



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

To: Councillor D'Agorne (Executive Member)

Date: Tuesday, 21 September 2021

Time: 10.00 am

Venue: The George Hudson Board Room - 1st Floor West Offices
(F045)

AGENDA

Notice to Members – Post Decision Calling In:

Members are reminded that, should they wish to call in any item* on this agenda, notice must be given to Democracy Services by **5:00 pm** on **Thursday 23 September 2021**.

*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 Friday 17 September 2021**.

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 3 - 16)
To approve and sign the minutes of the meeting held on 22 June 2021 and 20 July 2021.

- 3. Public Participation**
At this point in the meeting members of the public who have registered to speak can do so. Members of the public may speak on agenda items or on matters within the remit of the committee. Please note that our registration deadlines have changed to 2 working days before the meeting, in order to facilitate the management of public participation at our meetings. The deadline for registering at this meeting is at 5.00pm on Friday 17 September 2021.

To register to speak please visit www.york.gov.uk/AttendCouncilMeetings to fill in an online registration form. If you have any questions about the registration form or the meeting please contact Democratic Services on the details at the foot of the agenda.

Webcasting of Public Meetings

Please note that, subject to available resources, this meeting will be webcast including any registered public speakers who have given their permission.

The meeting can be viewed live and on demand at www.york.gov.uk/webcasts. During coronavirus, we've made some changes to how we're running council meetings. See our coronavirus updates (www.york.gov.uk/COVIDDemocracy) for more information on meetings and decisions.

- 4. Consideration of results from the consultation to extend the existing R20 Residents Parking Zone** (Pages 17 - 72)
To report the consultation results, in response to a proposal to extend R20 Fishergate Residents Parking Zone, and determine what action is appropriate.
- 5. Vehicle Activated Speed (VAS) Indicator Signs Trial Update** (Pages 73 - 100)
This report updates the Executive Member on the results of a SID

(Speed Indicator Device) Trial which was approved in 2019.

6. Delivery Plan for Active Travel Fund Programme (Pages 101 - 116)

This report summarises the current position of the 'Active Travel Programme' (ATP), which is a subset of the overall 'Transport Capital Programme'. Annex A provides a summary of the Programme where the projects are grouped into the financial year they are projected to be delivered. The ATP primarily consists of pedestrian and cycling related schemes, with the majority of the projects on the programme being funded by external government grants.

7. Urgent Business

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

Democracy Officer:

Robert Flintoft

Contact details:

- Telephone – (01904) 555704
- Email – robert.flintoft@york.gov.uk

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

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

Contact details are set out above.

This information can be provided in your own language.

我們也用您們的語言提供這個信息 (Cantonese)

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

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

Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)

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

 (01904) 551550

Coronavirus protocols for attending Committee Meetings at West Offices

If you are attending a meeting in West Offices, you must observe the following protocols.

Good ventilation is a key control point, therefore, all windows must remain open within the meeting room.

If you're displaying possible coronavirus symptoms (or anyone in your household is displaying symptoms), you should follow government guidance. You are advised not to attend your meeting at West Offices.

Testing

The Council encourages regular testing of all Officers and Members and also any members of the public in attendance at a Committee Meeting. Any members of the public attending a meeting are advised to take a test within 24 hours of attending a meeting, the result of the test should be negative, in order to attend. Test kits can be obtained by clicking on either link: [Find where to get rapid lateral flow tests - NHS \(testand-trace.nhs.uk\)](https://testand-trace.nhs.uk), or, [Order coronavirus \(COVID-19\) rapid lateral flow tests - GOV.UK \(www.gov.uk\)](https://www.gov.uk). Alternatively, if you call 119 between the hours of 7am and 11pm, you can order a testing kit over the telephone.

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- Regular handwashing is recommended.
- Use the touchless hand sanitiser units on entry and exit to the building and hand sanitiser within the Meeting room.
- Bring your own drink if required.
- Only use the designated toilets next to the Meeting room.

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You should also:

- Advise the Meeting organiser so they can arrange to assess and carry out additional cleaning
- Do not remain in the building any longer than necessary
- Do not visit any other areas of the building before you leave

If you receive a positive test result, or if you develop any symptoms before the meeting is due to take place, **you should not attend the meeting.**

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City of York Council

Committee Minutes

Meeting	Decision Session - Executive Member for Transport
Date	22 June 2021
Present	Councillors D'Agorne and Widdowson

1. 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.

2. Minutes

Resolved: That the minutes of the Decision Session of the Executive Member for Transport and Planning held on 11 May 2021 be approved and signed by the Executive Member as a correct record, subject to the below corrections:
Minute 82 should refer to the option to franchise York's bus services not re-franchise.
Minute 84 that the Council received a response from 14% of households not that the consultation only reached 14% of households.

3. Public Participation

It was reported that there had been ten registrations to speak at the meeting under the Council's Public Participation Scheme. However, due to withdrawals and technical issues four registered speakers did not speak at the meeting.

Rose Drew raised concerns about the proposal to remove and establish new blue badge parking spaces around the city due to the impact disabled residents accessing the city centre. She noted that the city already had one of the largest foot street zones in the country and the plans would prevent those with mobility issues accessing certain parts of the city centre and by

the time restrictions would be lifted in the day shops would be closing preventing use access.

Councillor Pavlovic thanked officers and the new Vice Chancellor of the University of York for recognising the issues of parking when living near the University for residents, an issue which he noted had persisted for years. He asked that the proposed residents parking be extended to include all of New Park Drive to prevent one half of the street becoming a site diverted parking. He also noted a local petition from residents in support of the whole street being included within the scheme.

Councillor Kilbane spoke on a number of items. He asked why decisions were being made on blue badge parking spaces while the My City Centre Consultation was still underway? In relation to the South Bank residents parking scheme he noted that with many streets not making the 50% response rate needed, that the Council should expect a potential rise in parking on non-residential parking streets and that the Council needed to consider a broader solution to parking across the city. Finally he raised concerns that regarding the delays to the Active Travel Fund highlighted in item 10 and questioned the ability of the Council to deliver scheme and whether active travel was a priority for the Council.

Martin Emerson spoke in relation to the residents parking proposal near the University of York. He noted that residents felt they were not aware enough of the consultation undertaken by the Council. He requested that the scheme include all of New Park Drive and also referred to the support from the local petition.

Anne Norton spoke on behalf of York Disability Rights Forum in relation to the removal and moving of blue badge parking spaces. She noted that while the Council had made improvements many members of the York Disability Rights Forum maintained concerns that they would not be suitable to provide access to the city centre. She asked that the Council continue mapping exercises to identify non-accessible areas within the city. Finally she highlighted concerns from disabled residents to York Open Data referring to the city as being accessible.

Councillor Melly also spoke in relation to the changes to blue badge parking. She noted that the footstreet extension had

many benefits for those that could access to the city centre including being a benefit to businesses, however, she highlighted that this was only for those that could access the city centre and that more should be done to ensure accessible for everyone.

4. Review e-scooter and e-bike trial to date and consider options for extension of the trial

The Executive Member was joined in consultation on the item by the Executive Member for Environment and Climate Change. Officers provided background to the scheme and the decision by the Department for Transport (DfT) to extend their scheme until March 2022. Members supported the extension proposal in York and highlighted the success of the current trial, as well as, its contribution to sustainable travel.

Resolved:

- i. To continue with the e-scooter and e-bike trial in line with the DfT guidance; to agree that the current operator will remain the sole provider in York (in line with the DfT guidance) and continue contribution of officer time in kind. To also increase the *maximum* number of e-scooters permitted in York from 700 to 1000.

Reason: To enable continuation of the trial in York until the 31st March 2022, in line with the DfT's requirements. Continued contribution of officer time to ensure safe continuation of the trial. An increase in the maximum number of e-scooters permitted will ensure demand is met.

5. Footstreets Traffic Regulation Order Proposals

The Executive Member for Transport whilst noting the wide nature of disabilities that can impact members of our community and how the TRO therefore impacts individuals differently welcomed the report. He noted that the current temporary measure had initially supported social distancing and is now assisting with giving confidence to visitors and residents that York is a safe City, by allowing City Centre Businesses to take advantage of the Government's relaxation of regulations regarding Café Licences.

The Executive Member enquired how the consultation in this report related to the My City Centre consultation. Officers confirmed that the traffic regulation orders could be amended in order to align with any scheme that arose from my City Centre Consultation which is addressing the whole City Centre not the smaller area that is the subject of the consultation in this report.

Resolved:

- i. Approved the request to advertise the proposal to amend the Traffic Regulation Order, to remove the exemptions on vehicles with a Blue Disabled User Badge from permitted access to the footstreets during the pedestrian hours, as set out in the report.

Reason: To increase public safety in areas of high footfall and reduce the level of conflict between vehicles and pedestrians, particularly in busy periods.

- ii. Approved the advertisement of new Blue Badge parking areas on the outskirts of the pedestrian area and approve further investigation into some additional areas with the exception of two spaces on St Andrew's Place.

Reason: To provide an improved level of Blue Badge parking and increase the availability of Blue Badge parking amenity.

6. Residents' Parking in South Bank Response to Draft Order

The Executive Member considered the report and supported that the proposals would allow for short stay parking to still access the GP surgery, he also supported the inclusion of the cricket club into the Residents Parking Scheme.

Resolved:

- i. Approved the decision to make the Traffic Regulation Order (TRO) needed to introduce the ResPark scheme set out in the report and to include the Cricket Club within the scheme.

Reason: To positively respond to original petitions and further comments received, supporting ResPark controls in streets in the South Bank area, which the Executive Member considered in August 2020 and to implement a scheme that reflects the majority view gained from more recent consultation in the area.

7. Residents' Parking around University Response to Draft Order

The Executive Member considered the report and noted that under the section 106 agreement with the University of York the first permit for households included within the Residents Parking Scheme. It was confirmed that there would be short stay parking for shops on Yarbrough Way.

Consideration was given to including all of Newland Park Drive. Officers confirmed that consultation on the street had seen 29 in favour and 14 against residents parking, however, 13 of the against were on the east side of the road and therefore the east side had not been included. The Executive Member considered the residents petition that had been submitted as a written representation to the meeting, and he agreed that if not included, the east side of Newland Park Drive would likely become a magnet to traffic looking to park in the area. Therefore confirmed that all of Newland Park Drive should be included within the Residents Parking Scheme.

Resolved:

- i. The Executive Member confirmed the decision to make the Traffic Regulation Order needed to introduce the Residents' Priority Parking scheme set out in the report but included all homes on Newland Park Drive.

Reason: To positively respond to comments received from local residents and to utilise the further funding available to establish which areas (of streets) would be considered to benefit from the introduction of ResPark controls and to implement those measures.

8. St Mary's Traffic Regulation Order Amendment

Officers provided an update on the scheme and provided an update on the consultation that had been held. It was noted that one objection had been received, however, no detail for the objection was provided. Officers confirmed that the signals required replacement and the Executive Member noted his support for a scheme which supported a largely off road cycle and pedestrian route from the railway station to the hospital.

Resolved:

- i. Noted and agreed to over-rule the objection to the TRO amendment and implement as advertised.
- ii. Approved the implementation of the proposed signal layout as shown in Annex B subject to the outcome of a Road Safety Audit on the detailed design.

Reason: To allow for the introduction of the traffic signalised junction in order provide improvements to cycle links and to enhance road safety.

9. Vehicle Crossings Policy

Officers introduced the report and outlined the policy that was presented in Annex A for consideration to be adopted. The Executive Member welcomed the policy and hoped it would provide officers a framework to work from but raised concerns about a potential impact on disabled residents and cyclists at crossings, officers confirmed that mitigations would still be handled within the design process of individual schemes.

Resolved:

- i. Considered the results of the consultation process and confirm the adoption of the policy presented in Annex A.

Reason: To support the decision making process for vehicle crossing applications submitted to City of York Council under Section 184 of the Highways Act 1980 and through the planning process.

10. Directorate of Place 2021/22 Transport Capital Programme – Consolidated Report

Officers introduced the report noting the grants and funding that was carried over from 2020/21 to the 2021/22 Transport Capital Programme. An update was provided on the delays to the Active Travel Fund, it was noted that the Department for Transport had altered its requirements for schemes within the fund which had delayed some schemes.

Resolved:

- i. Approved the carryover schemes and adjustments set out in the report and annexes.
- ii. Noted the amendments to the 2021/22 Directorate of Place Transport Capital Programme, subject to approval by the Executive.

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

11. STEP – Transport Data Platform

Officers introduced the report and provided an update on the aims of the commissioning of a seven year contract in order to establish and maintain the STEP Data Platform. It was confirmed that the platform would aim to provide real time reactions data and assist in the creation of better modelling.

Resolved:

- i. Noted STEP progress to date and approved the commissioning of the STEP Data Platform so the procurement may be completed under officer delegated authority.

Reasons:

- Commissioning the STEP Data Platform will allow CoYC to fulfil the grant funding conditions.
- A Transport Data Platform Prototype has proven the concept and technical integrations work, removing a lot of technical risk.
- A Procurement exercise has been carried out, so contract costs are known.
- A feed of live transport Data from the Prototype has been used by the Government to track COVID

travel patterns and has positively raised the profile of CoYC.

- The STEP Data Platform requires a robust industrial solution to ensure future support and reliability not supported with the Prototype.

Cllr A D'Agorne, Executive Member for Transport
[The meeting started at 10.06 am and finished at 11.30 am].

Meeting	Decision Session - Executive Member for Transport
Date	20 July 2021
Present	Councillors D'Agorne
Apologies	

12. 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.

The Executive Member noted that Annex F of agenda item 6 presented traffic regulation order requests in his ward, but he had no interest in relation to any of requests.

13. Minutes

Resolved: That minute 5 of the meeting held on 22 June 2021 be amended to read as:

‘The Executive Member for Transport whilst noting the wide nature of disabilities that can impact members of our community and how the TRO therefore impacts individuals differently welcomed the report. He noted that the current temporary measure had initially supported social distancing and is now assisting with giving confidence to visitors and residents that York is a safe City, by allowing City Centre Businesses to take advantage of the Government’s relaxation of regulations regarding Café Licences.

The Executive Member enquired how the consultation in this report related to the My City Centre consultation. Officers confirmed that the traffic regulation orders could be amended in order to align with any scheme that arose from my City Centre Consultation which is addressing the whole City Centre not the smaller area that is the subject of the consultation in this report.’

14. Public Participation

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

Cllr Fenton spoke in relation to TRO's E2, E4, and E6 Dringhouses and Woodthorpe Ward. In relation to E4 27-29 Moorcroft Road he requested that double yellow lines be installed to fix parking issues outside the GP practice and dentist like those used outside the shops on the road.

Nancy Kotecha spoke in relation to TRO F3 Grants Avenue, she asked that the Executive Member install double yellow lines as she was regularly obstructed exiting her driveway by car. She noted that insufficient space was left for cars to exit the drive when cars parked across the street.

Cllr Waller spoke about the need to retain public right of ways in relation to item 4 and enquired about a TRO not included in the report in relation to Windsor Gareth.

It was confirmed that Windsor Gareth had been actioned by officers outside of the Annual Review of TRO's.

Cllr Looker supported proposals in item 5 of the report but raised concerns that cycle policy in the city was being made piece meal and that a comprehensive cycling strategy was required to deliver routes throughout the city.

15. Progress towards determining all outstanding DMMO applications

Officers provided an update to the report and noted the applications made since the last report was received by the Executive Member. The Executive Member welcomed the progress made and the work that had been done to catch up on outstanding definitive map modification order applications (DMMO).

Resolved:

- i. Noted the content of the report and gave authorisation for it to be forwarded to the Local Government Ombudsman.

- ii. Agreed to an annual report giving an over view of the rights of way function.

Reason: To work towards the removal of the City of York Council's backlog of undetermined definitive map modification order applications (DMMO).

16. Cycling in High Petergate

The Executive Member considered the proposal to make permanent the Traffic Regulation Order (TRO) to permit cycling in High Petergate in a southerly direction (i.e. from Bootham Bar to Duncombe Place) during the Footstreet hours (10:30 – 17:00). Questions were raised about cycling safety on Duncombe Place and it was noted measures including widening cycle lanes in the area would be considered as part of the Minster Neighbourhood Plan.

The Executive Member noted the need for a clear cycle route throughout the city and the need for clearly delineated lines which could promote cycling in the city.

Resolved:

- i. Approved the introduction of a permanent Traffic Regulation Order (TRO) to permit cycling in High Petergate in a southerly direction (i.e. from Bootham Bar to Duncombe Place) during the Footstreet hours (10:30 – 17:00).

Reason: To improve road safety and convenience for cyclists.

17. 2020 Annual Review of Traffic Regulation Order Requests

Discussion took place regarding the non-urgent Traffic Regulation Order (TRO) requests that had been received by the Council in the past 18 months. The Executive Member agreed to advertise the recommended TRO's during August and September outlined in Annexes A to S with the amendments outlined below.

Resolved:

- i. That the recommendation for each request identified in Annexes A to S be approved subject to the below changes and advertised during August/September with notices placed on street and in the local press, if no objections are made then to be implanted as advertised by officers, those with objections to be brought to a future Executive Member Transport Decision Session:

B3: Canon's Court- To advertise no waiting on both sides of the street for the whole adopted section of road;

C1: Crichton Avenue Roundabout- Approved no action as recommended, but requested that the roundabout be added to the Local Transport Cycle list for review of cycle provisions;

E2: Moor Lane- Delegated to officers to consult with businesses about advertising a maximum parking time;

E4: 27-29 Moorcroft Road- Delegated to officers to advertise an appropriate distance of double yellow lines;

F2: Broadway- to advertise and extend to the Mouth of Lesley Avenue;

F4: Kilburn Road (Outside No. 24)- to defer a decision until the September Decision Session and consider in relation to the requested residents parking scheme;

F6: Grange Garth- Delegated to officers to review the location of the residents parking bay signs and to advertise;

F7: Fulford Road- Delegated to officers to review the size and location of the parking bay in front of No. 73 and to advertise;

J3: Tang Hall Lane- Delegated to officers to review and advertise a time restricted parking bays and to advertise;

K3: Malvern Avenue- To add to the Speed Prevention List for consideration;

L3: Anthea Drive/Maythorn Drive- To advertise junction protection at the mouth of Maythorn Drive;

L4: Lucombe Way- referred to the Council's Air Quality Team to review idling;

L7: Avon Drive/Strensall road Junction- to advertise a standard junction restrictions;

P4: Water Lane- To advertise and to be referred to trading standards regarding car sale advertisements;

Q2: Station Road, Poppleton- To advertise but amend to add restrictions to both arrive and not leave lanes.

Reason: To proceed with the advertisement of Traffic Regulation Orders.

Cllr A D'Agorne, Executive Member for Transport
[The meeting started at 10.00 am and finished at 12.26 pm].

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Decision Session – Executive Member for Transport

21 September 2021

Report of the Director of Transport, Environment and Planning

Consideration of results from the consultation to extend the existing R20 Fishergate Residents Parking Zone.**Summary**

1. To report the consultation results, in response to a proposal to extend R20 Fishergate Residents Parking Zone, and determine what action is appropriate.

Recommendation

2. It is recommended that approval be given to advertise an amendment to the York Parking, Stopping and Waiting Traffic Regulation Order to introduce Residents' Priority Parking for Kilburn Road only outlined in Option One with a plan provided as Annex F.

Reason: To implement adequate parking management in line with the council's objectives as stated in the Local Transport Plan and the stated preferences of residents from the streets consulted.

Background

3. We received separate petitions from residents of Alma Grove/Alma Terrace (part) and Kilburn Road requesting consideration to be given to introduce a Resident Priority Parking scheme for their area.

The petitions were reported to the Executive Member for Transport on the 7th February 2019 and the 19th September 2019. The Executive Member gave approval to consult with residents and to extend the potential consultation area when it reaches the top of the waiting list. As both streets are in close proximity to each other and there are potential new large developments in the area, it was deemed acceptable to consult on a larger area from Grange Street to Wenlock Terrace, to consider a possible extension to R20.

4. We posted consultation documentation to all properties during week commencing 15th March 2021 requesting that residents return their questionnaires by email wherever possible or in the Freepost envelope provided by Friday 16th April 2021. The plan of the extended consultation area is included as Annex C.

