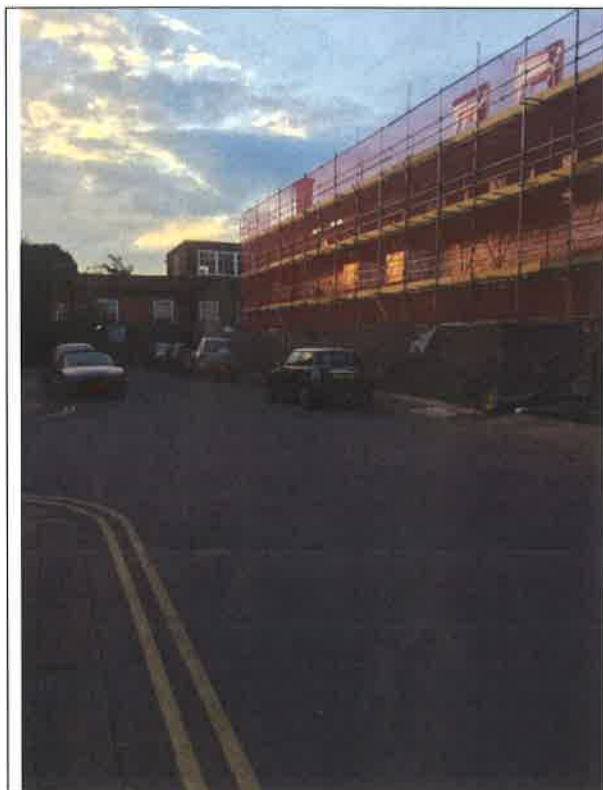
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Date & Time: Sat 1/09/18 19:21

Date & Time: Sunday 2/9/18 15:37



Date & Time: Mon 3/09/18 15:56

Date & Time: Tue 4/9/18 16:49



Date & Time: Thu 6/09/18 15:56

Date & Time: Fri 7/9/18 16:49



Date & Time: Sat 8/09/18 17:07

Date & Time: Sunday 9/9/18 15:12



Section C: Existing R33GM spaces on Bootham Terrace – always empty

Date & Time: Fri 31/08/18 18:51

Date & Time: Sat 1/09/18 19:24



Date & Time: Sun 2/09/18 15:36

Date & Time: Mon 3/09/18 15:55



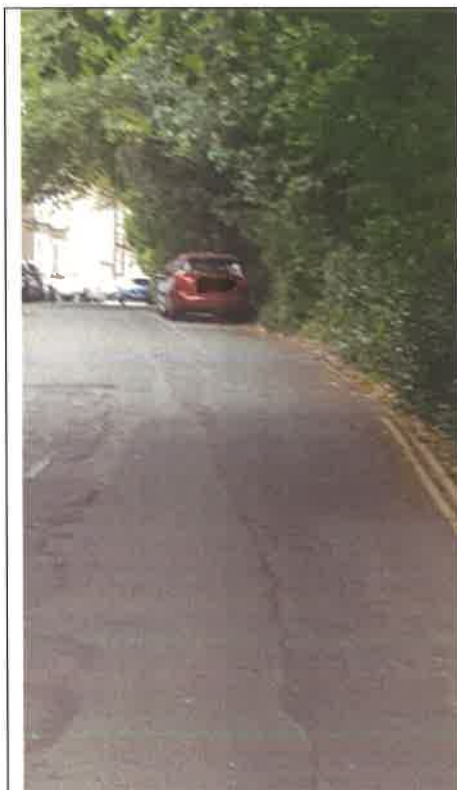
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Date & Time: Sun 5/09/18 17:13