A separate consultation letter was delivered to the private streets located in the area as the implementation of residents' parking on private streets is a more complicated matter, requiring the consent of the frontagers who are the street managers and are responsible for the road.

The consultation documentation is included within this report as:

Annex A: Letter sent to residents on streets maintained at public expense

Annex B: Letter sent to private street residents

Annex C: Plan of the consultation area originally proposed to be included within the R20 extension (red outline)

Annex D: Plan of the existing R20 zone boundary (black outline)

Annex E: How a Resident Parking Scheme Works using entry/exit regulations, the current cost of permits (April 1st 2021 to 31st March 2022) and Questionnaire

Consultation Results

5. In total 824 properties were consulted and asked to return their completed questionnaires.

Traditionally, officers consider that, as a minimum, 50% of questionnaires need to have been returned and the majority of those returned need to be in favour of a residents' parking scheme for the implementation of such a scheme to be considered further.

As we did not receive the original request (petition) from all streets included in the consultation, the results have been separated to review the area on a street by street basis. However the 50% returns usually required was not achieved on the vast majority of streets:

Streets maintained at public expense	Number of properties	Yes	No	Full Time	Mon - Fri 9-5	Other	Ballots returned	% Return	% In favour
Arncliffe Mews	18	6	1	5	2	0	7	38.9	85.7
Alma Terrace	99	39	8	34	8	2	47	47.5	83
Alma Grove	30	8	2	9	0	0	10	33.3	80
Alma Court	3	0	0	0	0	0	0	0	0
Frances Street	87	15	9	15	5	2	24	27.6	62.5
Ambrose Street	100	17	12	20	1	3	29	29	58.6
Holly Terrace	20	5	4	5	2	0	9	45	55.6
Carey Street	8	2	1	2	0	0	3	37.5	66.7
Wenlock Terrace	118	17	7	13	5	1	24	20.3	70.8
Kilburn Road	67	40	2	28	10	3	42	62.7	95.2
Lastingham Terrace	15	5	5	5	4	1	10	66.7	50
Hartoft Street	54	10	12	9	5	1	22	40.7	45.5
Farndale Street	61	15	17	18	4	0	32	52.5	46.9
Levisham Street	23	8	3	6	3	0	11	47.8	72.7
Fulford Road	46	1	4	1	2	1	5	10.9	20
Total	749	188	87	170	51	14	275	36.7	68.4

Private streets	Number of properties	Yes	No	Full Time	Mon - Fri 9-5	Other	Ballots returned	% Return	% In favour
Maida Grove	15	2	2	2	1	0	4	26.7	0
Kensal Rise	23	0	1	1	0	0	1	4.3	0
Edgware Road	37	11	14	8	7	0	25	67.6	44
Total	75	13	17	11	8	0	30	40	32.5

Although responses received from Lastingham Terrace reached the 50% return rate, opinion is split evenly between responses for and responses against the introduction of the residents' parking scheme. This location

would also be difficult to implement without including Hartoft Street, Farndale Street and Levisham Street due to the position of Lastingham Terrace properties. When considered together, these streets reached a 49% response rate, with 50.7% of respondents in favour of a residents' parking scheme.

On Edgeware Road, the questionnaire return rate reached 67.5% but only 44% of respondents were in favour of a residents' parking scheme.

A precis of comments received during the Consultation Process is included as Annex G and separate representation received from private Streets is included as Annex H. Where extensive objections have been submitted for the private streets these are included verbatim within Annex H, this includes one from Edgeware Road and one from Maida Grove.

Preferred Times of Operation

6. For those residents who replied to this section, most indicated a preference for a full time scheme operating 24hours Monday to Sunday.

The alternative option given was Monday to Friday 9am – 5pm.

Other Suggestions from the consultation included:

Weekends only

7 days between 9am – 6pm

7 days between 6pm – 7am

7 days between 8am – 6pm

8am - 8pm

6pm – 6am, 6pm – 8am

Monday – Friday 8am – 8pm

Monday – Saturday 9am – 8pm

Monday – Saturday 8am – 6pm

Resident Comments (precis, Annex G)

7. The most common views across all residents, in support and against introducing Residents' Priority Parking were centred around the following themes:
- Cost of permits
 - Parking problems related to commuter and student parking
 - Increased parking demand due to local developments not providing adequate parking amenities

Conflicting comments were received about the current position with regards to parking. Some residents do not see any issue with the current level of parking.

Options for consideration:

8. **Option 1 (Recommended Option) (Annex F)**
- a) Advertise an amendment to the Traffic Regulation Order to introduce a new Residents' Priority Parking Area on Kilburn Road only, to operate 24hours Monday to Sunday as outlined on the plan included as Annex F. To be an extension of R20.
 - b) No further action to be taken for the remainder of the consulted area at this time. If residents south of Alma Terrace/Alma Grove area provide additional evidence of support within 18 months of implementation of a scheme on neighbouring streets then we can seek authorisation to re-consult with these areas at that time.
 - c) No further action for residents of Hartoft Street, Lastingham Terrace, Levisham Street and Farndale Street as this is the second consultation which has not received the relevant positive returns rate the area should also be removed from the waiting list.

9. **Option 1 is the recommended option because:**
This option progresses a residents' parking scheme where the majority of residents who responded to the consultation support such a scheme (based on a questionnaire return rate of 62.7%). This is in line with officers' current approach of generally not recommending to progress with a residents' parking scheme where this is not supported by local residents.

Two separate petitions were originally received asking for City of York Council to consider introducing residents parking. These were received from residents of Alma Grove and 1-15 Alma Terrace and from Kilburn Road. However permission was granted to consult on a wider area at the same time.

Alma Grove only reached a 33% response rate (80% of those who responded were in favour of a residents' parking scheme). When considering Alma Grove with Alma Terrace and Alma Court, the response rate reached 43.2% (with 82.5% of respondents in favour of a scheme).

Kilburn Road reached a 62.6% return rate, with 95.2% of respondents in favour of a scheme.

Edgware Road reached 67.5% return rate but only 44% of respondents supported a residents' parking scheme. It is also important to note that as Edgware Road is a privately maintainable highway, a much higher level of support would be required from frontagers for a scheme to be considered.

Option 1, the recommended option therefore proposes to progress the implementation of a residents' parking scheme for Kilburn Road, using entry signage only, which will need to be erected on the adopted highway highlighting the 'end' locations of the scheme. Regulations introduced in 2012 enable local authorities to enforce a scheme using entry signage only without marking parking areas on street and signing individual bays. It is proposed to introduce this system on Kilburn Road only.

Officers therefore propose to start the legal procedure for such a scheme on Kilburn Road. This will provide an additional consultation period. Any interested party will therefore be able to make a formal representation to the advertised proposal. Objections to the proposal will receive further consideration as part of this process.

10. **Option 2:**

Advertise an amendment to the Traffic Regulation Order to introduce a new Residents' Priority Parking Area to operate 24hours Monday to Sunday for those streets which are adopted highway located within the consulted area, as an extension to R20.

This would exclude Edgware Road, Maida Grove and Kensal Rise as these streets are privately maintainable streets and frontagers have not expressed a strong support for the introduction of residents' parking schemes in these streets.

This is not the recommended option, as for most streets, response rates were too low to ascertain the level of support for such a scheme from local residents, and, where response rates were higher, reaching 50% or more, the proposals were not supported by a majority of respondents.

11. **Option 3:**

- a) Advertise an amendment to the Traffic Regulation Order to introduce a new Residents' Priority Parking Area on Kilburn Road only, to operate 24hours Monday to Sunday as outlined on the plan included as Annex F. To be an extension of R20.
- b) Advertise an amendment to the Traffic Regulation Order to introduce a new Residents' Priority Parking Area on Hartoft Street, Lavingham Terrace, Levisham Street and Farndale Street, to operate 24hours Monday to Sunday, to be an extension of R20.
- c) No further action to be taken for the remainder of the consulted area at this time. If residents south of Alma Terrace/Alma Grove area provide additional evidence of support within 18 months of implementation of a scheme on neighbouring streets then we can seek authorisation to re-consult with these areas at that time.

This is not the recommended option as although responses received from Lavingham Terrace reached the 50% return rate, opinion is split evenly between responses for and responses against the introduction of the residents' parking scheme. This location would also be difficult to implement without including Hartoft Street, Farndale Street, Levisham Street and two properties on Fulford Road (requiring access to the area), due to the position of Lavingham Terrace properties. When considered together, these streets (including the two Fulford Road properties) reached a 49.7% response rate (below the 50% rate usually considered as a minimum requirement), with 49.4% of respondents in favour of a residents' parking scheme.

12. **Option 4:**

No further action to be taken.

This is not the recommended option because it is not in line with the council's objectives as stated in the Local Transport Plan and does not respond to the clearly expressed preference of some residents (specifically on Kilburn Road).

13. **Consultation**

The consultation documentation is reproduced within this report as Annex A, B, C, D and E. The results of the consultation are given in Annex D. Comments received during the process are préciséd with officer response as Annex I.

If approval to proceed is granted, for the recommended option, further consultation will be carried out within the legal process. Notices will be placed on street, in The Press and delivered to properties in the affected area. An update letter will also be sent to all consulted properties advising of the outcome and next stages once established.

14. **Council Plan**

This report is supportive of the Council plan priority to be an open and effective Council.

15. **Implications**

This report has the following implications:

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

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

Equalities – The impact of the proposals on protected characteristics has been considered as follows:

- Age – Positive impact for residents who should be able to park closer to their dwelling but potential negative impact for other car users who will not be able to park on these streets any longer without a permit;
- Disability – Neutral as Blue Badge holders who live locally can apply to have a bay provided outside their homes and Blue Badge holders can park in Residents' Parking areas;
- Gender – Neutral;
- Gender reassignment – Neutral;
- Marriage and civil partnership – Neutral;
- Pregnancy and maternity - Positive impact for residents who should be able to park closer to their dwelling but potential negative impact for other car users who will not be able to park on these streets any

longer without a permit;

- Race – Neutral;
- Religion and belief – Neutral;
- Sexual orientation – Neutral;
- Other socio-economic groups including :
 - Carer - Neutral (see Disability);
 - Low income groups – Negative as low income residents who use on street parking will need to pay for a parking permit. The charge is the same for all residents in the zones regardless of their circumstances;
 - Veterans, Armed Forces Community– Neutral.

Access to the new online parking permit system - A plan is being developed for the wider Residents' Parking Service to help those that either don't have access to the internet or the skills to use the online system to access the parking system as they do with other similar ICT access requirements

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 – no Crime and Disorder implications identified

Information Technology – any new residents' parking scheme will need to be included in the new online parking permit system so additional IT resources may be required to set up the proposed scheme

Property – no Property implications identified

Other –no other implications identified

Risk Management – In compliance with the Council's risk management strategy there is an acceptable level of risk associated with the recommended option.

Contact Details

Author:

Annemarie Howarth
Traffic Project Officer
Transport
Tel: (01904) 551337

Chief Officer Responsible for the report:

James Gilchrist
Assistant Director for Transport, Highways
and Environment

Date: 10 September 2021

Wards Affected: Fishergate

For further information please contact the author of the report.

Annexes:

Annex A: Letter sent to Residents of Public maintainable streets

Annex B: Letter sent to residents of Private streets

Annex C: Plan of the consultation area originally proposed to be included within the R20 extension (red outline)

Annex D: Plan of the existing R20 zone boundary (black outline)

Annex E: How a Resident Parking Scheme Works using entry/exit regulations, the current cost of permits (April 1st 2021 to 31st March 2022) and Questionnaire

Annex F: Proposed Scheme (Recommended Option)

Annex G: Precis of comments received during the Consultation Process

Annex H: Private Street representations

Annex I: Tables of consultation returns

Annex A



Directorate of Place & Economy

West Offices, Station Rise
York
YO1 6GA

Tel: 01904 551337
Email: highway.regulation@york.gov.uk

Date w/c 15th March 2021

Dear Resident

Request for Residents' Priority Parking

We are writing to you because we have received petitions from local residents requesting us to consider introducing a Residents' Priority Parking scheme.

As the level of non-resident parking near your properties could already be causing problems for residents, this along with the possibility that additional on street parking pressure could become more problematic due to upcoming large developments in the Fulford Road area, we have taken the decision to consult on a larger extent of properties at the same time to reduce the risk of relocating any existing parking problems onto nearby streets.

As such, the attached plan indicates the extent of the proposed new area to be consulted which would be an extension of the existing R20 Fishergate scheme (a plan of the existing boundary has also been attached for reference). We are proposing to introduce a scheme within the extended boundary which would operate on entry zone signage, however some separate bays may need to be marked at ad hoc locations to accommodate nearby amenities and the existing parking bay restrictions on Fulford Road would remain unchanged. This type of scheme proposed for the majority of streets does not require extensive signing and lining and would allow residents, when displaying the required permit, to park anywhere on street so long as you are not parking on any existing restrictions which may be in place and no obstruction to the highway is being caused. Entry/exit signs would be erected at the entrance to the street and small ad hoc repeater signs can be placed on existing poles/lamp columns. A similar scheme can be seen nearby on Grange Garth and Maple Grove.

Annex A

Generally we require a 50% response rate from the consultation. Then from the returns we would require a majority in favour to take the proposal forward and initiate the legal consultation/advertisement process (when formal objections and representations can be made). Please be advised that the results for each street can be considered separately should some locations be in favour and others largely against.

Consequently, it would be helpful if you would take the time to complete the included questionnaire and return your preferences to highway.regulation@york.gov.uk before Friday 16th April 2021.

Alternatively the questionnaire sheet can be returned to City of York Council using the following freepost address:

Freepost RTEG-TYYU-KLTZ

City of York Council

West Offices

Station Rise

York YO1 6GA

Consultation documents

The following information and documents are enclosed:

1. Plan of the consultation area proposed to be included within the R20 zone (red outline)
2. Plan of the existing R20 zone boundary (black outline)
3. How a Resident Parking Scheme Works using entry/exit regulations
4. The current cost of permits (April 1st 2021 to 31st March 2022)
5. Questionnaire (please return responses via email where possible)

We can only accept one completed questionnaire from each household. Please return these details along with any comments you may have to us by 16th April 2021.

Please where possible do try to email your responses to: highway.regulation@york.gov.uk Please give all the information we have asked for on the questionnaire, including your name and address.

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

- You have special needs/circumstances that you believe would be disadvantaged by the introduction of a ResPark scheme
- If you rent your property, please forward the contact details of the owner (if known) or managing agent. As residents in the area, you should still

Annex A

complete the questionnaire and return your preferences to us. We will contact the owner separately.

The results of the consultation will be reported to the Executive Member for Transport at a Public Decision Session. We will write to you again before the meeting date with further information on how to join the meeting or make further representation.

Please contact me on the email address provided if you wish to discuss this further or require any clarification at this stage.

Yours faithfully

A Howarth

Annemarie Howarth
Traffic Project Officer

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Annex B



Directorate of Place & Economy

West Offices, Station Rise
York
YO1 6GA

Tel: 01904 551337
Email: highway.regulation@york.gov.uk

Date w/c 15th March 2021

Dear Resident

Residents' Priority Parking consultation for Private Streets

We are writing to you because we have received petitions from nearby areas requesting us to consider introducing a Residents' Priority Parking scheme.

As the level of non-resident parking near your properties could already be causing problems for residents, this along with the possibility that additional on street parking pressure could become more problematic due to upcoming large developments in the Fulford Road area, we have taken the decision to consult on a larger extent of properties at the same time to reduce the risk of relocating any existing parking problems onto nearby streets. As such we are also carrying out this separate consultation with private streets at the same time.

The attached plan indicates the extent of the proposed new area to be consulted which would be an extension of the existing R20 Fishergate scheme (a plan of the existing boundary has also been attached for reference). We are proposing to introduce a scheme within the extended boundary which would operate on entry zone signage. This type of scheme proposed for the majority of streets does not require extensive signing and lining and would allow residents, when displaying the required permit, to park anywhere on street so long as you are not parking on any existing restrictions which may be in place and no obstruction to the highway is being caused. Due to local amenities the existing parking bay restrictions on Fulford Road would remain unchanged. Entry/exit signs would be erected at the entrance to the street and small ad hoc repeater signs can be placed on existing poles/lamp columns. A similar scheme can be seen nearby on Grange Garth and Maple Grove.

Annex B

As you may be aware the Council (as Highway Authority) is not responsible for maintaining private streets. As such residents fronting these streets are being sent this separate consultation letter to enquire if you would also like to be considered for inclusion within the proposed extended boundary.

Should a significant proportion of responses from your private street be in favour for the introduction of Residents Priority Parking then, when taking the results forward to the Executive Member Decision Session, we can recommend that you be included to enable permits to be bought and issued. At this meeting all responses will be considered before a decision is made on whether to legally advertise a scheme which includes your street or not. As such it is important the responses are returned with any extra views or comments you may have.

Please be advised that the results for each street can be considered separately should some locations be in favour and others largely against.

Consequently, it would be helpful if you would take the time to complete the included questionnaire and return your preferences to highway.regulation@york.gov.uk before Friday 16th April 2021.

Alternatively the questionnaire sheet can be returned to City of York Council using the following freepost address:

*Freepost RTEG-TYYU-KLTZ
City of York Council
West Offices
Station Rise
York YO1 6GA*

Consultation documents

The following information and documents are enclosed:

1. Plan of the consultation area proposed to be included within the R20 zone (red outline)
2. Plan of the existing R20 zone boundary (black outline)
3. How a Resident Parking Scheme Works using entry/exit regulations
4. The current cost of permits (April 1st 2021 to 31st March 2022)
5. Questionnaire (please return responses via email where possible)

Annex B

We can only accept one completed questionnaire from each household. Please return these details along with any comments you may have to us by 16th April 2021.

Please where possible do try to email your responses to: highway.regulation@york.gov.uk Please give all the information we have asked for on the questionnaire, including your name and address.

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

- You have special needs/circumstances that you believe would be disadvantaged by the introduction of a ResPark scheme
- If you rent your property, please forward the contact details of the owner (if known) or managing agent. As residents in the area, you should still complete the questionnaire and return your preferences to us. We will contact the owner separately.

The results of the consultation will be reported to the Executive Member for Transport at a Public Decision Session. We will write to you again before the meeting date with further information on how to join the meeting or make further representation.

Please contact me on the email address provided if you wish to discuss this further or require any clarification at this stage.