Date & Time: Mon 6/09/18 15:56

Date & Time: Tue 7/09/18 21:32

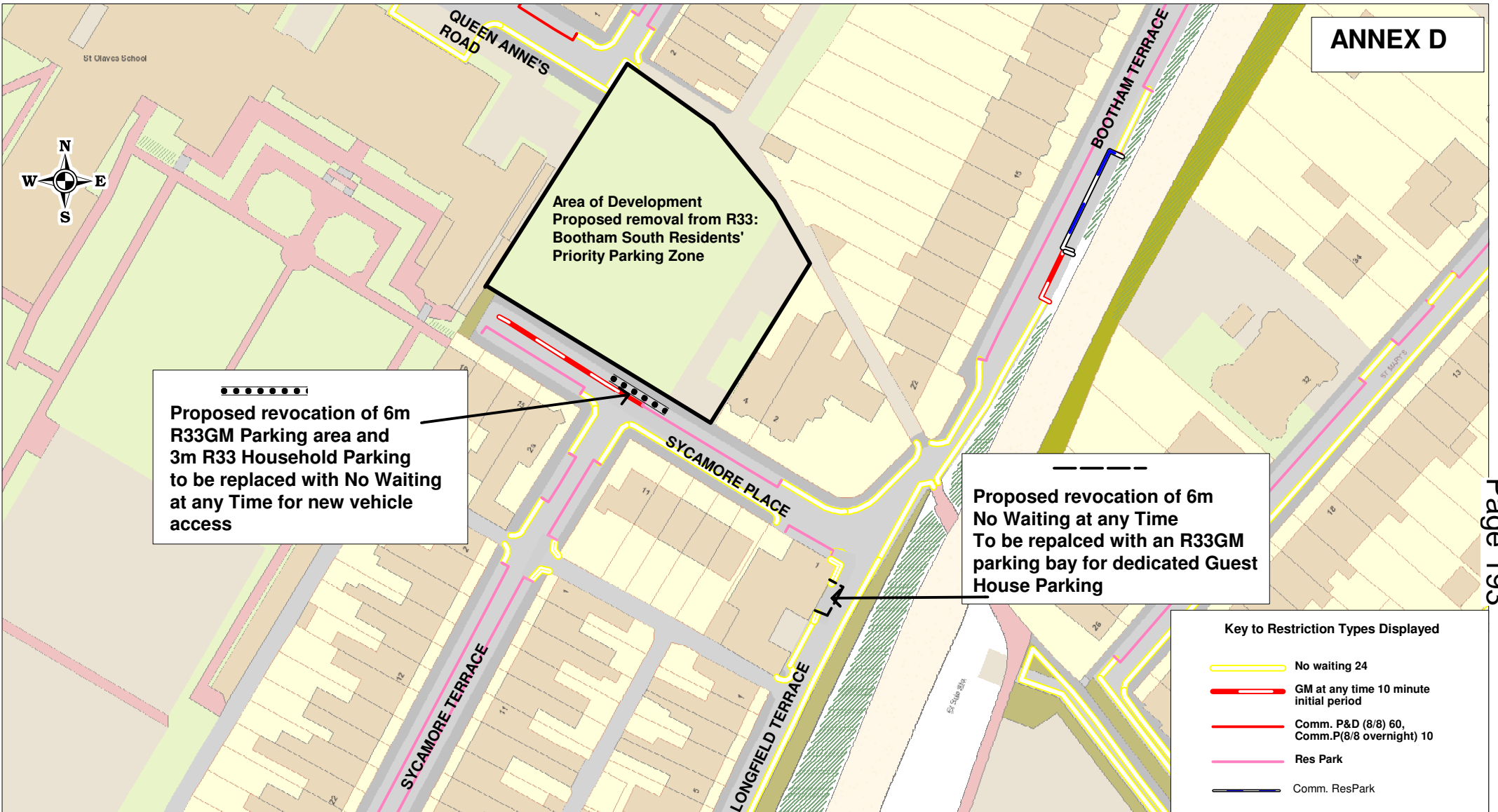


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Date & Time: Thu 9/09/18 15:13



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Annex D: Option 3

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

20 December 2018

Report of the Corporate Director of Economy & Place

**Directorate of Economy & Place Transport Capital Programme –
2018/19 Monitor 2 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:
 - i. Approve the amendments to the 2018/19 Economy & Place Transport Capital Programme.
 - ii. Note the decrease to the 2018/19 Economy & Place Transport Capital Programme, subject to approval by the Executive.
 - iii. Approve the proposed improvements to cycle routes on the approaches to the new Scarborough Bridge footbridge, to allow the schemes to be implemented as part of the footbridge replacement scheme.

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. Further amendments were made at the Monitor 1 report in October 2018.

4. Following these amendments, the current budget for the 2018/19 Transport Capital Programme is **£23,024k**, which includes funding from the Local Transport Plan (LTP) grant, grant funding from the government's Office of Low Emission Vehicles, developer funding, 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 30 November 31 October 2018 is £11,944k, which is in line with the expected spend profile, as the majority of expenditure is programmed for the final quarter of 2018/19.