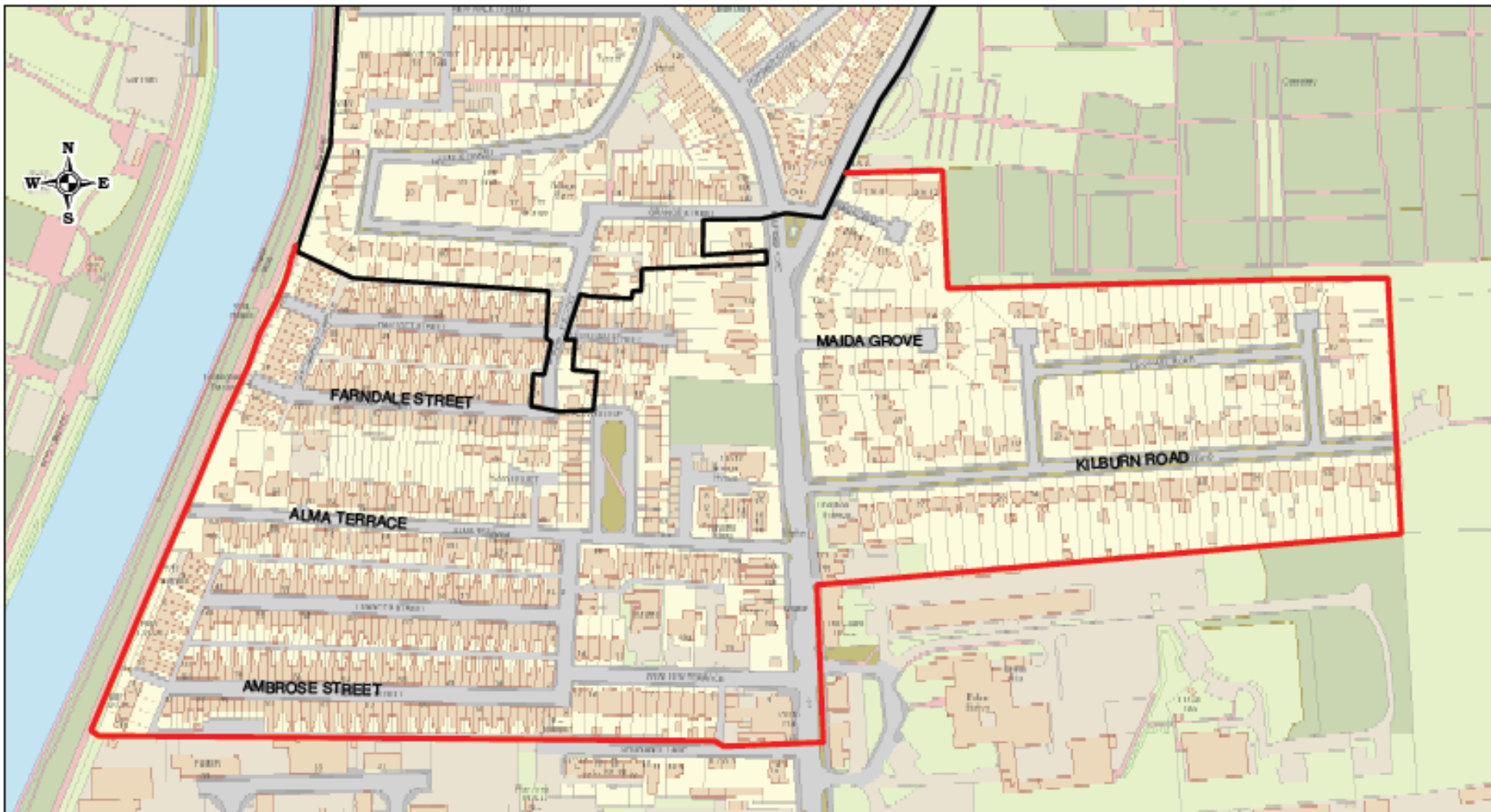
Yours faithfully




A Howarth

Annemarie Howarth
Traffic Project Officer

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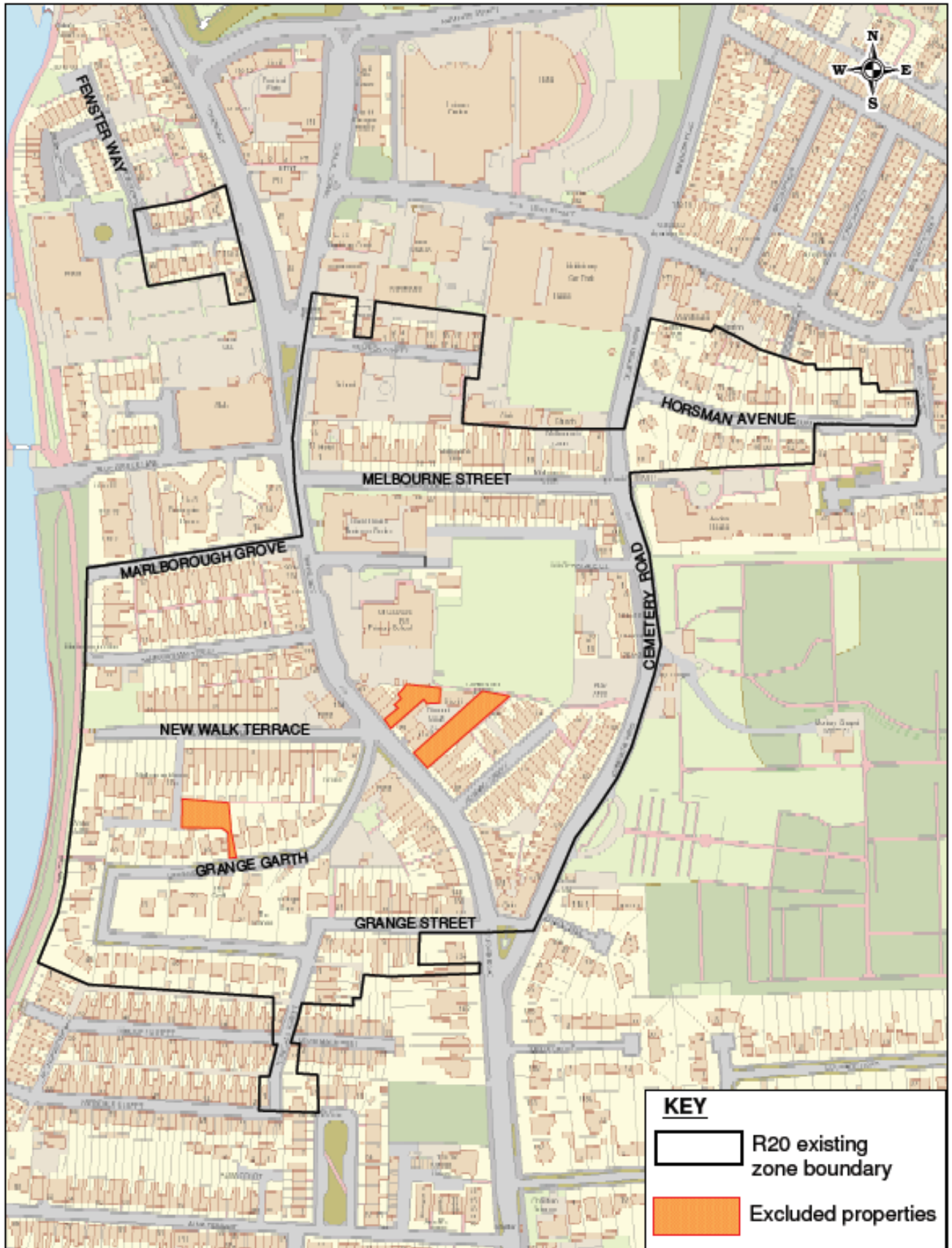
Annex C





 <p>CITY OF YORK COUNCIL</p>	 <p>Part of the existing R20 boundary</p>	SCALE	1 : 3000
	 <p>Proposed extended R20 area for consultation</p>	DATE	2021
		DRAWING No.	
		DRAWN BY	
			<small>© Crown Copyright. All rights reserved Licence No. 2003</small>

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Annex D



KEY	
	R20 existing zone boundary
	Excluded properties



R20: Fishergate
Existing residents parking boundary

SCALE	1 : 3000
DATE	2021
DRAWING No.	
DRAWN BY	

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Annex E



A Residents' Priority Parking Scheme: R20 Extension

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

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

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



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

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

Exemptions within the Traffic Regulation Order

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

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

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

Enforcement

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

Questionnaire Sheet

Extension of R20
Residents' Priority Parking Scheme



Please indicate your preferences by ticking the appropriate box:

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

Please indicate your preferred times of operation. It would also be helpful if you could complete this section even if you have indicated "NO"

Monday to Friday, 9am to 5pm	
7 day week restriction, full time	
Other? Please specify your preference	

Name: (Mr. Mrs. Miss Ms)

Surname:

Address:

.....

Postcode

Please return the above information via email where possible, alternatively return this form to:

*Freepost RTEG-TYYU-KLTZ
City of York Council
West Offices
Station Rise
York YO1 6GA*

*All responses must be received by **Friday 16th April**. We will only accept one completed form/email from each household and your preferences are kept confidential. Please aim to email your preferences and any comments you have to highway.regulation@york.gov.uk*

Questionnaire Sheet – Private Street

Extension of R20
Residents' Priority Parking Scheme



Please indicate your preferences by ticking the appropriate box:

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

Please indicate your preferred times of operation. It would also be helpful if you could complete this section even if you have indicated "NO"

Monday to Friday, 9am to 5pm	
7 day week restriction, full time	
Other? Please specify your preference	

Name: (Mr. Mrs. Miss Ms)

Surname:

Address:

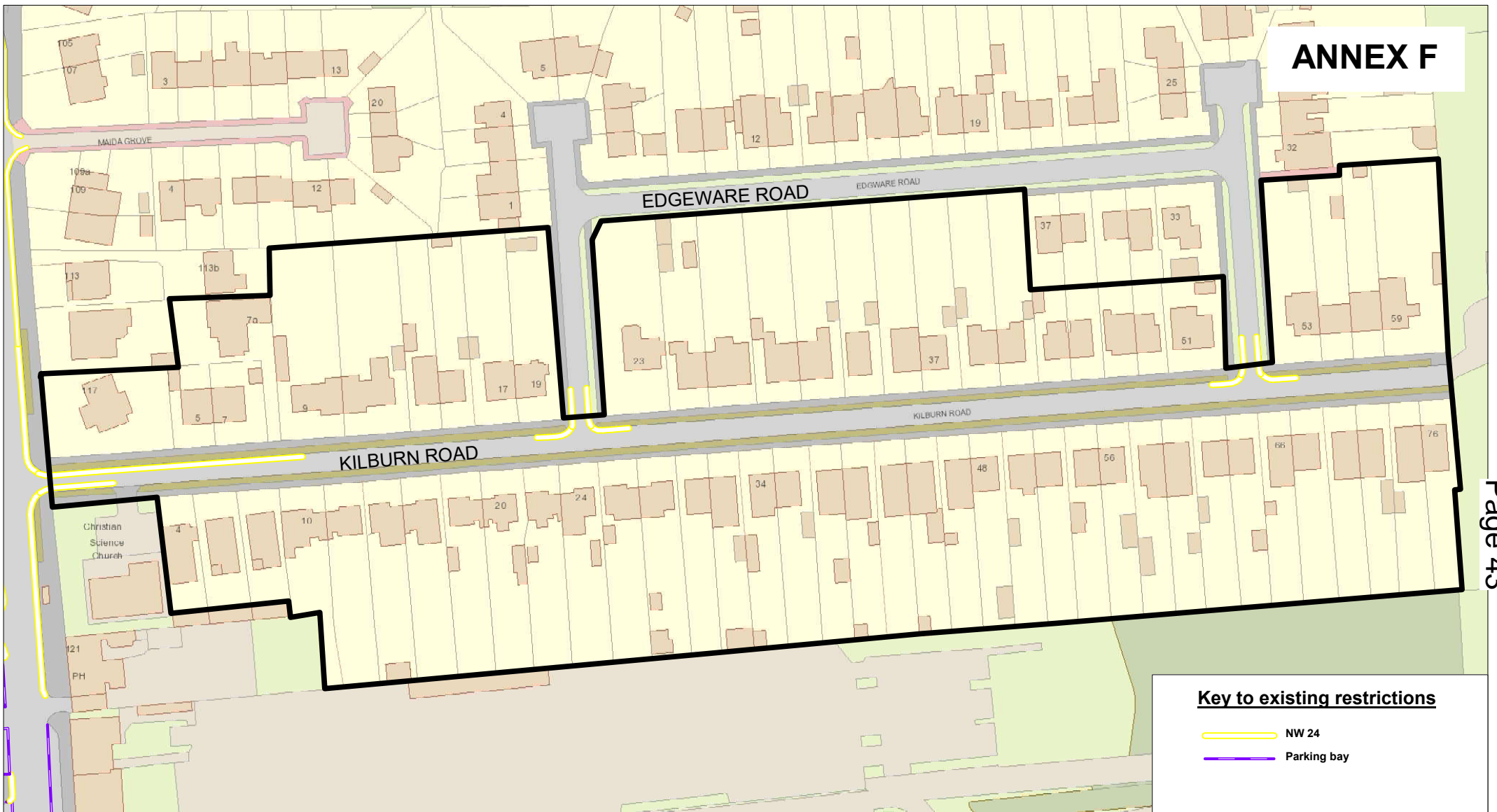
.....

Postcode


Please return the above information via email where possible, alternatively return this form to:

*Freepost RTEG-TYYU-KLTZ
City of York Council
West Offices
Station Rise
York YO1 6GA*

*All responses must be received by **Friday 16th April**. We can only accept one completed form/email from each household and your preferences are kept confidential. Please aim to email your response and any comments you have to highway.regulation@york.gov.uk*



Key to existing restrictions

-  NW 24
-  Parking bay



R20 proposed extension to include Kilburn Road

SCALE	1 : 1250
DATE	Sep 2021
DRAWING No.	
DRAWN BY	
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Comments received from public maintainable streets

ANNEX G

<u>Street</u>	<u>Comment</u>	<u>Officer response</u>
Arncliffe Mews	In favour We have a car park however the overflow from Alma Tr parks in the car park so residents of the flats can't get a space	Noted. Private enforcement could be contracted by the owners.
Alma Terrace	In favour Becoming impossible to park. Introducing Respark may stop people driving down Fulford Rd to park and reduce pollution.	If residents parking was introduced for the whole area commuters/visitors may make the decision to utilise P&R or still travel to use City Centre car parks.
	In favour Difficult to park on evenings and weekends as well as during the day.	Full time scheme may help if parking is not resident related.
	In favour Even at present it is easier to park during holidays than term time so this would only get worse with the developments.	Suggests that students may be using the area for parking which could increase due to nearby student accommodation being built.
	In favour Must be full time for it to be any good	Noted
	In favour Parking on Alma Terrace is a disgrace. Non-residents and commuters use the street everyday leaving residents nowhere to park	A Residents parking scheme would give residents priority over non-residents.

Comments received from public maintainable streets

ANNEX G

	<p>In favour We reluctantly agree to ResPark due to the increased commuter and student parking but would like there to be a 60 minute free waiting time (owner)</p>	<p>When implementing a scheme with Entry Signs rather than separate bays and signs there is only a 10 minute wait permitted for non-residents.</p>
	<p>In favour The flats who have designated parking should not be included within the scheme. Any of their vehicles parked on the street are second cars as such should be charged as a second permit not the same as other residents who do not have designated parking spaces.</p>	<p>All existing residential properties in an area are eligible to be part of a proposed scheme. Permit costs and eligibility are agreed through existing agreed legislation.</p>
	<p>In favour Part time scheme does not make sense as parking is difficult to find on a night. The student development leaves residents with no choice but to pay for parking. CYC should ensure sufficient parking is available on new developments.</p>	<p>Comments relating to planning guidance.</p>
	<p>In favour Unhappily supporting and fed up with poor planning decisions around adequate parking for developments.</p>	<p>This is a comment relating to planning guidance.</p>

Comments received from public maintainable streets

ANNEX G

	In favour 7 day restriction between 9am-6pm	Noted
	In favour If the scheme is made M-F we would need the opportunity to vote again as it is a lot of money for little benefit as Alma Tr has a parking problem 24/7	Noted
	In favour Strongly support. Fed up with non-residents parking to avoid parking fees for work or visiting York and walks along the river.	Noted
	In favour Parking by non-residents often leaves no space until well into the evening. There is noticeable more space down the street outside of University term times which means that parking problems will indeed be exacerbated due to the new 300 units	Suggests a lot of non-resident parking is by university students which may increase due to new student accommodation in the area.
	In favour Even before the prospect of being an overflow car park for the student flats the parking situation is already awful. Street is being used to park & walk to the city etc. along with park & ride catching buses.	If a scheme was introduced the area would not be liable to parking by commuters or developments not part of the scheme boundary.

Comments received from public maintainable streets

ANNEX G

	Concerned about the number of flats with parking which could sway the survey for terraced residents with no off street parking.	
	In favour Prefer full time as a lot of people park at weekends to walk into town. High second permit price will make residents vote against, should be same price as a first permit.	Noted. Permit costs are agreed by full council decision.
	Against Permit parking would only mean paying for a space which will still not be available due to the amount of residents. CYC have passed the student accommodation so parking should be accounted for.	Suggests that on street parking is mainly by residents as such implementing a scheme would not help with the parking situation. Comments relating to planning guidance.
	Against Weekends only	Noted
	Against The developments should have appropriate parking via planning. Main parking difficulty is on a weekend.	Comment relating to planning guidance.
Alma Grove	In favour I can see the parking issue getting worse and something needs to be done. A weekday	Noted

Comments received from public maintainable streets

ANNEX G

	only restriction could deter parking but can see the benefits of 24/7	
	<p>Against Have been observing the area at different times and always plenty. Do not share cllr's views that the development will cause problems. Strongly object to having to pay. Wonder if this is a revenue generation exercise rather than to assist residents.</p>	Noted. Residents parking schemes must be resident driven due to the costs involved. Annual parking report can be viewed to show costs and expenditure.
Frances Street	<p>In favour With the planned developments we would never get a space, its bad enough already. However not happy at the added expense to park outside our home</p>	Noted
	<p>In favour I don't think this is a very user-friendly way of collecting responses and will put people off. A Link to an electronic form would've helped</p>	Noted. Work is ongoing to progress to electronic consultations.
	<p>In favour Only concern would be the issuing of permits for households with multiple cars. Could be that despite the scheme there is still insufficient space. Could find ourselves paying for permits and still have nowhere to park.</p>	There is a significant price increase for additional permits which would deter residents from purchasing multiply permits/vehicles.

Comments received from public maintainable streets

ANNEX G

	<p>In favour Full time required as parking is particularly bad on weekends</p>	Noted
	<p>In favour 8am - 8pm. Marked parking bays would help parking on street. Half spaces should be used for planters and trees.</p>	Marked parking bays would require extensive lining and signing and would still leave available space due to the different lengths of vehicles. Planters are outside of the remit for this consultation.
	<p>In favour Very disappointed CYC granted permission for student accommodation with no parking. No extra capacity in the area for vehicles therefore residents now have to pay the price and it is inevitable we will now require ResPark</p>	Comments in relation to planning guidance
	<p>Against Do not agree that Frances St should be ResPark. Always able to park. Neighbours have an issue with not being able to park directly outside their property and have started to place cones on the highway. This will not be resolved by introducing permits.</p>	If an obstruction is being caused to the highway then enforcement action can be taken. If an area is not restricted then anyone is able to park on a first come first served basis.
	<p>Against Strongly disagree as there are no parking problems. New neighbours dislike not being able to park directly outside their house however the scheme won't fix this and there</p>	As above

Comments received from public maintainable streets

ANNEX G

	are always spaces along the street. Refuse to pay so much for permits.	
	Against Problems only happen when university term time. Something needs to be done about that rather than charging residents. Weekends only	When streets are unrestricted they are available for any users on a first come first served basis.
	Against Against the scheme due to cost and difficulties obtaining visitor permission	When virtual permits are introduced this element may be easier for some residents.
Ambrose Street	In favour Can space be allocated for a few trees within the process. The street is bare, a few trees and a handful fewer car spaces would not be unpopular. If not planters should be included within the design	Planters and trees outside of the remit for this consultation
	In favour Mon-Fri 8-8	Noted
	In favour 7 days a week 5pm - 7am	Noted
	In favour 6pm - 6am	Noted
	Against Parking is rarely a problem and the scheme just adds additional costs.	Noted

Comments received from public maintainable streets

ANNEX G

	<p>Against Understand why a scheme may be required due to the development however it is unfair to charge so much for permits. There are always spaces available.</p>	Noted. Charges are agreed at full council meetings.
	<p>Against Adequate parking should be applied for the new properties. Had no problems with parking. If problems arise it is due to the new developments so they should be penalised. Oppose that we should have to pay. Low cost on site rental scheme on the new development should be provided.</p>	Comments relating to planning guidance
	<p>Against As little as possible. Parking is generally not an issue. Good use of parking to keep vehicles out of town and enable exercise. I don't want to pay to park outside our house. Biggest challenge is September when students move in, this dies down Oct/Nov, part of living in a diverse and vibrant city.</p>	Noted
Holly Terrace	<p>In favour This is a necessary scheme as it is very difficult to find any parking spaces</p>	Noted
	<p>In favour concerned about how the private cobbled area will be signed to ensure it is</p>	Should the scheme progress to implementation in this area signs can be

Comments received from public maintainable streets

ANNEX G

	extinguished within the scheme as private and not a part of the available parking	erected to maintain the private section. Residents will be consulted.
Carey Street	In favour Fully support. Currently over run with commuters etc. with the additional 300 students shortly parking will be impossible for residents and our families.	Noted
	Against Cost is excessive for our necessary two cars in the household. Not an issue with parking and can always park within a minute's walk. Should there be an issue from nearby developments this should be raised once they are completed rather than introducing a potentially unnecessary scheme	Residents parking schemes must be resident driven due to the costs involved. Comments noted in relation to the development.
Wenlock Terrace	In favour It would be positive to have parking permits. The street is increasingly used by commuters and our tenants struggle to park.	Noted
	In favour Mon - Sat 9am-8pm Concerned that if Wenlock Tr votes against a scheme they will not be permitted to purchase permits for the surrounding area.	Should the scheme be progressed with only a proportion of streets then only those properties residing within the extended area would be eligible to purchase permits. The rest of the streets would however remain unrestricted.
	In favour	Noted