2018/19 Major Schemes

7. Work started on the Scarborough Bridge footbridge replacement scheme in October. Work to construct the ramps and embankment is ongoing, and the new footbridge will be installed in February 2019. It is proposed to reduce the allocation for this scheme to £3,600k and slip the remaining funding to 2019/20 to fund the improvements to pedestrian and cycle facilities on each side of the new footbridge. A summary of the proposed route improvement schemes is included in Annex 4 to this report.
8. It is proposed to reduce the allocation for the Smarter Travel Evolution Programme to £475k in 2018/19 and slip the remaining funding to 2019/20, as the majority of the planned improvements to on-street technology and communications equipment will be carried out in 2019/20.
9. The main works for the A1237/ Wetherby Road Roundabout upgrade scheme are now substantially complete, following the completion of the resurfacing work in November 2018, and the remaining landscaping and drainage works will be completed by

early 2019. Site clearance for the construction of the A1237/ Monks Cross roundabout will commence in January 2019 with the main construction work starting later in the spring. The later start date for the main works means that the funding requirement will need to be re-profiled. It is proposed to slip £775k of funding for this scheme to 2019/20.

10. The York Central scheme includes the access route for the York Central development, and the Station Frontage scheme to improve the area around York Station for pedestrians, cyclists, and public transport. Following public consultation in summer 2018, the proposals for the Station Frontage scheme were approved at the 29 November Executive, and a planning application for the scheme is now being developed. No changes are proposed to the budget at this stage in the year.

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 proposed improvements to the Wigginton Road/ Haxby Road/ Clarence Street junction to improve bus reliability in the area were approved at the October Decision Session meeting. However, implementation of the scheme has been deferred to summer 2019 to avoid clashing with other highways schemes planned for early 2019 (Pavement/ Stonebow maintenance; Fossgate improvements; Walmgate Bar traffic signals), so it is proposed to slip £200k funding for this scheme to 2019/20.
13. It is proposed to remove the allocation for the Fulford Road Punctuality Improvement Partnership scheme from the programme, as the main objective of the scheme was achieved by replacing detector equipment/ improving traffic signals during 2017/18. The proposed bus stop moves have been reviewed, and the cost of the work is considered to be disproportionate to the small benefits this would achieve, so it is now not proposed to progress this element of the scheme.
14. Some feasibility and design work has been carried out on the proposed improvements to bus stops on Peasholme Green, but as the scheme will not be implemented in 2018/19, it is proposed to

reduce the allocation for this scheme to £5k and slip the remaining funding to 2019/20. This scheme is being funded through contributions from developers in the area.

15. It is proposed to increase the allocation for the Signing & Lining scheme by £30k to allow the existing car park direction signs to be reviewed and updated where required, following changes to car park provision in the city centre in recent years.
16. As progress on the prototype Rapid Charger Hub at Monks Cross Park & Ride has been delayed partly due to the impact of the construction work for the new Community Stadium, the allocated budget will not be fully spent in 2018/19. It is proposed to slip £600k funding for the Rapid Charger Hubs to 2019/20, which will allow work to continue on the Monks Cross scheme in 2018/19.
17. Subject to a decision at this meeting it is proposed to provide an allocation of £10k in the Schools Safety Scheme programme to carry out a review of access arrangements for school transport into Fulford School. Further details are included in a separate report on this agenda.
18. The allocations for Safety Schemes have been reviewed, and some changes have been made to budgets to reflect the latest cost estimates for schemes.
19. It is proposed to increase the allocation for the James Street Link Road Phase 2 scheme to £39k, due to the higher cost of the retention payment due in 2018/19. Following the installation of temporary signs in 2017/18, new signs have now been installed on the Inner Ring Road in the area around the new section of link road to direct drivers to the new route.
20. Following the approval of the Bridge Management Programme at the November Decision Session meeting, it is proposed to slip £565k of the Bridge Maintenance allocation to 2019/20, as the majority of the work will be carried out in 2019/20 following inspections in 2018/19.
21. 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, completion of the new bus shelter on Rougier Street, and the installation of new height barriers to improve security at Park & Ride sites. Feasibility and design work is being progressed on the remaining schemes for implementation later in 2018/19.

22. Details of the revised budgets are shown in Annexes 1-3 to this report.

Consultation

23. 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.
24. 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

25. 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

26. 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

27. The Council Plan has three key priorities:
 - **A Prosperous City For All.**
 - **A Focus On Frontline Services.**
 - **A Council That Listens To Residents**

28. 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.
29. 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.
30. 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

31. 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

32. If the proposed changes in this report are accepted, the total value of the Economy & Place Transport Capital Programme would be **£19,803k** including over programming.
33. The budget would be reduced to **£19,359k**, and will be funded as shown in the annexes to this report.