Comments received from public maintainable streets

ANNEX G

	In favour but don't have a strong preference for times of operation	
	In favour As a non-car owner this would cause some inconvenience however I support it as being in the interest of the community.	Noted
	Against The price is unfair on students and prevents short term parking for visitors without incurring a cost.	Permit costs are agreed at full council. Visitor permits are available and will be quicker to obtain when moved virtually.
	Against Weekdays are the worst times for people parking for work or shop in York	Noted
	Against Not required no issues with parking	Noted
	Against At no time would I want a Residents Parking Scheme	Noted
Kilburn Road	In favour Serious problem of commuter parking on Kilburn Road. The scheme should be a package and not exclude Kilburn Rd if percentage is not met as this would have serious repercussions	Each streets results will also be considered separately within the decision report.
	In favour Difficulty caused to bin wagons etc. due to parking on the corner of Edgware	There are already restrictions on the junctions. If the area becomes residents parking then the amount of vehicles should

Comments received from public maintainable streets

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	Road/Kilburn Road. Resulted in grass verge being damaged. DYL's required	decrease meaning residents can park more considerably if the problem is opposite.
	In favour Agree with the proposal however the cost of the scheme was agreed to be covered by the letting company. The cost per annum will be very expensive for us if we have to pay.	As the petition reached the top of the waiting list the area has been consulted. The developers would have to carry out on street surveys to show that parking had increased due to their development which would then hit trigger points for them to pay under the Section 106. This means residents would have to wait until after the site has been completed and surveys undertaken.
	In favour Unsure how parking would be monitored given the influx of non-local people parking.	Should the area become residents parking only permit holds would be permitted to park. Patrols would be undertaken by CYC CEO's
	In favour Definitely no charges should apply. A book of visitor permits would last me a week. No charges residents did not want 360 student apartments with every possibility they each have a car	Charges are considered at full council. Residents need to make an informed decision due to charges involved.
	In favour 0800-1800 Mon-Sat	Noted
	In favour 8am-6pm Monday – Sunday	Noted
	In favour Inconsiderate parking by commuters has become an increasing problem. Student	Should a scheme be introduced then residents should have enough on street availability to not park on verges or require

Comments received from public maintainable streets

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	development will have an impact. People park on the verges causing damage. DYL's should be implemented opposite Edgware Road. Neighbours worried about front gardens being paved over.	additional waiting restrictions. The area can be revisited should the scheme be implemented if there are still concerns with parking near junctions.
	In favour Full time required as people from Fulford Road park on a Friday leaving them until Monday making the street full from top to bottom leaving no room for residents	Noted
	In favour Before giving planning permission for new developments why don't you make sure there is enough parking spaces on the plans	Comment relating to planning guidance
	In favour I hope it doesn't mean everyone will pave their gardens. I want to vote for Kilburn/Edgware to not be part of R20 as this is already a large scheme	It is currently common practise to extend zone rather than create small separate areas.
	In favour 8am - 6pm Monday to Saturday	Noted
	Against Will be extra hassle to obtain permits for visitors etc. Will have a knock on effect for allotments and walkers. More thought should be given to improve public transport with bus from Fulford Rd to the university.	Noted. Comments will be passed to Transport Officers

Comments received from public maintainable streets

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	<p>Against Limited space on driveways so parking on street is often the only option</p>	Should residents parking be introduced permits would be required to park on street.
Lastingham Terrace	<p>In favour The permit costs are too high and will prevent people voting in favour which is a shame as it is required.</p>	Costs are agreed at full council.
	<p>In favour Full time is required due to the number of cars which are left whilst owners walk to town or along the river. Also park and head off with cases then reappear up to two weeks later.</p>	Noted
	<p>In favour We reluctantly agree to ResPark due to the increased commuter and student parking but would like there to be a 60 minute free waiting time (owner)</p>	When schemes are implemented under Entry signs there the only permitted waiting time for no permit holders is 10 minutes.
	<p>In favour Non-residents are using the area as a free car park. Residents often return late evening to find no spaces. Exacerbated by houses having multiple vehicles - these households then make things worse by voting against</p>	Should residents parking be introduced a permit would be required to park on street which should provide increase availability if the current problem is caused by non-residents.
	<p>Against Introducing residents parking will not solve the problem. The houses were built at a time</p>	Noted

Comments received from public maintainable streets

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	when parking spaces were not needed and nothing can solve the present problem. Just complicates things adding charges	
	Against Monday - Saturday 9am - 5pm	Noted
	Against already said No twice, please stop the scheme	Noted
Hartoft Street	In favour Permits are prohibitively expensive. Will be a worrying additional cost for some residents. Reduced fees for households with children, elderly and disabled. Historically been voted against in the neighbourhood due to cost	Costs are agreed at full council. Blue badge holders are able to park free of charge and discounts provided for certain types of benefit holders.
	In favour Since the introduction of respark in nearby streets residents have started to use Hartoft St area for parking. On numerous occasions I have been unable to park anywhere unrestricted nearby. Large number of HMO's. Commuters also park. Strongly urge the council ensure ALL streets are included in the scheme regardless of response levels. A number of rental properties are empty	A decision will be made at Executive Decision Session and a decision made dependant on returns.
	Against 6pm-8am	Noted

Comments received from public maintainable streets

ANNEX G

	<p>Against Residents will be penalised as problems are in an evening so suggests residents have too many cars. Discourage GMO's from having vehicles unless disabled. No provision for electric charge points. Raise a lot of money for CYC with no benefit to residents</p>	As residents need to vote in favour for a scheme to progress they will know best if the problems are due to existing residents or commuters/non-residents.
	<p>Against We do not support the scheme due to the cost of permits as they are excessive. If the cost were reasonable then our response may be different</p>	Noted
	<p>Against Hartoft St should remain free of restrictions</p>	Noted
Farndale Street	<p>In favour Existing no waiting restrictions on the junction of Farndale St must be retained. Cost of second permits is far too high especially when a second car is a necessity not a luxury. Discriminates against people that are not very well off and live in modest streets. Big jump in prices should be for 3rd vehicles.</p>	All existing waiting restrictions will remain in place. The cost of permits are agreed at full council.
	<p>In favour Would support a full time restriction as parking problems occur from non-residents</p>	Noted

Comments received from public maintainable streets

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	mostly on evenings and weekend. Thank you for taking action.	
	In favour Previously said no but parking has significantly increased in the last year especially at weekends and I struggle to park.	Noted
	Against If you want to repeat a referendum let's do Brexit again. How many times are you going to repeat this one?	Noted
	Against Parking can be difficult but it's because there are too many residents' cars. Although non-residents parking make it difficult during the day, the problem remains at night. Electric vehicle charging should be considered alongside the proposal. (Charging strategy sent)	As residents need to vote in favour for a scheme to progress they will know best if the problems are due to existing residents or commuters/non-residents. Information on charging strategy can be seen as follows https://www.york.gov.uk/EVChargingStrategy
	Against Cannot afford the permit prices for the privilege of not necessarily being able to park near my house.	Noted
Levisham Street	In favour Very much welcomed as many people park to walk into town or along the river making it	Noted

Comments received from public maintainable streets

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	more inconvenient to find parking for residents.	
	Against Strongly oppose, the cost is out of proportion. Similar schemes in Glasgow are £50 per year. Many will be unable to afford it and will not solve and parking issues.	The cost of permits are agreed at full council each year.
Fulford Road	Against Do not support as I have a garage and would then need to pay for visitor permits. It may reduce illegal parking on yellow lines however this should be enforced anyway	Illegal parking can be reported through the parking hotline number.
	Against Weekends only or school holidays	Noted

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Objections received from Private maintainable streets**MAIDA GROVE:**

I am replying to your letter dated 15th March, which. I am surprised to note, does not have a reference number for the scheme details you have sent - please see below my reply:

- I attach photos of Maida Grove which shows clearly the layout of this road. It seems that your department has not visited Maida Grove, as otherwise you would have seen that this road is very narrow and does not allow for car parking either for residents or non-residents. As a result, no Parking Permission is needed here as there is no problem from non-residents' parking.
- As a private road, I would question the legality that the Council would have over the jurisdiction over this road to be included in such a scheme without agreement with the residents. Your letter seems to indicate that you have already decided and are advising and asking us to choose the payment choice for the Residents' Permit.

The Council has never adopted this road, nor repaired it – as the photos show very clearly. Whenever I have telephoned the Highways Department about fixing permanently the metal manhole cover (where the cone stands on the photo) because vans use this area near my house to turn round, this department does not want to know. As a result, vans lift this heavy metal cover up and drive off, leaving it sticking up dangerously. I do not have the strength to put it right. The reply from your department has always been that 'it is a private road and we do not repair it nor get involve – you have to do it yourself'. I would question, therefore, now the Council having the legal right to 'get involved' and impose your parking scheme here.

- About 2 years ago in Wilton Rise York, you installed Parking Permit areas near the Spiritual Church Centre but you were unable to do so on the much larger private part of Wilton Rise, despite this road being very wide to have cars parked here. Instead, you supplied the private area of Wilton Rise with 'Private Road – No Parking' metal plaques which were attached to the front garden wall of each individual house. If there was a parking problem from non-residents, this is what would be required in Maida Grove.
- As you can see from the photos, there are no cars parked in Maida Grove because there is simply no room; being narrow nobody (including residents) can park on this road without blocking the road for other users being able to get through. All residents park on their drive (as can be seen from the photos). One photo shows a visitor to one of the houses and it can be seen very clearly that this car visiting has had to park on the pavement with 1/3rd of the car on the road. This is the only way a car can park on this road and even by this method of parking, it is not always easy for another car to get through – it is dependent on the size of the car. Anyone moving house has many problems getting van access for a long period here. The end area (where I live) is for cars and vans to turn round. We have problems when a Sainsbury's food delivery van arrives and there is already a van from a trader

ANNEX H

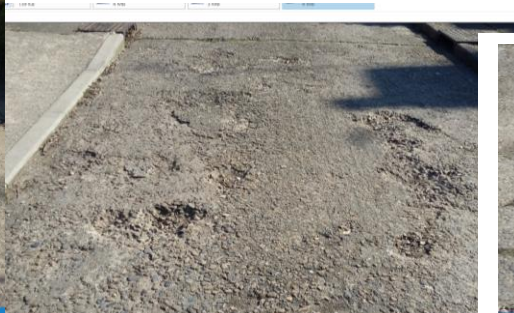
working in one of the houses. The refuse collectors have to guide the lorry driver to ensure it gets through - this lorry takes the entire width of the road. If a car were to be parked on the road, no refuse lorry would be able to get through to collect the rubbish.

- I have no car these days, but in any event 'No Parking Permit' is required by me.

I invite you to pay a visit to this road. What is urgently required is for the Council to adopt this road and repair it. In fact, according to my Title Deeds, it is stated there that it is the responsibility of the Council to carry out any repairs to this road and then collect the cost from the owners. This has never been carried out and the road is very dangerous.

The Council has taken into account the large influx of people moving into this area and have thought of the Parking Permits which would obviously generate badly needed income, but has the Council also put to the Government or Planning Committee that this influx will also require extra Doctors Surgeries, extra school places and provide the area with extra fumes and road pollution from numerous more cars? This problem will really affect the life of residents.

I hope you find the above informative. I have copied Councillor D'Agorne into this letter sent by email.



The problem of other people, like the students you mention, would not arise simply because the Police would come and remove the offending car. I know this from the horse's mouth. Last year a trader with a large A4 one day parked outside my house (and the following day he did the same on the neighbour opposite me) and he actually completely blocked my drive. I could only get out of my house by having to walk all over the pebbles and garden area. This car was parked here all day and I was unable to find out whose car it was as he had left no note on his windscreen. By the end of the day I took a photo of his registration plate and walked over to the Police station in Fulford to ascertain whether they could trace the driver and tell him to move his car. As soon as the policewoman heard it was a private road she made a case number and gave me a reference. She said that if the car had not gone by 5 pm to let them know and they would come and remove the car because in a private road nobody can park without the permission of the residents. So if we were to get any students parking here the police would remove the offending cars and would deal with any ongoing situation. However, as I mentioned in my letter, the road is not wide enough for any car to be able to park and nobody from outside this road ever parks on the narrow part of the road because they can see that it would be impossible for anybody else to get through. Any parking from non-residents is from traders working in one of the houses and then they tend to park outside my house (as I live in the square end for turning round) for a few hours at most. I do not mind traders parking outside my house for a short period provided they do so with thoughtfulness. The problem of other non-residents parking on this road has never arisen. The problem I had was from a working thoughtless trader working in one of the houses and the police were very willing to deal with him and remove his car.

I do not agree nor want the Residents Parking Zone introduced in Maida Grove. I fail to see anybody else in this road agreeing to pay to park in their own private space road and even more ridiculous that the Council should charge them for parking on their own privately owned property.

I would agree to have double yellow lines put in Maida Grove as long as this is not the back-door entry to any charging scheme by the Council, loss of our private road rights and usage, or the way into any parking scheme, to which I do not agree. I also think it would be a positive step forward if the Council were to put the 'no parking - private road' signage on the front wall of people's gardens in Maida Grove, the same that has been done in Wilton Drive. Those signs are respected in Wilton Drive as I have observed. Both of these schemes would respect the residents' private no parking zone in Maida Grove.

What **we badly need** is for this road to be adopted by the Council. This road is extremely dangerous, as you can see from the photos, and it is impossible for residents to get together to get it tarmacked properly because some of the owners do not live in this road. As I mentioned in my letter, whilst the Local Search states that the road is private and the responsibility of the residents, the Title Deeds to my property does state that it is the responsibility of the Council to make up the road and then to collect the cost from the owners of the properties. This does make much sense to me. If anyone refuses to pay the Council for repairing the road, all the Council needs to do is collect the cost via the Property Rates Tax by increasing the tax band to the next level. You would get the extra money you are seeking and the residents would get the badly needed tarmac road and pavement. It is the only way to sort this road out.

I am surprised that you being of the Green Party is going along with all this extra traffic and so many extra people, not only in the area but in York, which will only exacerbate the deteriorating situation at York Hospital with yet more people having to go there, local doctors' surgeries appointment delays, Fulford School and generally a deterioration of the services in the area and York, not to mention the bad pollution increase. I exercise in York Cemetery, 5 minute's walk

from my house and I walk along the road holding my breath as long as I can - even in these days of less traffic. Fulford Road is a nightmare of pollution.

What is also required is for students to start paying up local Council tax. York loses badly needed homes for families because they are full of non-tax paying students and the Council loses vital revenue from so many people living in the City who do not pay local taxes.

I look forward to hearing from you with any positive proposals to sort this road out.

EDGEWARE ROAD

This is feedback on the Residents priority parking consultation for Private Streets for . Edgware Road.

As a household **we do not support** the introduction of the residents parking scheme for Edgware road and if we have to our preferred time of operation would be 7 days a week full time.

We have several concerns on this parking scheme the primary one is that it does not take into account that fact that as residents of a private street we own the road, pavement and grass verge adjacent to our property and are responsible for its maintenance.

Currently we restrict who can park on our property and opening it to residents would increase wear and tear on it, would the council take responsibility for this wear and tear caused by the residents parking and undertake repairs when necessary? Or repay us for any works we had to undertake to maintain the road and kerb?

If this scheme would require us to pay to park on our own property and not repay us the cost of having to maintain the road/Kerb why on earth would we vote for it? , it's nonsensical and looks to have been poorly thought through.

A far better alternative would be to offer a service to remove non-residents vehicles that park on out private street without permission, put up signs that notify anyone that any vehicle parking without permission would be clamped and towed away at the offenders cost and give us the number so we can report these vehicles to the company that would manage it on the councils behalf.

Finally I would also point out that you cannot force this residential parking scheme on a property owner in a private street and any attempt to do so will be met with the appropriate legal action. If you believe the construction of new student flats in our area will cause a problem such as this why was it not stipulate that the flats should have sufficient parking for its residents?

Further comments received from private streets.

Kensal Rise	Against It is unfair to ask residents to pay for permits and it	As Kensal Rise is a private maintainable street the vast majority of residents would need
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ANNEX H

	still does not guarantee a space as more permits are sold than spaces on street.	to be in favour for a scheme to be progressed. This is one aspect which residents need to consider before voting.
Edgeware Road	In favour Would like cyc to consider using the revenue to undertake some basic maintenance work to the private street	CYC are unable to maintain private streets
	In favour Voted for part time although full time would also be acceptable	Noted
	In favour Street should be adopted by CYC as they are used by non-residents. A scheme could help the area due to a resident running a car business from home which results in several vehicles parking and leaving rubbish.	CYC could only adopt the street if residents were in favour of bringing the street to an adoptable standard at private expense beforehand.
	In favour Significant number of vehicles that appear to be related to an auto business. There is a covenant for the street which should prevent this and the difficulties vehicles have passing that end of the street.	This may be a planning issue – running a business from home. The property frontage would need to be in favour of double yellow lines being introduced should ResPark not be progressed.
	Against If it is really cyc intention to protect parking then permits should be FOC. If the car trader was not permitted we would not have a problem. Not sure of the legal right to impose	The current cost of permits are agreed at full council each year.

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	restrictions on a private street.	
	Against Developers should have been made to provide parking. If you weren't profiteering you would issue residents with a free permit. Front gardens already being paved. I and many others are against but suspect it will be imposed.	The current cost of permits are agreed at full council each year. As the street is private a vast majority of residents would need to be in favour in order for residents parking to be progressed.
	Against Maybe repair all the potholes instead	This is outside of CYC remit due to the street being private.
	Against By agreeing to the development the council has got into a situation which inconveniences residents, but is trying to charge residents to provide a resolution. Will there be a conflict of interest on unadopted road should a need for maintenance arise.	As the street is privately maintained a vast majority of residents need to be in favour before any scheme can be progressed. This is one aspect which residents would need to consider due to wear and tear to the street.
	Against Fees for residents are extortionate and should consider for the first permit to be free. Edgeware Rd is private how can you propose a scheme. Why should I pay to park on a road that isn't maintained	The current cost of permits are agreed at full council each year. As the street is private a vast majority of residents would need to be in favour in order for residents parking to be progressed.
	Against Some parking issues are due to residents not making use of own driveways. Concerns relating to the	As residents need to vote in favour for a scheme to progress they will know best if the problems are due to existing residents or commuters/non-residents.

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	<p>developments being approved without adequate parking provision. If this had been considered why would any development be a problem for residents? Better if council thought of other ways to help such as reduces parking fees near city centre or free EV parking in York.</p>	<p>Information on charging strategy can be seen as follows https://www.york.gov.uk/EVChargingStrategy</p>
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ANNEX I

Street		Yes	No	Full Time	Mon - Fri 9-5	Other	Ballots returned	% Return	% In favour
Arncliffe Mews	18	6	1	5	2	0	7	38.8	85.7
Alma Terrace	99	39	8	34	8	2	47	47.5	82
Alma Grove	30	8	2	9	0	0	10	33	80
Alma Court	3	0	0	0	0	0	0	0	0
Frances Street	87	15	9	15	5	2	24	26.9	62.5
Ambrose Street	100	17	12	20	1	3	29	28.9	58.6
Holly Terrace	20	5	4	5	2	0	9	45	55.5
Carey Street	8	2	1	2	0	0	3	37.5	66.6
Wenlock Terrace	118	17	7	13	5	1	24	20.3	70.8
Kilburn Road	67	40	2	28	10	3	42	62.6	95.2
Lastingham Terrace	15	5	5	5	4	1	10	66.6	50
Hartoft Street	54	10	12	9	5	1	22	40.7	45.5
Farndale Street	61	15	17	18	4	0	32	46.8	46.8
Levisham Street	23	8	3	6	3	0	11	47.8	72.7
Fulford Road	46	1	4	1	2	1	5	10.8	20
Total	749	188	87	170	51	14	275		

Private		Yes	No	Full Time	Mon - Fri 9-5	Other	Ballots returned	% Return	% In favour
Maida Grove	15	2	2	2	1	0	4	26.6	0
Kensal Rise	23	0	1	1	0	0	1	4.3	0
Edgeware Road	37	11	14	8	7	0	25	67.5	44
Total	75	13	17	11	8	0	30		

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Decision Session – Executive Member for Transport**21 September 2021**

Report of the Director of Transport, Environment and Planning

**2021/22 Speed Management Programme:
SM04/21 - SID Trial Update****Summary**

1. This report updates the Executive Member on the results of a SID (Speed Indicator Device) Trial which was approved in 2019.
2. The Executive Member is asked to make a decision on whether to include SID signs as an alternative to standard Speed VAS (Vehicle Activated Sign) in the Council's VAS Policy (**ANNEX C**).

Recommendations

3. The Executive Member is asked to:

Approve Option 2: change the VAS Policy to include Speed Indicator Devices as an alternative sign, which provide feedback to drivers as follows:

- A vehicle's speed and thank you message for vehicles travelling at or below the posted speed limit.
- The speed limit roundel and a slow down message for vehicles exceeding the speed limit.

All VAS/SID sites must still meet the criteria established in the existing policy.

The change to the policy would only be applied to new sites or existing sites where replacement is required due to failure, unless external funding is available.

Reason: To provide an alternative sign type at VAS sites as requested by many Ward and Parish Councillors.

Background

4. In 2019 following requests from Parish Councils and Ward Members the Executive Member for Transport approved the trial of two SID Signs as part of the speed management programme.
5. The approved trial locations were York Road in Strensall and Stockton Lane in Heworth Without shown in **Annexes A & B**. The signs were installed in October 2019.
6. The sign type approved for the trial was based on a recommendation from CYC Transport officers following a review of the SID signs currently available on the market. The signs chosen for the review show a vehicle's actual speed + Thank You message (in green) for vehicle speeds up to and including the speed limit, as shown in Display 1. For vehicles travelling over the speed limit they display the speed roundel and Slow Down message (amber), as shown in Display 2.



Display 1 (5-30mph)

White Vehicle Speed
Green Thank You



Display 2 (31-99mph)

White/Red Speed Limit
Roundel
Amber Slow Down

Trial Criteria

7. The previous report set out a success criteria for the trial as a reduction in 85th percentile vehicle speeds of 2mph after 3 months.

Trial Results

8. Data was gathered using the standard Speed Detection Radar (SDR) survey method before the signs were installed. The installed signs have an integrated data logger which continuously gathers data, overwriting the older data after 3 months. At time of install the plan was to download the data after 6 months to allow us to review the longer term impact of the signs.
9. In April 2020 technical problems meant we were unable to collect the data as planned. SWARCO, the sign manufacturer, were contacted but due to the Covid-19 rules were unable to attend site at the time.
10. Data was collected from the signs in October 2020. At this point it was discovered that the Stockton Lane sign had stopped recording data due to a fault at the end of July, but both signs had three months of data for analysis. The before and after data for each site is presented below:

Stockton Lane			
	Date	mean speed	85th percentile speed
Before	Jan-18	29.3	33
After	Apr - Jul 20*	25.7	32
Change		3.6	1

York Rd, Strensall			
	Date	mean speed	85th percentile speed
Before	Jul-18	29.28	33
After	Aug-Oct 20	25.11	27
Change		4.17	6

*data was collected during lockdown when vehicle numbers and speeds may not have been representative of "normal" conditions.

Consultation

11. Consultation has taken place with Officers at CYC responsible for speed management through the York and North Yorkshire Road Safety Partnership. North Yorkshire Police, as SMP partners, have also been consulted.
12. Responses:

CYC Road Safety: *“Having looked at the SID data the reduction in speed is positive and I am in agreement that we update the VAS policy to include the signs.”*

North Yorkshire Police: *“the results appear to speak for themselves and the devices appear to be effective.”*

Costs

13. The SID signs are slightly more expensive than a standard VAS sign due to the additional LED requirements and the increased size of the sign. A cost comparison is shown below based on supply of a mains powered sign on an existing post with a 6 year warranty and are excluding VAT.

		450mm	600mm
Standard VAS	Speed	£1,877.72	£2,068.89
SID		£2,722.25	£2,909.16

*A detailed illustrative cost with prices for solar options and remote access is provided in **Annex D**.*

Options

14. **Option 1:** Retain the existing VAS Policy and do not allow SID to be provided at VAS sites in York.

Option 2: Change the VAS Policy to include Speed Indicator Devices, as an alternative sign, which provide feedback to drivers as follows:

- A vehicle's speed and thank you message for vehicles travelling at or below the posted speed limit.
- The speed limit roundel and a slow down message for vehicles exceeding the speed limit.

All VAS/SID sites must still meet the criteria established in the existing policy.

The change to the policy would only be applied to new sites or existing sites where replacement is required due to failure, unless external funding is available.

Analysis

15. The trial signs have both demonstrated that even after a prolonged period they are effective in reducing speeds. Although the Stockton Lane site has not met the criteria set out in the March 2019 report, the higher speed readings are considered to be due to the lower traffic flow and higher vehicle speeds during the first months on the pandemic.
16. Average long term speed reductions for standard VAS have been tracked in York and during the last review were recorded as a 1.8mph reduction in mean speeds and a 2.7mph reduction in 85th percentile speeds. The trial results are in excess of these reductions albeit from a much smaller sample of sites. This again gives us confidence that the SID can continue to reduce speeds over a longer period.
17. The SID signs have the support of the Road Safety Team and North Yorkshire Police and have been requested at nearly all new VAS sites we have established over the last two years. Providing these as an option within the VAS Policy will allow us to provide what the community has been requesting for a number of years.
18. The cost implications for providing these signs as an alternative solution at sites which meet the VAS criteria are not significant enough to dissuade their use especially with the continued speed reduction observed at the two trial sites.

Council Plan

19. The recommendation relates to the following Council's outcomes, as set out in the Council Plan 2019-2023:

Getting around sustainably: Reducing vehicle speeds in the long term helps to encourage users to choose more sustainable transport as it can help to reduce the perceived risk to cycling or walking.

Safe communities and culture for all: Long term reductions of vehicle speeds can help to reduce the severity of any accidents which may take place making the city safer.

An open and effective council: By listening to the requests from Parish and Ward Councillors for SID signs as an option the council has been open and effective in acting on the call for change within an existing policy.

Implications

20.

- **Financial** – Cost increase at any sites which would previously have had a standard VAS installed. Cost variance is negligible within the VAS budget for CYC capital programme. Where others will fund signs the extra cost may be prohibitive, but the standard VAS is still available as a lower cost option within the policy.
- **Human Resources (HR)** – There are no human resources implications.
- **Equalities** - There are no equalities implications, see Equalities Impact Assessment, attached as **Annex E**.
- **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

21. 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:
22. The main risk associated with the recommendation in the report is the possibility that the availability of the SID sign as part of the VAS Policy leads to an increase in requests for VAS sites. This could lead to extra work within the Transport team.

- 23. This risk is identified as Financial and Efficiency, affecting the Council's ability to meet its financial commitments and improve efficiency and has been scored as 9 in line with the Council's Risk Matrix.
- 24. Mitigation of risk – Any requests would be reviewed and assessed through the existing speed management protocol to ensure all sites are treated in a consistent manner. Maintaining the existing VAS criteria also ensures sites are all reviewed before being established as VAS sites.

Contact Details

Author:

Ben Potter
Engineer
Transport Projects
01904 553496

Chief Officer Responsible for the report:

James Gilchrist
Director of Transport, Environment and
Planning

Report **Date** 10 September 2021
Approved

Wards Affected:

All

For further information please contact the author of the report

Background Papers:

12 November 2015 - Decision Session – Executive Member Planning and Transport. Part 3: VEHICLE ACTIVATED SIGNS REVIEW

14 March 2019 Decision Session – Executive Member of Transport and Planning - Vehicle Activated Speed Indicator Device Trial

Annexes

Annex A – VAS Site, York Road, Strensall Location Plan

Annex B – VAS Site, Stockton Lane Location Plan

Annex C – CYC VAS Policy 2015

Annex D – Illustrative Prices

Annex E – Equalities Impact Assessment

List of Abbreviations Used in this Report

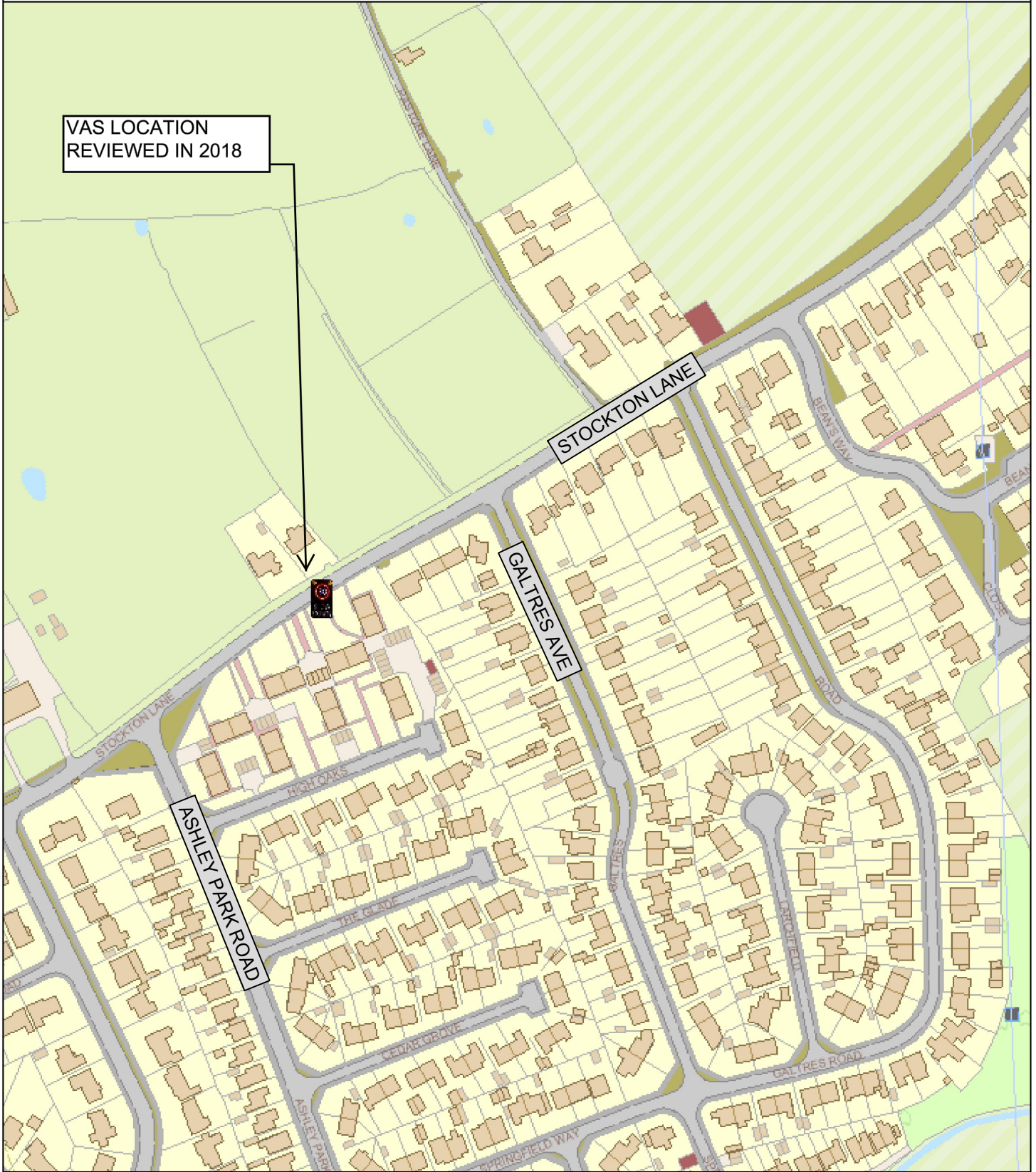
CYC – City of York Council

SDR – Speed Detection Radar

SID - Speed Indicator Device

VAS – Vehicle Activated Sign

Stockton Lane Inbound VAS site



Date: 14 Feb 2019

Author: City of York Council

Scale: 1:2,500



CYC VAS POLICY 2015

1. This policy sets out a criteria for the use of VAS within the CYC authority area to ensure a consistent approach and targeted use of LTP resources and to make sure VAS are used in appropriate areas. It also provides a method for future monitoring, review, faults and
2. Criteria for Speed Limit VAS:
 - a. Local Transport Plan(LTP) funding will only be used where the 85thile speed equals or exceeds the signed limit by 10%+2mph (i.e. 35mph in a 30mph limit, and 46mph in a 40mph limit). This would be consistent with the speed enforcement thresholds employed by the police.
 - b. Where the LTP funding criteria is not met, a Ward Committee or Parish Council may still wish to fund the installation of a VAS. In this situation, it is recommended that a threshold of 85thile speeds being 10% above the speed limit should be adopted (i.e.33mph in a 30mph limit and 44mph in a 40mph limit).
3. Types of signs / Design considerations:

VAS installed on the Highway must comply with The Traffic Signs Regulations and General Directions 2016 unless special authorisation is obtained from the Department for Transport (DfT) for a non-prescribed sign.

Speed limit VAS should display the 'Speed Limit' Roundel to Diagram 670, accompanied by the legend "SLOW DOWN".

'Warning Signs' to Diagram numbers 504.1, 505.1, 506.1, 507.1, 510, 512, 512.1, 512.2, 512.3 and 513 can be accompanied by the legend "SLOW DOWN".

Both sign types may also include amber flashing circles.

4. Criteria for Hazard Warning VAS:

Hazard warning VAS will only be provided at sites with at least one recorded injury accident in the previous three years along with reports of inappropriate speed (which may be within the posted speed limit).

5. Post installation monitoring:

Speed data to be collected three months after installation for monitoring purposes.

6. Fault monitoring & maintenance:

When a sign develops a fault outside of the warranty period. The site will be reviewed objectively when the sign is not present applying the criteria in para. 2. If the site meets the criteria, it is recommended that the VAS is repaired or replaced. If they do not, the sign and post should be removed and the site disbanded.

7. Funding:

An annual allocation within the capital programme speed management budget to review sites that develop faults and repair or replace as appropriate based on the criteria.

Ward committee or Parish Councils are expected to fund any maintenance (if they so wish) if they originally purchased the signs.

Illustrative prices for Standard Speed VAS and Speed Indicator Devices

Prices are shown below for VAS and SID at both 450mm and 600mm roundel sizes. PGS is the SWARCO remote access system.

Model	Mains	Solar addition	Mains PGS addition	Solar PGS addition
VM21324 001	1,877.72	281.78	722.00	832.42
VM21324 002	2,068.89	281.78	722.16	722.16
VM21324 003	2,722.25	451.48	350.61	539.22
VM21324 004	2,909.16	730.71	350.61	267.85

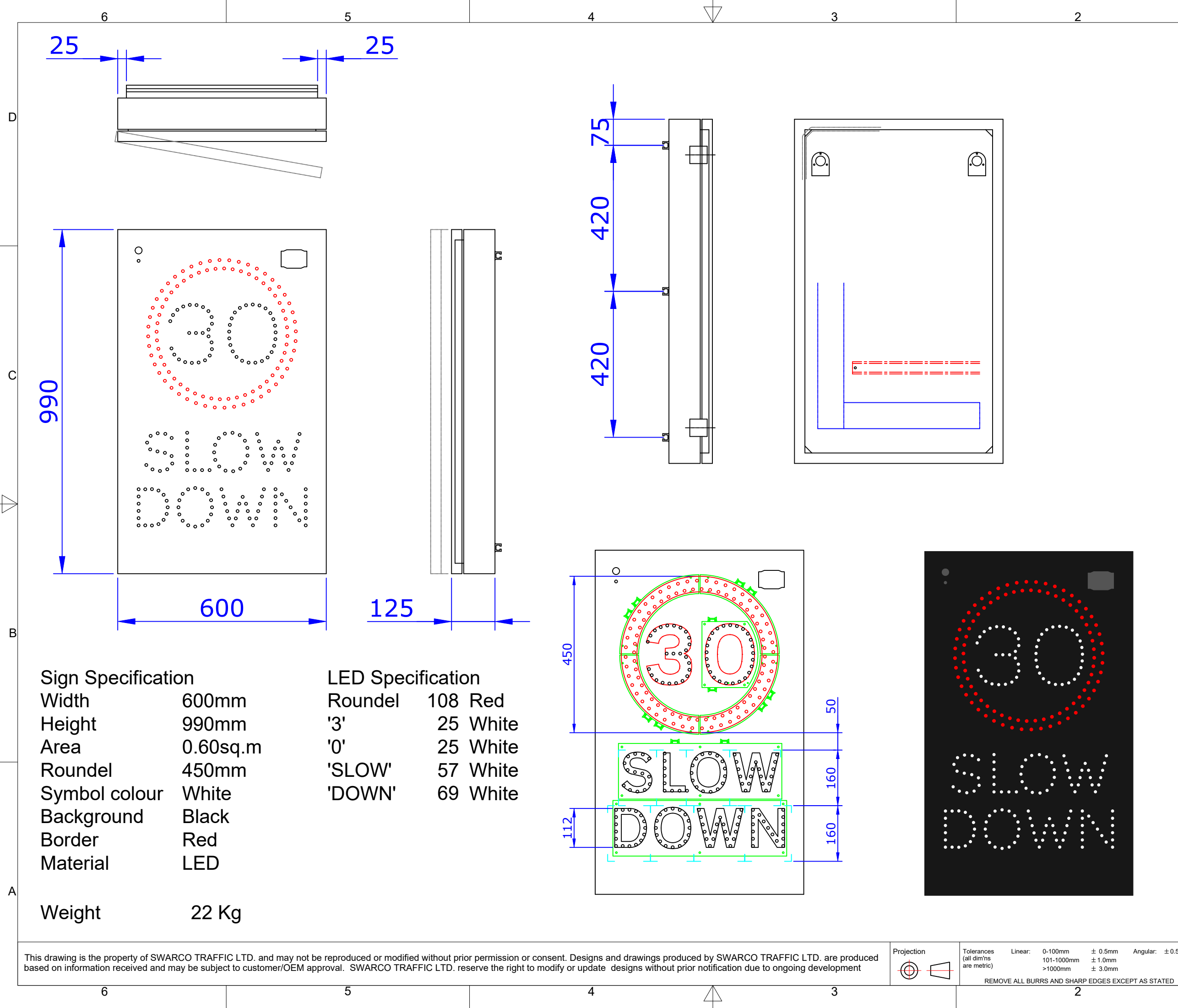
Drawings for all designs are attached for ref.

All pricing is based on 6 year Bronze (RTB) warranty, sign prices are supply only and are exc VAT.

All prices supplied by SWARCO Ltd and correct as of 01/07/2021.