Risk Management

34. 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 No. 01904 551641

Chief Officer Responsible for the report:

Neil Ferris
Corporate Director – Economy & Place

**Report
Approved**

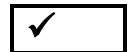


Date 28/11/18

Specialist Implications Officer(s) List information for all

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

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

E&P 2018/19 Capital Programme Consolidated Report – 12 July 2018
<https://democracy.york.gov.uk/ieListDocuments.aspx?CId=738&MId=10857>

E&P 2018/19 Capital Programme Monitor 1 Report – 25 October 2018
<https://democracy.york.gov.uk/ieListDocuments.aspx?CId=738&MId=10860>

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

Annex 4: Scarborough Bridge Route Improvements

Annex 1 - Council Approved 2018/19 Transport Capital Budget

Funding	2018/19 M1 Budget	Amendm ents	2018/19 M2 Budget
Special Bridge Maintenance (Structural Maintenance)	768	-565	203
Built Environment Fund (Transport, Highways & Economic Development)	823		823
Better Bus Area	229	-200	29
Local Transport Plan	2,309	-600	1,709
Developer Funding	332	-20	312
Clean Bus Technology Grant	400		400
National Productivity Investment Grant	132		132
Council Resources	574		574
Scarborough Bridge	4,155	-555	3,600
WYTF - YORR	5,875	-775	5,100
WYTF - York Central Access	2,169		2,169
WYTF - Dualling Study	285		285
CCTV Asset Renewal	180		180
Smarter Travel Evolution Programme	1,425	-950	475
Electric Bus Scheme (Park & Ride Low Emission Bus Strategy)	3,300		3,300
York & North Yorkshire LEP Funding	220		220
Total	23,176	-3,665	19,511

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Annex 2 - Allocations within the Built Environment Fund

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

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Annex 3 - Local Transport Plan Allocations

Schemes	2018/19 M1 Budget	2018/19 M2 Budget
	£1,000s	£1,000s
Public Transport Schemes		
Park & Ride Site Upgrades	172	172
Rougier Street Bus Shelter	127	127
Fulford Road Punctuality Improvement Partnership	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	139
Traffic Signals Asset Renewals	800	800
Signal Detection Equipment Programme		
Signing & Lining	20	50
Air Quality Monitoring	20	20
Urban Traffic Management & Control (UTMC)	50	50
Car Park Counting System	80	80
Pedestrian & Cycling Schemes		
Cycle Schemes	30	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	55	65
Local Safety Schemes/ Danger Reduction	116	106
Speed Management	60	60
Scheme Development		
Future Years Scheme Development	39	39
Previous Years Costs	50	50
Staff Costs	200	200
Major Schemes Match Funding		
Park & Ride Ultra Low Emission Vehicles	-	-
Scarborough Bridge Footbridge	-	-
Total Local Transport Plan Programme	2,749	2,153
Total Overprogramming	440	444
Total Local Transport Plan Budget	2,309	1,709

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Scarborough Bridge Route Improvements

1. The scheme to replace the existing footbridge at Scarborough Bridge (including the construction of ramps for level access from the riverside route) was approved at 31 August 2017 Executive, and planning approval for the scheme was granted in March 2018.
2. The initial cost estimate for the scheme was £4.8m (including an allowance for risk), and the council was successful in its bids for funding from the West Yorkshire Combined Authority (£1.9m) and the York and North Yorkshire Local Enterprise Partnership (£1.5m) for the scheme, with the remainder being funded by the council's transport capital programme.
3. Following the completion of the detail design, the cost estimate for the footbridge scheme has been reduced. It is proposed to use the remaining funding to improve the cycle facilities on routes approaching the footbridge. Feasibility work has been carried out during 2018/19 to develop the following schemes:

Scheme	Cost Est.
Bootham Crossing: Improved cycle crossing on Bootham at existing signalised crossing at junction with St Mary's.	£120k
Link from St Mary's to St Mary's Lane: Replacement of steps between St Mary's/ St Mary's Lane with ramp.	£30k
Cinder Lane/ South Esplanade: Realignment of Cinder Lane path to improve visibility from the arch under Scarborough Bridge (linked to York Central proposals).	£100k
Leeman Road Crossing: Improvements to existing pedestrian refuge on Leeman Road at Post Office Lane.	£11k
Floodgate Widening: Widening of existing floodgate on northern side of river (to be implemented by the Environment Agency).	£TBC
Riverside Ramp Amendments: New ramp to floodgate on northern side of river to be progressed by Amco as part of the footbridge scheme.	£TBC

Scheme	Cost Est.
Network Signage Improvements: New signs on cycle routes approaching the new footbridge to be installed by March 2019.	£5-10k

4. The Executive Member is asked to approve in principle the implementation of the above schemes as part of the Scarborough Bridge Footbridge scheme. A separate report will be presented to the Executive Member at a future meeting to gain approval for the Bootham Crossing and St Mary's Ramp schemes, once the scheme designs have been completed.