Notes:

1. Enclosure depth 125mm
2. Front opening LED sign manufactured from 3mm aluminium sheet, fixed to post using small Signfix channel riveted to rear
3. Enclosure colour: Matt black



Sign Specification

Width	600mm
Height	990mm
Area	0.60sq.m
Roundel	450mm
Symbol colour	White
Background	Black
Border	Red
Material	LED

Weight 22 Kg

LED Specification

Roundel	108 Red
'3'	25 White
'0'	25 White
'SLOW'	57 White
'DOWN'	69 White

10				
9				
8				
7				
6				
5				
4				
3				
2				
1	First Issue	PW	12/09/17	
REV.	DESCRIPTION	DWN	DATE	REQUESTED ECR

swarco

SWARCO TRAFFIC LTD

7 Mercury RD, Gallowfields Trading Est. Richmond, DL10 4TQ

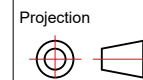
T: 01748 824 624
F: 01748 824 625

Description:
Speed Warning VAS

Sign Load Calculations	Comply To: N/A	Calculated: N/A
Scale: NTS	Sheet No: 1 Of 1	Revision: 1

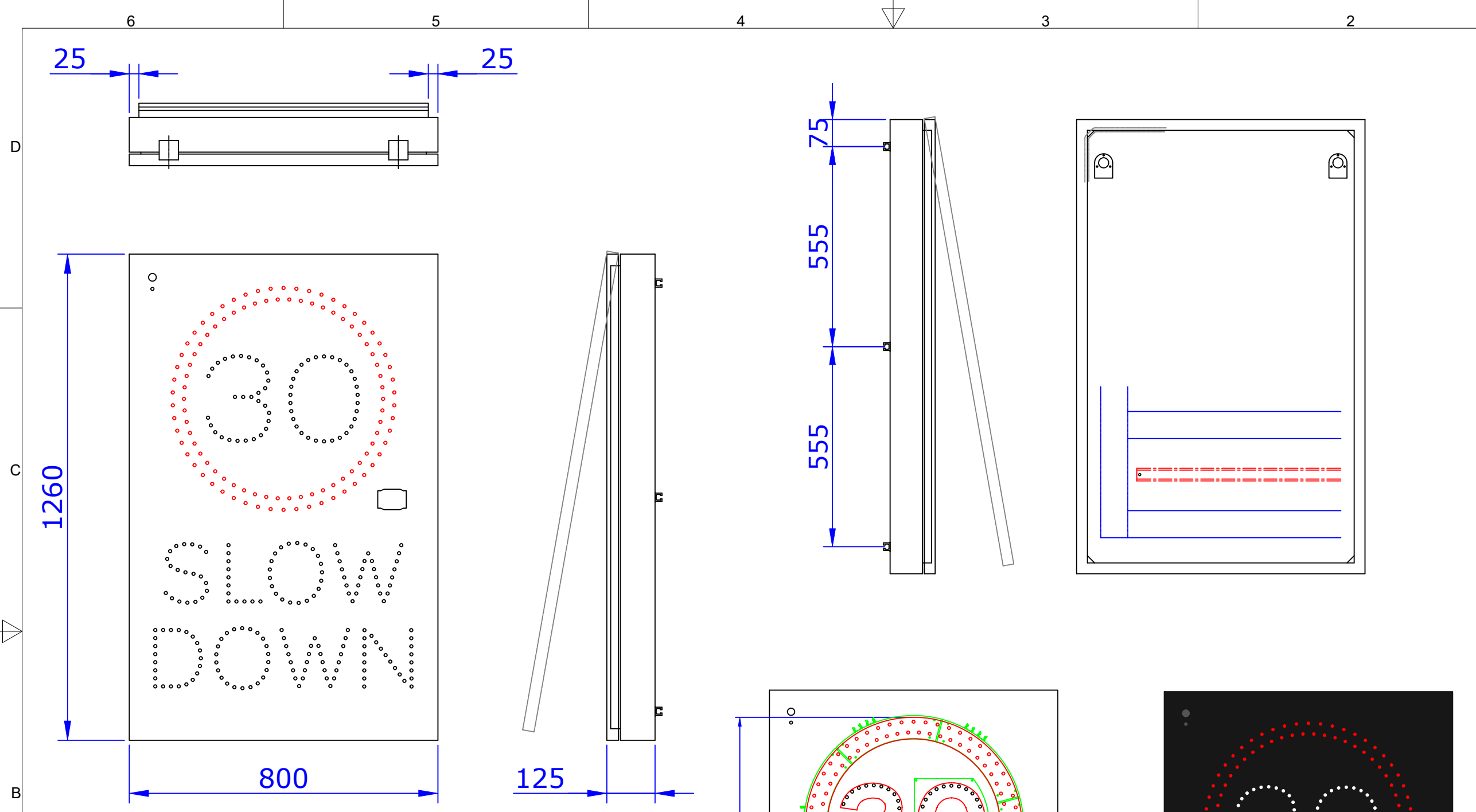
DWG No./Product Code:
VM21324 001

DO NOT SCALE, IF IN DOUBT ASK!

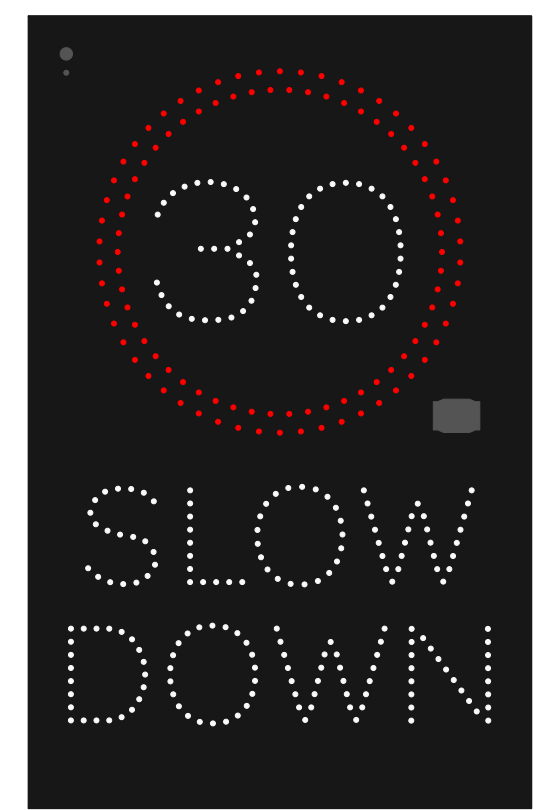
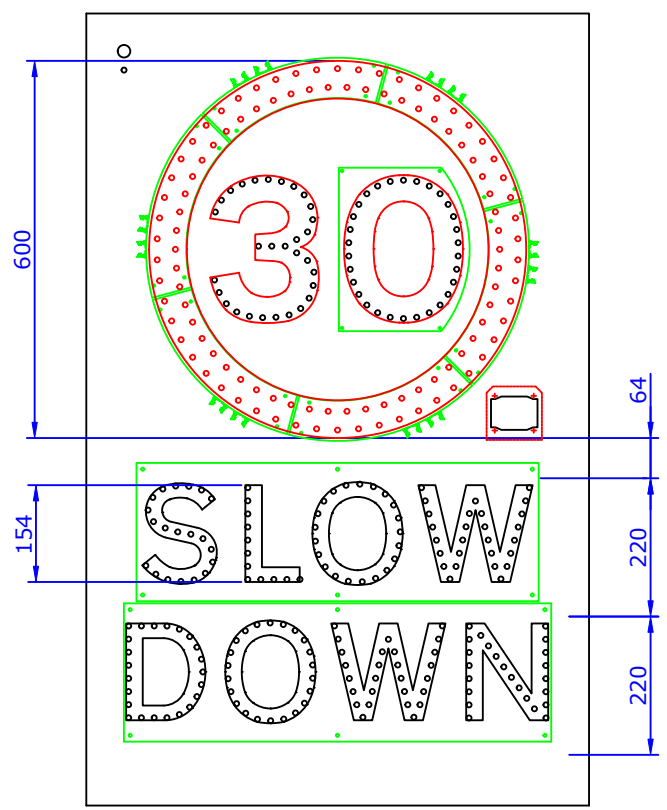


Tolerances (all dim'n's are metric)	Linear: 0-100mm ± 0.5mm	Angular: ± 0.5°
	101-1000mm ± 1.0mm	
	>1000mm ± 3.0mm	

REMOVE ALL BURRS AND SHARP EDGES EXCEPT AS STATED



Sign Specification		LED Specification	
Width	800mm	Roundel	108 Red
Height	1260mm	'0'	30 White
Area	1.01sq.m	'3'	30 White
Triangle	600mm	'SLOW'	80 White
Symbol colour	White	'DOWN'	96 White
Background	Black		
Border	Red		
Material	LED		
Weight	32 Kg		



Sales Drawing, Not For Production

Notes:

- Enclosure depth 125mm
- Front opening LED sign manufactured from 3mm aluminium sheet, fixed to post using small Signfix channel riveted to rear
- Enclosure colour: Matt black
- LED holes Ø8, approx 25mm pitch to give 600mm triangle with 150mm height text

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2				
1	First Issue	PW	12/09/17	
REV.	DESCRIPTION	DWN	DATE	REQUESTED ECR

swarco

SWARCO TRAFFIC LTD

7 Mercury RD, Gallowfields Trading Est. Richmond, DL10 4TQ

T: 01748 824 624
F: 01748 824 625

Description:
Speed Warning VAS

Sign Load Calculations	Comply To: N/A	Calculated By: N/A
Scale: NTS	Sheet No: 1 Of 1	Revision: 1

DWG No./Product Code:
VM21324 002

DO NOT SCALE, IF IN DOUBT ASK!

A3

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Projection

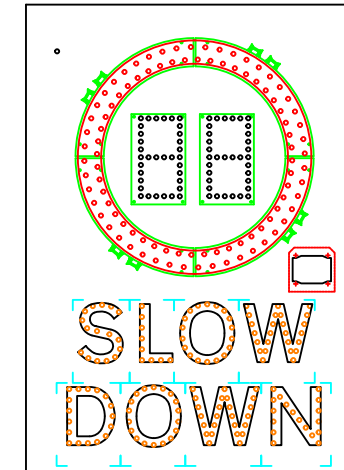
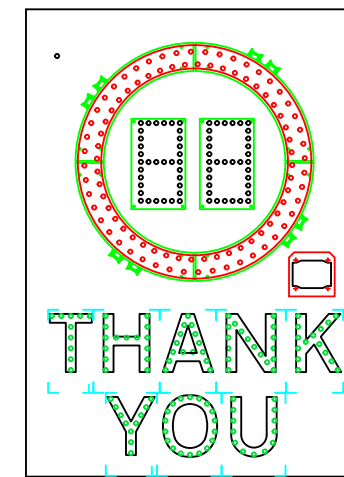
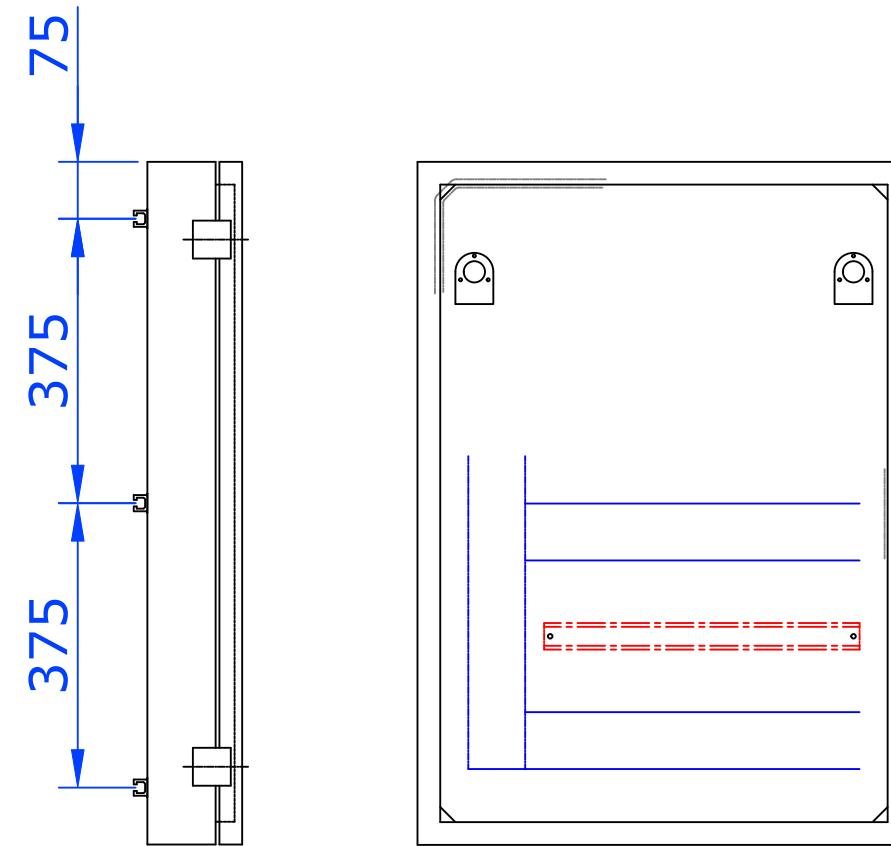
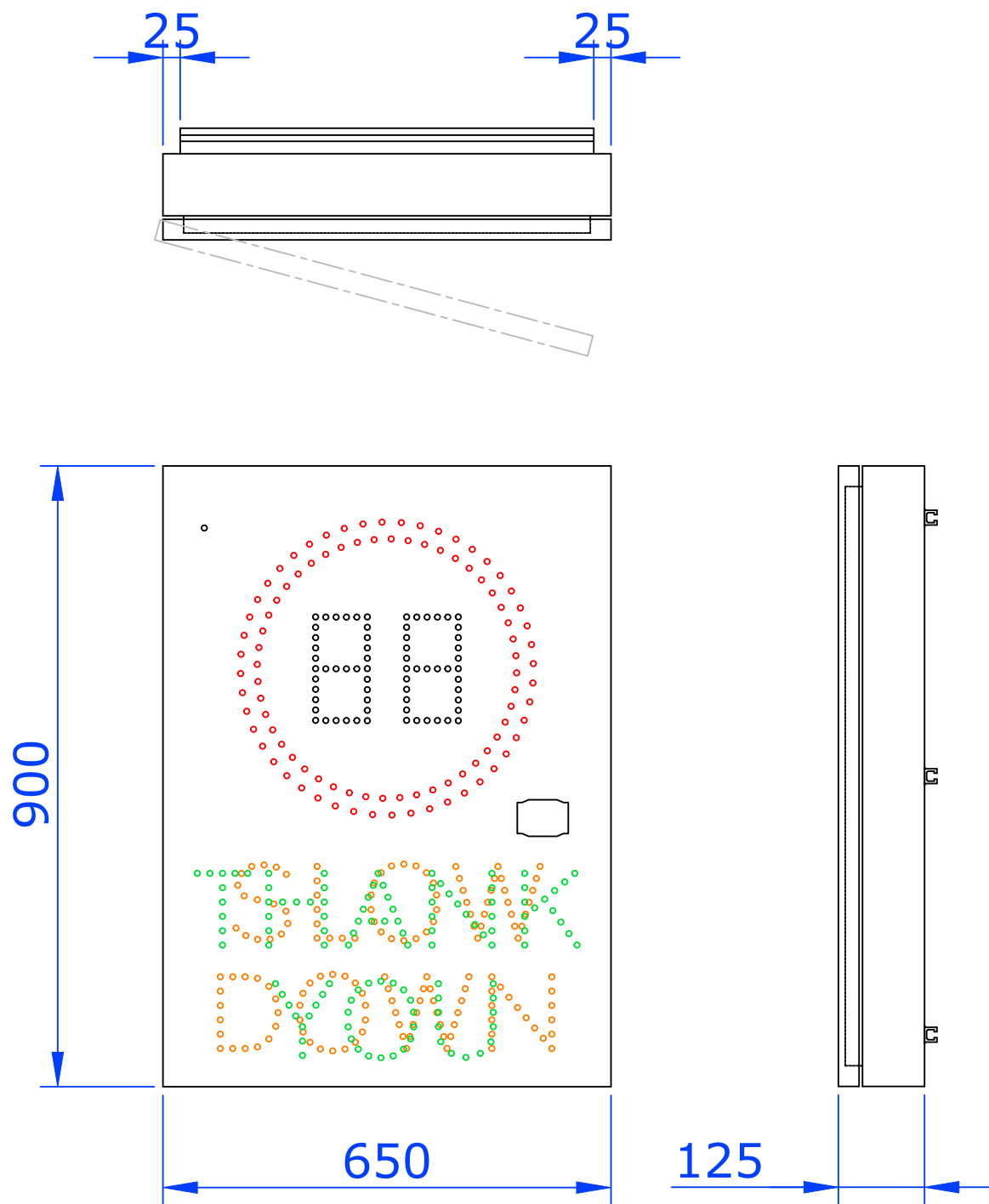
Tolerances (all dim's are metric)	Linear: 0-100mm ± 0.5mm	Angular: ± 0.5°
	101-1000mm ± 1.0mm	
	>1000mm ± 3.0mm	

REMOVE ALL BURRS AND SHARP EDGES EXCEPT AS STATED

Page 87 ANNEX D

Notes:

1. Enclosure depth 125mm
2. Front opening LED sign manufactured from 3mm aluminium sheet, fixed to post using small Signfix channel riveted to rear
3. Enclosure colour: Matt black
4. LED holes 8mmØ, approx 20mm apart in front face to give 75 x-height text with 450mm roundel



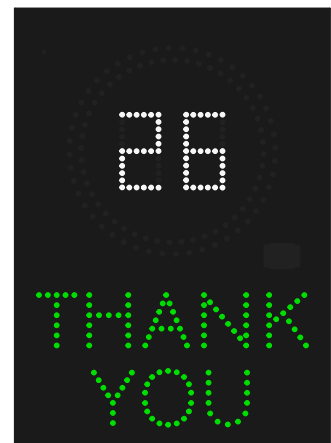
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1	First Issue		PW	06/11/17	
REV.	DESCRIPTION	DWN	DATE	REQUESTED	ECR

Sign Specification

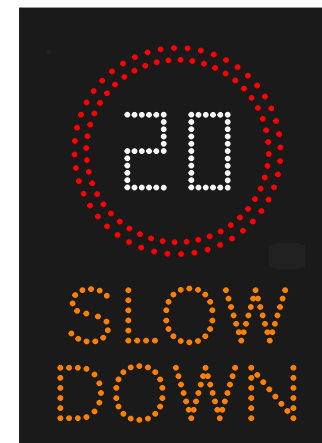
Width	650mm
Height	900mm
Area	0.59sq.m
Roundel	450mm
Digit colour	White
Background	Black
Border	Red
Material	LED
Weight	22 Kg

LED Specification

Roundel	96	Red
'88'	2x34	White
'THANK'	73	Green
'YOU'	42	Green
'SLOW'	68	Amber
'DOWN'	78	Amber



Display 1
(below 30mph speed limit)



Display 2
(above 20mph speed limit)



Display 3
(above 30mph speed limit)



Display 4
(above 40mph speed limit)

DISPLAY DETAIL (BASED ON 20mph, 30mph & 40mph SPEED LIMITS)



SWARCO TRAFFIC LTD

7 Mercury RD, T: 01748 824 624
Gallowfields Trading Est. F: 01748 824 625
Richmond, DL10 4TQ

Project:
Coventry 'Your Speed' VAS

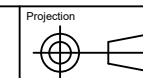
Description:
VAS 1 Enclosure

Sign Load Calculations
Checked By:

Revision 1	Job Number: VM21324	Scale: NTS
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Drawing No.:
STL-VM21324-003-SD

DO NOT SCALE,
IF IN DOUBT ASK!

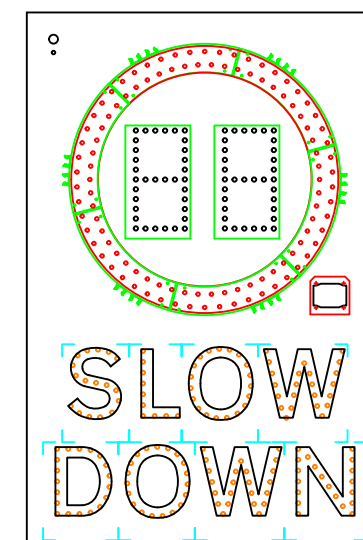
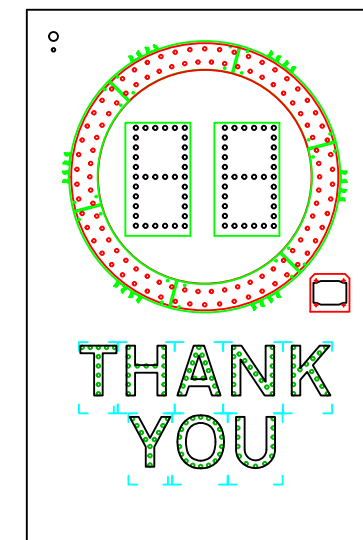
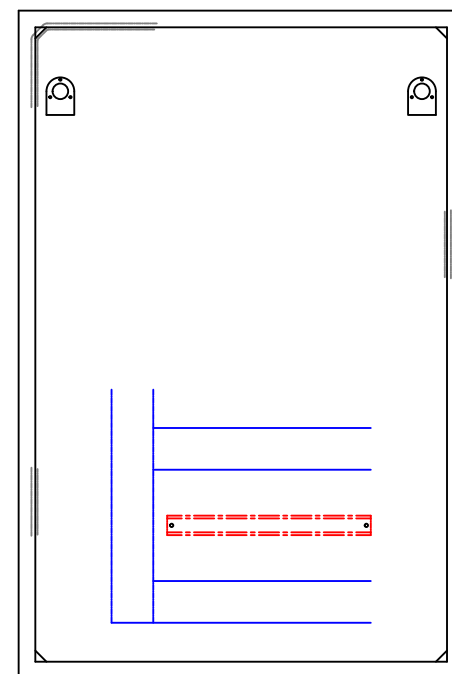
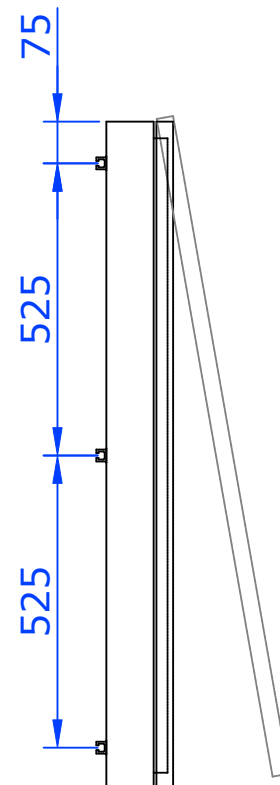
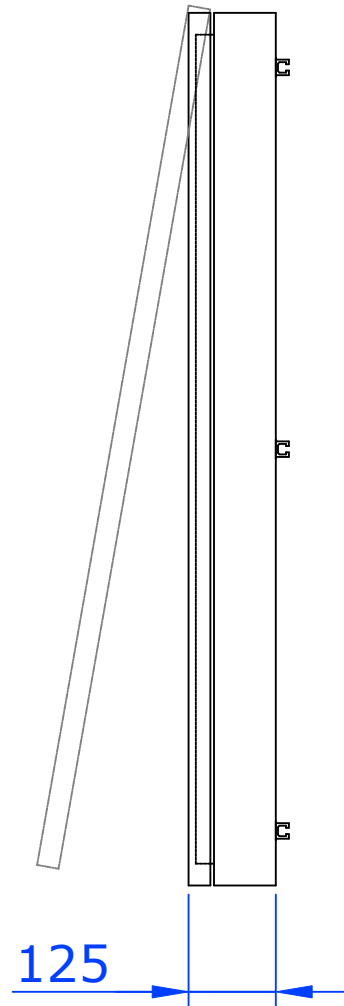
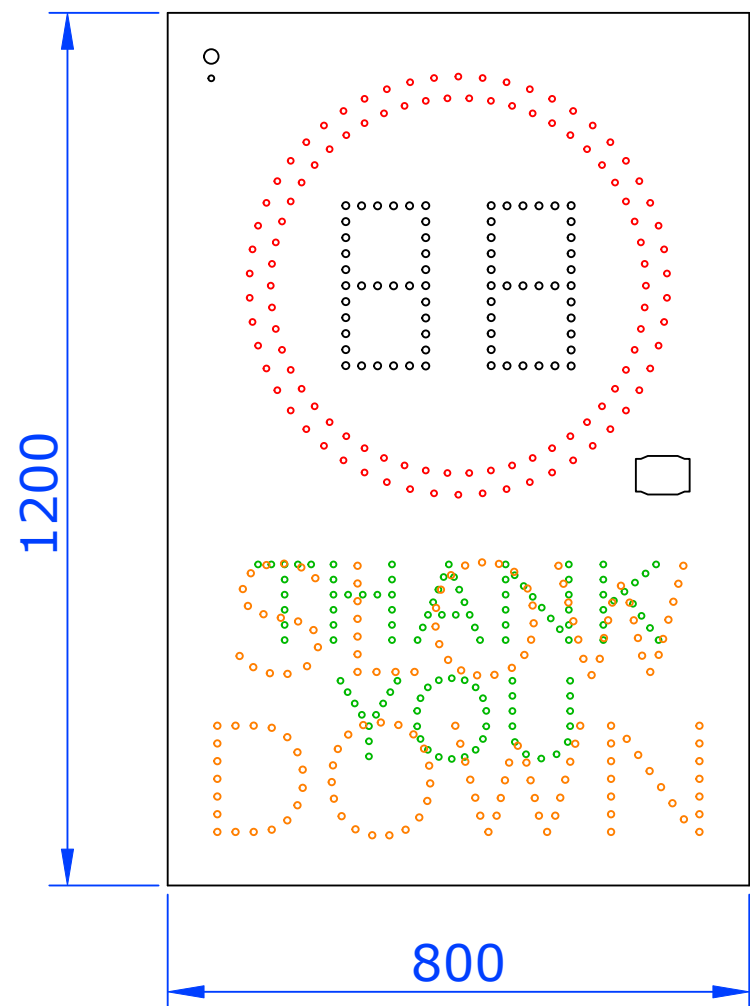
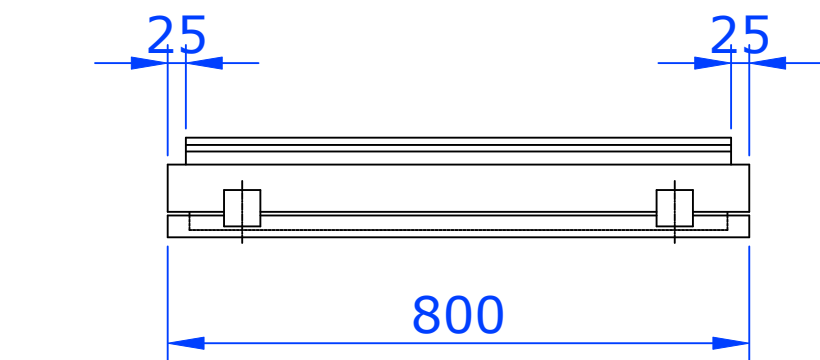


Tolerances
(all dim'ns
are metric)

Linear: 0-100mm ±0.5mm
101-1000mm ±1.0mm
>1000mm ±3.0mm
Angular: ±0.5°

Notes:

1. Enclosure depth 125mm
2. Front opening LED sign manufactured from 3mm aluminium sheet, fixed to post using small Signfix channel riveted to rear
3. Enclosure colour: Matt black
4. LED holes 8mmØ, approx 20mm apart in front face to give 75 x-height text with 600mm roundel



Display 1 (5-30mph)



Display 2 (20-99mph)

Sign Specification

Width	800mm
Height	1200mm
Area	0.96sq.m
Roundel	600mm
Digit colour	White
Background	Black
Border	Red
Material	LED
Weight	31 Kg

LED Specification

Roundel	108 Red
'88'	2x34 White
'THANK'	73 Green
'YOU'	42 Green
'SLOW'	69 Amber
'DOWN'	81 Amber

Switch Mains Specification

Activations	10000/day
On time	4 seconds
Battery	15 Ah
Charger	4 Ah

10					Page 89
9					
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1	First Issue	DWN	DATE	REQUESTED ECR	
REV.	DESCRIPTION	DWN	DATE	REQUESTED ECR	



SWARCO TRAFFIC LTD

7 Mercury RD, T: 01748 824 624
 Gallowfields Trading Est. F: 01748 824 625
 Richmond, DL10 4TQ

Project:
City of York 'Your Speed' VAS

Description:
VAS 1 Enclosure

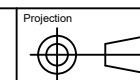
Sign Load Calculations
Checked By:

Revision	Job Number:	Scale:
1	VM21324	NTS

Drawing No.:
STL-VM21324-004-SD

**DO NOT SCALE,
IF IN DOUBT ASK!**

ANNEX D



Tolerances (all dim's are metric)	Linear:	0-100mm	±0.5mm	Angular:	±0.5°
		101-1000mm	±1.0mm		
		>1000mm	±3.0mm		

City of York Council
Equalities Impact Assessment

Who is submitting the proposal?

Directorate:	Place		
Service Area:	Transport		
Name of the proposal :	Vehicle Activated Sign Speed Indicator Device TRIAL		
Lead officer:	Ben Potter		
Date assessment completed:	03/06/2021		
Names of those who contributed to the assessment :			
Name	Job title	Organisation	Area of expertise

Step 1 – Aims and intended outcomes

1.1	<p>What is the purpose of the proposal? Please explain your proposal in Plain English avoiding acronyms and jargon.</p>
	<p><i>To amend the existing City of York Council Vehicle Activated Signs (VAS) Policy to allow for an alternative sign to be used at VAS sites.</i></p>
1.2	<p>Are there any external considerations? (Legislation/government directive/codes of practice etc.)</p>
	<p><i>Legislation & Guidance: TSRGD 2018 / TAL 1/03 – Vehicle Activated Signs</i></p>
1.3	<p>Who are the stakeholders and what are their interests?</p>
	<p>Ward & Parish Councillors – many have asked for this signing option in the past.</p> <p>York and North Yorkshire Road Safety Partnership – our partners who we work closely with on speed management schemes where VAS may be deployed.</p> <p>Traffic Systems Team – they manage the devices once they are installed.</p>

1.4	What results/outcomes do we want to achieve and for whom? This section should explain what outcomes you want to achieve for service users, staff and/or the wider community. Demonstrate how the proposal links to the Council Plan (2019- 2023) and other corporate strategies and plans.
	We want to be able to offer a sign type which has been requested for a number of years, with robust evidence to show that it can help reduce speeds over a sustained time period.

Step 2 – Gathering the information and feedback

2.1	What sources of data, evidence and consultation feedback do we have to help us understand the impact of the proposal on equality rights and human rights? Please consider a range of sources, including: consultation exercises, surveys, feedback from staff, stakeholders, participants, research reports, the views of equality groups, as well your own experience of working in this area etc.	
	Source of data/supporting evidence	Reason for using
	Experience of CYC Engineers	The proposal is a minor change to an existing policy which is well understood by the officers who carried out the trial of the new signs.

Step 3 – Gaps in data and knowledge

3.1	What are the main gaps in information and understanding of the impact of your proposal? Please indicate how any gaps will be dealt with.	
	Gaps in data or knowledge	Action to deal with this
	None	

Step 4 – Analysing the impacts or effects.

4.1	Please consider what the evidence tells you about the likely impact (positive or negative) on people sharing a protected characteristic, i.e. how significant could the impacts be if we did not make any adjustments? Remember the duty is also positive – so please identify where the proposal offers opportunities to promote equality and/or foster good relations.		
Equality Groups and Human Rights.	Key Findings/Impacts	Positive (+) Negative (-) Neutral (0)	High (H) Medium (M) Low (L)
Age	None	0	N/A
Disability	None	0	N/A
Gender	None	0	N/A
Gender Reassignment	None	0	N/A
Marriage and civil partnership	None	0	N/A

Pregnancy and maternity	None	0	N/A
Race	None	0	N/A
Religion and belief	None	0	N/A
Sexual orientation	None	0	N/A
Other Socio-economic groups including :	Could other socio-economic groups be affected e.g. carers, ex-offenders, low incomes?		
Carer	None	0	N/A
Low income groups	None	0	N/A
Veterans, Armed Forces Community	None	0	N/A
Other			
Impact on human rights:			
List any human rights impacted.			

Use the following guidance to inform your responses:

Indicate:

EIA 02/2021

- Where you think that the proposal could have a POSITIVE impact on any of the equality groups like promoting equality and equal opportunities or improving relations within equality groups
- Where you think that the proposal could have a NEGATIVE impact on any of the equality groups, i.e. it could disadvantage them
- Where you think that this proposal has a NEUTRAL effect on any of the equality groups listed below i.e. it has no effect currently on equality groups.

It is important to remember that a proposal may be highly relevant to one aspect of equality and not relevant to another.

<p>High impact (The proposal or process is very equality relevant)</p>	<p>There is significant potential for or evidence of adverse impact The proposal is institution wide or public facing The proposal has consequences for or affects significant numbers of people The proposal has the potential to make a significant contribution to promoting equality and the exercise of human rights.</p>
<p>Medium impact (The proposal or process is somewhat equality relevant)</p>	<p>There is some evidence to suggest potential for or evidence of adverse impact The proposal is institution wide or across services, but mainly internal The proposal has consequences for or affects some people The proposal has the potential to make a contribution to promoting equality and the exercise of human rights</p>
<p>Low impact (The proposal or process might be equality relevant)</p>	<p>There is little evidence to suggest that the proposal could result in adverse impact The proposal operates in a limited way The proposal has consequences for or affects few people The proposal may have the potential to contribute to promoting equality and the exercise of human rights</p>

Step 5 - Mitigating adverse impacts and maximising positive impacts

5.1	Based on your findings, explain ways you plan to mitigate any unlawful prohibited conduct or unwanted adverse impact. Where positive impacts have been identified, what is been done to optimise opportunities to advance equality or foster good relations?
Not applicable.	

Step 6 – Recommendations and conclusions of the assessment

6.1	Having considered the potential or actual impacts you should be in a position to make an informed judgement on what should be done. In all cases, document your reasoning that justifies your decision. There are four main options you can take:
- No major change to the proposal – the EIA demonstrates the proposal is robust. There is no potential for unlawful discrimination or adverse impact and you have taken all opportunities to advance equality and foster good relations, subject to continuing monitor and review.	

- **Adjust the proposal** – the EIA identifies potential problems or missed opportunities. This involves taking steps to remove any barriers, to better advance quality or to foster good relations.
- **Continue with the proposal** (despite the potential for adverse impact) – you should clearly set out the justifications for doing this and how you believe the decision is compatible with our obligations under the duty
- **Stop and remove the proposal** – if there are adverse effects that are not justified and cannot be mitigated, you should consider stopping the proposal altogether. If a proposal leads to unlawful discrimination it should be removed or changed.

Important: If there are any adverse impacts you cannot mitigate, please provide a compelling reason in the justification column.

Option selected	Conclusions/justification
No major change to the proposal	The proposed change to the VAS policy has no potential for unlawful discrimination or adverse impact on equalities.

Step 7 – Summary of agreed actions resulting from the assessment

7.1 What action, by whom, will be undertaken as a result of the impact assessment.			
Impact/issue	Action to be taken	Person responsible	Timescale
N/A	N/A	N/A	N/A

Step 8 - Monitor, review and improve

8. 1	How will the impact of your proposal be monitored and improved upon going forward? Consider how will you identify the impact of activities on protected characteristics and other marginalised groups going forward? How will any learning and enhancements be capitalised on and embedded?
	N/A

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Decision Session – Executive Member for Transport**21 September 2021**

Report of the Director of Transport, Environment and Planning

Active Travel Programme Update**Summary**

1. This report summarises the current position of the ‘Active Travel Programme’ (ATP), which is a subset of the overall ‘Transport Capital Programme’. Annex A provides a summary of the Programme where the projects are grouped into the financial year they are projected to be delivered. The ATP primarily consists of pedestrian and cycling related schemes, with the majority of the projects on the programme being funded by external government grants.
2. Progress against this programme is seen as a high priority by the Executive Member for Transport and the Authority has also received significant pressure from interest groups to make progress on delivery.
3. It is important that stakeholder expectations align as much as is possible with the reality of delivery against the programme, especially when dealing with complex schemes that have a large degree of inherent uncertainty and the milestones in the programme reflect this.
4. The Tadcaster Road scheme to enhance the sustainable transport provision along the corridor as part of a wider maintenance scheme, has recently been out to consultation on the initial design and is referenced later in this report. It is typical of the complexities encountered on this programme.
5. To that end, this report aims to set forth the position with regards to programme delivery to enable the Authority to more effectively engage with stakeholders.
6. The Department for Transport (DfT) has issued formal guidance on cycle infrastructure design. Local Transport Note 1/20 (LTN 1/20) is intended to

be used by local authorities during the scheme design stage and includes a wide range of advice on how to implement 'high quality cycle infrastructure'.

Recommendations

7. The Executive Member is asked to:
 - 1) Note the update on the Active Travel Programme contained within this report and accompanying annexes.
 - 2) Note the issue highlighted on University Road and the current plans to address this issue and agree the delegation to the Director of Environment Transport and Planning to enter into the necessary arrangements with the University subject to advice from the Councils legal officers.
 - 3) Note that a further funding bid has been submitted and we are awaiting the outcome. For those items on the programme where it is noted "subject to successful bid", these schemes will only be progressed as part of this programme if the bid is successful.
 - 4) Note that Annex A, the programme status summary, will be included in future Capital Monitoring Reports, to provide updates on the status of the programme.

Background

8. Active travel (principally walking and cycling) plays an important role in a modern, sustainable City and for a number of years the City of York has played a nationally significant role in the development of active travel as national strategy has sharpened its focus in this area and through the Department for Transport policy. It is at the apex of the City's travel hierarchy in Local Transport Plan (LTP) 3 and this will carry through to LTP4.
9. Climate change and carbon reduction ambitions have added further weight of support to drive modal shift from traditional fossil fuel based transport to active travel. With transport activity responsible for approximately a third of the City's carbon emissions, transferring trips to active modes will form a key part of the Local Transport Plan strategy. The first phase of consultation on LTP4, Carbon Reduction Strategy and

Economic Strategy is currently ongoing with the strategies due to be submitted to the Executive in early 2022.

10. Funding has been made available at national (Emergency Active Travel Fund, Active Travel Fund tranche 1 and tranche 2 (decision on award pending), Transforming Cities Fund) and local level (CYC capital programme) to unlock and accelerate infrastructure development, which is a key enabler to this modal shift. In addition, a further bid has been submitted to undertake additional projects. These schemes are shown within Annex A and noted as “subject to successful bid”.
11. An update on the delivery of the Active Travel Fund schemes was provided to the Executive Member on 18 January 2021. This report will provide further information on the progress of the projects and the recent bid submitted to the DfT for further funding.
12. The DfT has moved away from the emergency provision of cycling/walking measures to address the immediate impact of the pandemic through to an approach focussed on quality schemes to deliver the step change in active travel uptake to deliver carbon reduction targets. An essential part of that approach is the need for full consultation with the residents. However we consider that consultation needs to be on a technically viable solution so that the impacts (traffic restrictions (e.g. speed limits), parking changes, road capacity/delays) are fully explained and expectations are not raised beyond what is deliverable. This is a particular challenge for York where road space is at a premium meaning that the development of viable schemes has taken longer than anticipated and there is a risk that acceptable solutions will not be possible at some locations.
13. The Active Travel Programme has an overall indicative value of £3.425m with a budget of £3.155m. Further detail on costs will be confirmed during the development of the schemes and the programme will be adjusted or additional funding sought to enable delivery. It should be noted that the results of the detailed feasibility work may mean that viable solutions may not be possible for some schemes or elements of schemes.
14. A high expectation had been set in terms of delivery and pace from the outset and this meant a number of pieces of work have been initiated in order to seek to understand the scope, the possibilities and identify where delivery could be accelerated with the backdrop of interventions that are complex and contentious where there is competition for existing

road space and attempting to secure the resource to meet the expectation.

15. Initial design work has been undertaken for the majority of the Active Travel Fund projects but progress has been hindered by the availability of resources. It is proposed to recruit and commission additional resources to accelerate the delivery of the projects, increase the level of project management resource and review the proposals to focus on delivering phases of the longer projects where appropriate. This is reflected in the programme planning in Annex A.
16. Below is a summary of activity on projects that form the early part of the programme

Navigation Road

17. This scheme aims to support a low-traffic neighbourhood in the Navigation Road area and improve the safety of pedestrians, cyclists and road users travelling between Hungate Bridge, Walmgate and Foss Islands Road as part of the North/South city centre cycle route.
18. As indicated within Annex A, this scheme is currently due for implementation on an experimental basis in October 2021. A full project plan is in place for the scheme and the project team is resourced. A scheme design has been confirmed and an Executive Member decision has been obtained. The project *team* are in the process of confirming roadspace availability, construction resource, streetworks permits and completing the Experimental TRO processes. Annex B contains the proposed scheme design solution.

A19 Shipton Road

19. This project aims to improve the safety and amenity of cyclist journeys along the A19 from Rawcliffe Bar Park and Ride to Bootham Bar.
20. This scheme is currently in the Feasibility and Preliminary Design stage. The scheme presents a significant design challenge due to the fact that the scope includes several elements that are either costly, controversial, time-consuming, or all three.
21. Changes to traffic signal junctions, reduction of parking spaces, conservation impacts (cobblestones), reduced speed limits, and LTN 1/20 implications are some examples of the challenges that the design team face when preparing solutions that can be taken forward to consultation.

22. When the design team have created a preliminary design solution that fulfils the existing brief, a decision will be made on whether or not to progress with this design to consultation, or to redefine the scope to increase the chances of a timely delivery.
23. To enable elements of the scheme to be delivered as early as possible it is proposed to consult and progress the scheme in sections.

Tadcaster Road

24. The aim of this project is to develop the whole corridor to make improvements for cyclists and other sustainable transport modes. This scheme encompasses a number of component projects that have their own complexities. The preliminary design and feasibility is complete and consultation has commenced and is due to be completed in September with a decision following in October.
25. The ambition is then to start the first phase of construction, a maintenance scheme, in early 2022.

University Road

26. The outline dates of this scheme are highlighted in Annex A, however the following information is available by means of a more detailed update.
27. Early feasibility work and site visits have identified an issue with the footpath along this route caused by existing trees. Officers are of the opinion that irrespective of the outcome of the overall scheme feasibility work, action should be taken to rectify this issue.
28. Preliminary drawings have been created that identify a potential solution to the issue, and these are attached to this report as Annex C.
29. Ward Councillors from the two adjacent wards have indicated that a contribution of £2.5K per ward could be made as a contribution to this scheme and due to the nature of the obstruction of the Highway, officers propose to use the appropriate existing Highway and Transport budgets maintenance budgets to fund the scheme with an indicative overall cost of £30k.
30. The only adjacent land to the current footpath is in the ownership of the University who have indicated they are sympathetic to the proposed scheme but officers will need to enter into temporary arrangements with the University to secure this medium term arrangement with the

University. Therefore delegation is sought to the Director of Environment Transport and Planning to enter into the necessary arrangements subject to advice from the Councils legal officers.

Position on LTN 1/20

31. The Department for Transport (DfT) has issued formal guidance on cycle infrastructure design. Local Transport Note 1/20 (LTN 1/20) is intended to be used by local authorities during the scheme design stage and includes a wide range of advice on how to implement 'high quality cycle infrastructure'.
32. LTN 1/20 provides a proscriptive framework in which designs can work. It has clear Core Design Principals and evaluation tools included within the guidance which provide the opportunity for designers to review their layouts to determine if they meet the ethos of LTN 1/20. It is appropriate that design decisions remain with the design team, however it introduces a difficulty if some sections of the design are unable to fully meet the criteria outlined. The risks and priorities in every scheme will be discussed when forming the brief with Members.

Consultation

33. Consultation on the programme is critical to ensure effective schemes are delivered to enhance walking and cycling provision whilst minimising any negative impact on the community. Funding is provided by the DfT on the basis that consultation is undertaken on all schemes with the results considered as part of the decisions making process. It is proposed to consult separately on schemes once the necessary technical viability assessment has been undertaken.
34. Consultation with Ward Councillors will be undertaken when developing the Brief for the scheme in the Initiation stage. This may well be an iterative process depending on the complexity of the local issues. Ward Councillors will also be consulted during the formal consultation on each project. This proceeds the Executive Member decision.

Options

35. No decisions are required and therefore no options are presented.

Analysis

36. No decisions are required, no options are presented, and therefore there is no analysis of the options.

Council Plan

37. 'Getting Around Sustainably' is the core Council Plan objective that is supported by the Active Travel Programme.

Implications

- **Financial**
There is budget identified to support this programme, subject to the success of outstanding grant funding bids. As the individual schemes are progressed and further cost certainty is achieved, it will be clearer what will be feasible to deliver within the identified budget.
- **Human Resources (HR)**
In order to fulfil the requirements of the programme, additional resource will be required and this will be secured through recruitment and through drawing down from existing contracts.
- **Equalities**
Each individual project will be subject to an Equalities Impact Assessment.
- **Legal**
The primary legal implications of this programme relate to legal traffic regulation orders (TRO's). There is a well developed process in place to deal with the changing of TRO's and no specific issues are expected. However, it should be noted that the process itself can be a lengthy one, especially for schemes where there are objections to the proposals, as is anticipated here.
- **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

38. There are no known risks associated with the recommendations in this report.

Contact Details

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Transport
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Chief Officer Responsible for the report:

James Gilchrist
Director of Transport, Economy and Planning

Report Approved **Date** 18.09.21

Wards Affected:

All

For further information please contact the author of the report

Background Papers:

none

Annexes

Annex A – Status of Active Travel Programme v1.11 13092021
Annex B – Navigation Road Plug General Arrangement
Annex C – Preliminary Design – University Road Tree Diversion

List of Abbreviations Used in this Report

LTN 1/20 – Local Transport Note 1/20
DfT – Department for Transport
ATP – Active Travel Programme
EATF – Emergency Active Travel Fund

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Status of Active Travel Programme Schemes

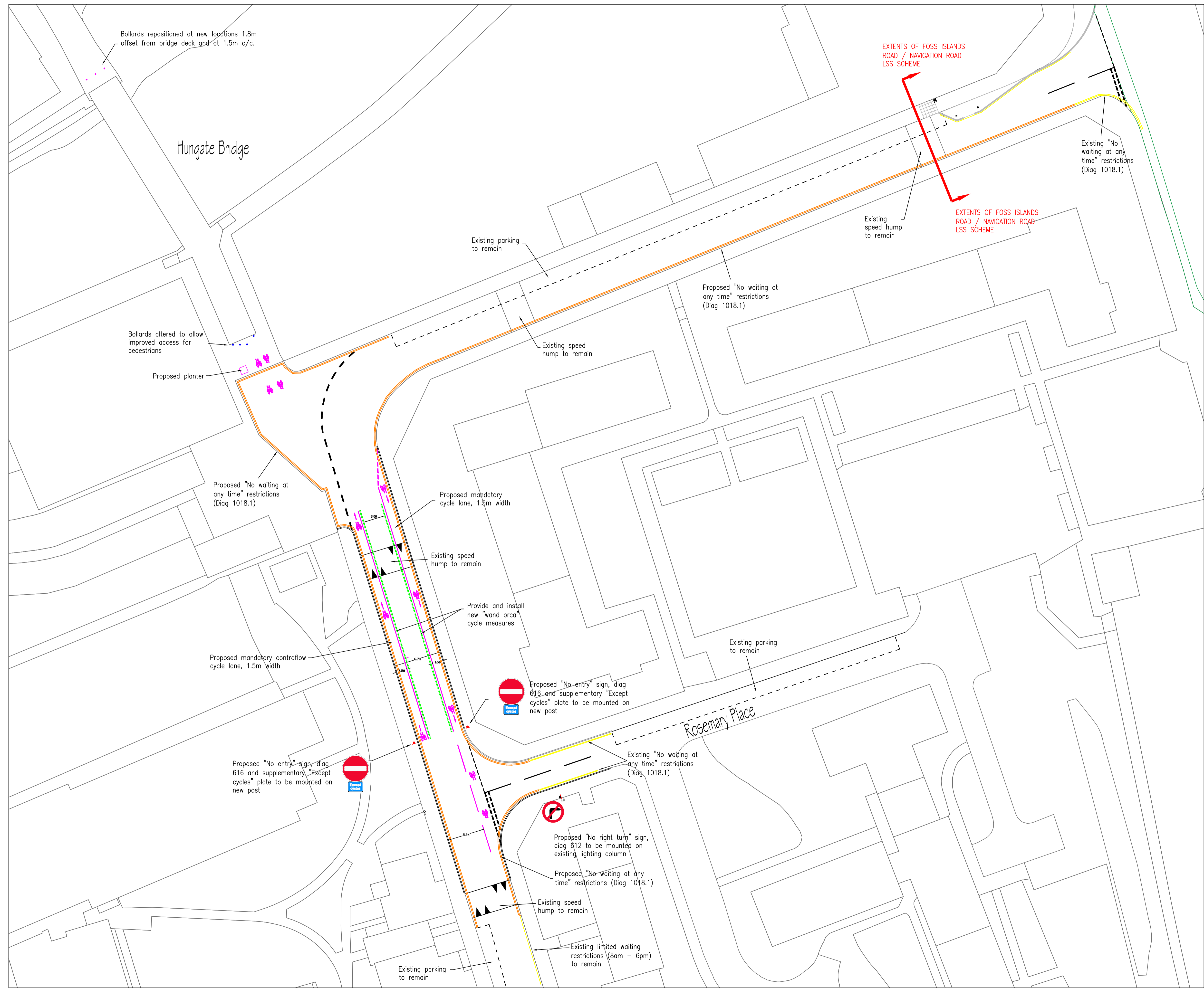
Fin year 21/22
Fin year 22/23
Fin year 23/24
LTP

Dates reflect when the activity is complete

Project	Notional Funding Assignment (£000)	Brief	Preliminary Design and Feasibility	Consultation	Decision	Detailed Design and Commissioning	Construction	Completion
Navigation Road Cycle Route	20	Provision of One Way Plug on Navigation Rd to reduce traffic and improve cycle route. Link with Local Safety Scheme on Foss Islands Rd	Complete	Complete	Complete	Complete	Oct-21	Fin year 21/22
A1237 section over the river Ouse	120	Provision of segregated Cycle Route on A1237 between Great North Way and A19.	Dec-21	Jan-22	Feb-22	Mar-22	Sep-22	Fin year 22/23
Tadcaster Road (Transforming Cities Fund)	1400	Provision of on road and off road cycle routes from Sim Balk Lane to the Mount to link in with Highway Maintenance Scheme	Complete	Sep-21	Oct-21	Feb-22	TBC	Fin year 22/23
A19	305							
A19 Rawcliffe to Rawcliffe lane		Provision of improved cycle facilities/lanes. Complexity of delivery may mean a two phase approach (reflected in the construction milestones)	Nov-21	Jan-22	Feb-22	Apr-22	Oct 22 (Ph1) Jun 23 (Ph2)	Fin year 22/23
A19 Clifton Green to Rawcliffe lane		Provision of improved cycle facilities/lanes	Nov-21	Jan-22	Feb-22	Apr-22	Jan-23	Fin year 22/23
A19 Bootham Bar-Clifton Green Cycle Route		Provision of improved cycle facilities/lanes on Bootham	Nov-21	Jan-22	Feb-22	Apr-22	Jan-23	Fin year 22/23
Wheldrake Heslington path	250	Provision of cycle route between Wheldrake and Heslington	Apr-22	Jun-22	Jul-22	Jan-22	Nov-22	Fin year 22/23
City Centre North-South Cycle Route		Improved signing High Petergate, Minster Yard, Deangate, Goodramgate, Aldwark, Hungate, Navigation Road and Walmgate	Mar-22	May-22	Jun-22	Aug-22	Oct-22	Fin year 22/23
St Georges Field Crossing	100	Signalised Toucan Crossing of Tower Street near St Georges Field Car Park entrance to link with Castle Gateway bridge	Mar-22	Apr-22	Jul-22	Jan-22	Jan-23	Fin year 22/23
Acomb Road	200	Provision of Cycle lanes on Acomb Rd/York Rd Acomb	Dec-21	Jan-22	Mar-22	Jun-22	Nov-22	Fin year 22/23
People Streets	80	Measures to improve environment for Cyclists/pedestrians on Ostman Rd near Carr Junior/Infant schools	Nov-21	Dec-21	Apr-22	Jul-22	Jan-23	Fin year 22/23
City centre bridges		Review and campaigns for improving behaviours on bridges (inc. close passing)	Mar-22	May-22	Jun-22	Aug-22	Oct-22	Fin year 22/23
City Centre Cycle Parking Improvements (subject to successful bid)	150	Upgrade of existing cycle parking facilities, introduce provision for adapted cycles and look at City centre lockers/secure storage	Jul-22	Sep-22	Oct-22	Dec-22	Feb-23	Fin year 22/23
City Centre Access Improvements (subject to successful bid)	250	Improvements to the routes from car parks for people with mobility issues and visually impaired	Jul-22	Sep-22	Oct-22	Dec-22	Feb-23	Fin year 22/23
People Streets (subject to successful bid)	200	Improve walking and cycling routes in the vicinity of 2 schools (Clifton Green primary and Badger Hill Primary)	Aug-22	Oct-22	Nov-22	Jan-23	Mar-23	Fin year 22/23
Business and Retail Park Active Travel Package (subject to successful bid)	250	Improve travel links around Clifton Moor and Monks Cross	Aug-22	Oct-22	Nov-22	Jan-23	Mar-23	Fin year 22/23

Continues on next page

LTP Schemes								
University Road Minor Pedestrian Works	30	As part of the Capital Programme 'Pedestrian Minor Schemes' project, an issue with the footpath on University road, caused by tree roots, will be addressed.	Mar-22	May-22	Jun-22	Aug-22	Oct-22	Fin year 22/23
	600							
Rougier St / Tanners Moat Cycle Gap		Improvements for cycling/ped amenity and to prevent non-cycle vehicle use	Jun-22	Jul-22	Aug-22	Dec-22	Mar-23	Fin year 22/23
Fishergate Gyratory Ped and Cycle Scheme		Improvements to make the gyratory less intimidating for cyclists	Jun-22	Jul-22	Aug-22	Dec-22	Mar-23	Fin year 22/23
Hospital Fields Road Cycle Improvements		Segregated cycle facility between off-road path and Fulford Road junction	Jun-22	Jul-22	Aug-22	Dec-22	Mar-23	Fin year 22/23
Skeldergate - Cycle Improvements at Build-outs		Improvements for cyclists at build outs	Jun-22	Jul-22	Aug-22	Dec-22	Mar-23	Fin year 22/23
Fulford Road - Frederick House Improvements		General cycling improvements	Jun-22	Jul-22	Aug-22	Dec-22	Mar-23	Fin year 22/23
Tang Hall Lane / Foss Islands Path Access		Improve access onto Foss Islands Path near humpback bridge	Jun-22	Jul-22	Aug-22	Dec-22	Mar-23	Fin year 22/23
Nunthorpe Grove / Southlands Rd Improvements		At Mandate Stage	Jun-22	Jul-22	Aug-22	Dec-22	Mar-23	Fin year 22/23
Nunnery Lane / Victor St - Puffin to Toucan		At Mandate Stage	Sep-22	Oct-22	Nov-22	Mar-23	Jun-23	Fin year 23/24
Manor Lane / Shipton Road Improvements		Safety improvements for cyclists at the junction	Sep-22	Oct-22	Nov-22	Mar-23	Jun-23	Fin year 23/24
Terry's - Riverside Path Ramp Improvements		Make path wider and easier to use	Sep-22	Oct-22	Nov-22	Mar-23	Jun-23	Fin year 23/24
Bishopthorpe Road cycle lanes		At Mandate Stage	Sep-22	Oct-22	Nov-22	Mar-23	Jun-23	Fin year 23/24
University East-West Campus Link		Improved cycle links between East and West University campuses	Jun-22	Jul-22	Aug-22	TBC	TBC	LTP
City Centre North-South Cycle Route		Goodramgate, Aldwark, Hungate, Navigation Road and Walmgate	Jun-22	Jul-22	Aug-22	TBC	TBC	LTP
Orbital Cycle Route - Lawrence/ James/Regent St Crossing Improvements		Cycling amenity improvements at James St / Lawrence St / Regent St	Jun-22	Jul-22	Aug-22	TBC	TBC	LTP
University Road scheme		Re allocation of road space to provide improved cycling and walking facilities on University Road	Jun-22	Jul-22	Aug-22	TBC	TBC	LTP



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DRAFT

Revision	By	Checked	Approved	Date	Description



Project
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NAVIGATION ROAD

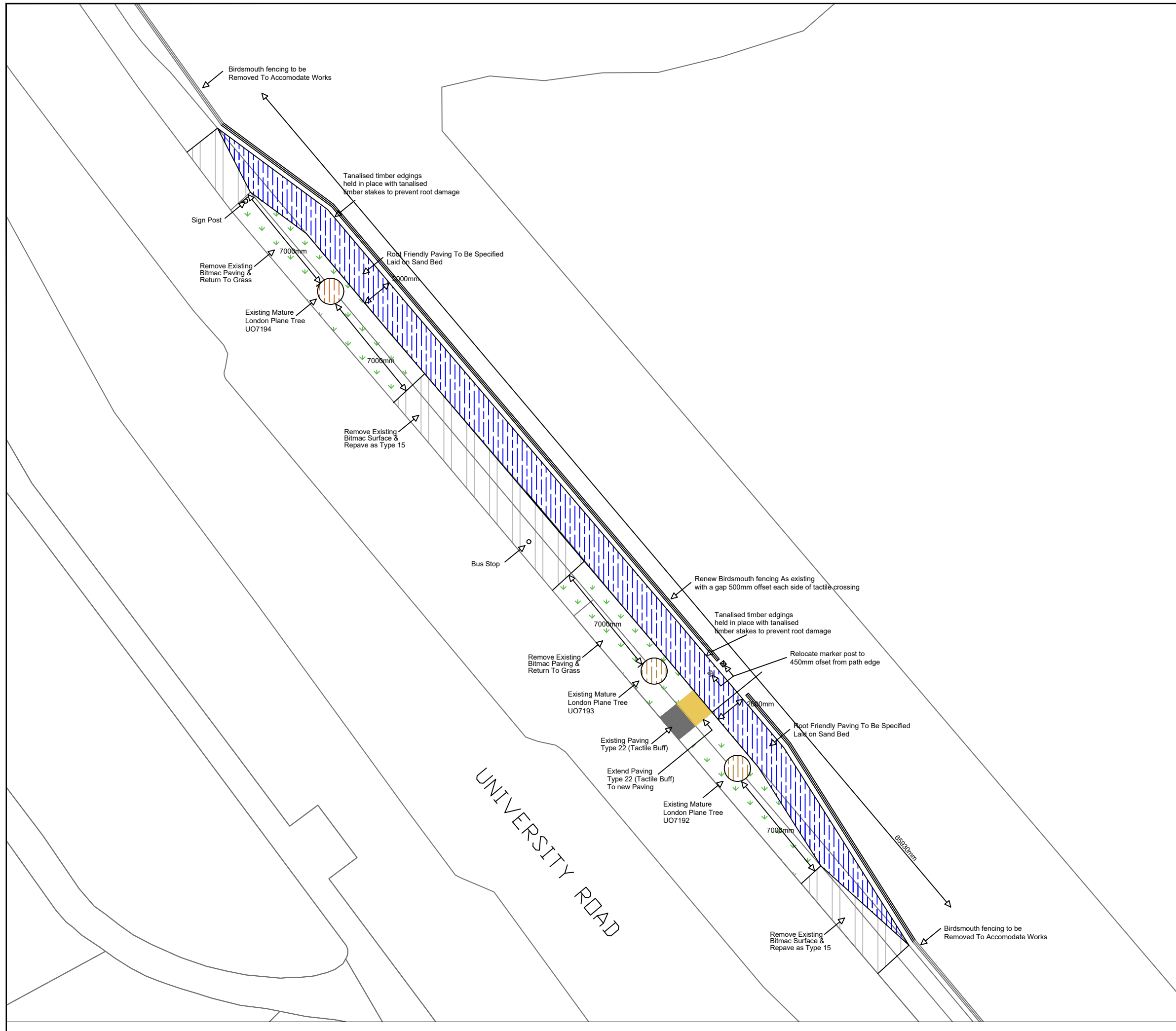
Drawing
NAVIGATION ROAD - ONE WAY PLUG
EXPERIMENTAL ROAD CLOSURE
GENERAL ARRANGEMENT

Drawn by	D. MERCER	Date:	04/2021
Checked by	A N OTHER	Date:	XXXXXX
Authorised by	A N OTHER	Date:	XXXXXX

Drawing No.	TP/200047/100/01	Revision	
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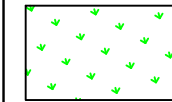


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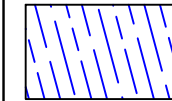
KEY:



Footway specified group 15
20mm surface course
50mm binder course



Topsoil laid at 100mm thick with grass seed applied



Footway specification to be confirmed
50mm sharp sand with biaxial geogrid
surface course to be agreed with others

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Information

Revision	By	Checked	Approved	Date	Description



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

Project
University Road Tree Works

Drawing
UNIV 02 General Layout

Drawn by	JTS	Date:	JUNE 2021
Checked by	A N OTHER	Date:	XXXXXX
Authorised by	A N OTHER	Date:	XXXXXX

Drawing No.	Univ 01	Revision	A
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