



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

To: Councillor D'Agorne (Executive Member)
Date: Tuesday, 21 June 2022
Time: 10.00 am
Venue: The Snow Room - Ground Floor, West Offices (G035)

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 23 June 2022**.

*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 June 2022**.

1. Declarations of Interest

At this point in the meeting, Members are asked to declare any disclosable pecuniary interest or other registerable interest they might have in respect of business on this agenda, if they have not already done so in advance on the Register of Interests.

2. Minutes

(Pages 1 - 8)

To approve and sign the minutes of the meeting held on 17 May 2022.

3. Public Participation

At this point in the meeting members of the public who have registered to speak can do so. 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 is 5.00pm on Friday 17 May 2022. Members of the public can speak on agenda items or matters within the remit of the committee.

To register to speak please visit

www.york.gov.uk/AttendCouncilMeetings to fill out an online registration form. If you have any questions about the registration form or the meeting please contact the Democracy Officer for the meeting whose details can be found at the foot of the agenda.

Webcasting of Public Meetings

Please note that, subject to available resources, this public meeting will be webcast including any registered public speakers who have given their permission. The public meeting can be viewed 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. City Centre Exemption Consultation (Pages 9 - 30)

This Report considers the representations received to the statutory consultation for the amendment to the list of exemptions for vehicle movements within the pedestrian area, with officer recommendations for a future course of action.

5. Consideration of options for damaged lamp column (Pages 31 - 80)

This report seeks a decision whether to repair or replace a historic lamp column that has been damaged by vehicle collision.

6. iTravel update (Pages 81 - 98)

This report provides an update of the iTravel Programme of work to benefit traffic flow, health and the environment through promoting behaviour change towards sustainable travel options.

- 7. Proposed Residents Parking for Kexby Avenue, Arnside Place and 13 to 57 (odds) Thief Lane consideration of objections to the introduction of Residents Parking in these streets** (Pages 99 - 110)

This report considers objections to the drafted Traffic Regulation Order (TRO) to introduce the agreed restrictions and permit parking needed to introduce residents' priority parking (ResPark) in these streets. A decisions will be needed to make the draft order.
- 8. Osbaldwick Lane Parking Petition** (Pages 111 - 122)

To report the receipt of a petition requesting to review the arrangements for parking on Osbaldwick Lane from its junction with Tang Hall Lane to the Osbaldwick Parish boundary.
- 9. Speed Limit Traffic Regulation Order Amendments** (Pages 123 - 166)

To report investigations carried out into requests for changes to several speed limits.
- 10. DEFRA Air Quality last mile delivery update** (Pages 167 - 194)

The report updates the Executive Member on the feasibility stage of the Department for Environment, Food and Rural Affairs ("DEFRA") funded Air quality project and asks the Executive Member for endorsement in terms of the approach to the second stage of the project which is a delivery hub pilot.
- 11. Maximising use of the Park and Ride with a review of onstreet parking** (Pages 195 - 200)

The report seeks approval from the Executive Member to scope out the possibilities on introducing charges for on-street parking on Knavesmire road to deter commuter parking and encourage shift to the Park and Ride at Askham Bar. The nature and duration of the trial will be determined when scoping the work.
- 12. 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

City of York Council

Committee Minutes

Meeting	Decision Session - Executive Member for Transport
Date	17 May 2022
Present	Councillor D'Agorne

65. 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 to declare.

66. Minutes

Resolved: That the minutes of the Decision Session of the Executive Member for Transport held on 19 April 2022 be approved and signed by the Executive Member as a correct record with the amendment to the resolution to minute 61 to read:

Resolved:

- i. That Option 3 be approved to uphold the objections and take no further action to formalise a residents priority parking scheme at this time but to continue to monitor and maintain on the list for future consideration if residents petition for residents parking and maintain.

Reason: To listen to residents' concerns whilst taking into account the number of properties against the number of objections received. Consequently not disadvantaging residents by formalising parking restrictions which in turn reduces the available on street parking amenities.

67. Public Participation

It was reported that there had been 12 registrations to speak at the meeting under the Council's Public Participation Scheme.

Cllr Myers presented a petition to the Executive Member relating to parking on Clifton Green since residents parking was introduced in the area.

Cllr Warters noted that he did not support the restrictions proposed on Cavendish Grove, Tranby Avenue and Moore Avenue/Osbaldwick Lane junction. He stated that the Council needed to address the issue of university parking.

Claire Hanchard stated that she supported restrictions proposed on Cavendish Grove, Tranby Avenue and Moore Avenue/Osbaldwick Lane junction. She asked that restrictions be used to mitigate against speed issues and parking issues and was unsure why other residents opposed.

Cllr Rowley noted that in principle that he was against the use of restrictions to address parking issues, however, he would support to address safety concerns and therefore asked if implemented that restrictions stop at 1 Tranby Avenue and that restrictions not be taken all the way to Cavendish Grove.

Lynne Wilson welcomed the officer recommendations for East Parade and asked that double yellow lines be added to the junction to improve safety for users.

Matthew Barker noted that he did not think double yellow lines on East Parade would address issues and enquired whether bollards or other restrictions could be implemented? He noted that he felt speeding was the biggest issue on the street and asked that the Council explore addressing this.

Jamie Wood representing the York Cycle Campaign noted his disappointment in the proposals for Piccadilly highlighting a lack of safe cycle route on the street. He suggested that the Council follow LTP120 guidance and deliver safe direct cycle route into the city. He also asked that the Copmanthorpe foot bridge be delayed and a cycle route be considered using the crossing.

Flick Williams stated that the Network Rail foot bridge proposal in Copmanthorpe was not accessible for those with disabilities

and therefore closing the current crossing reduced accessibility. She asked that alternative more accessible and safer crossings be explored. She also noted that without provision for blue badge parking Piccadilly failed to offer a replacement for the lose of parking.

Tony May representing York Civic Trust raised concern that the plans for Piccadilly excluded cyclists and planned for mainly car travel. He noted that Piccadilly should be wide enough for cyclists and blue badge parking to be included. He also noted he would support the use of zebra crossings on the street.

68. Consideration of results from the consultation about Parking restrictions in relation to Cavendish Grove, Tranby Avenue and Moore Avenue/Osbaldwick Lane junction

Officers introduced the report noting that lesser restrictions were proposed to address safety concerns raised by residents. It was noted that residents had highlighted parking issues related to university parking in the area. Officers confirmed that long term parking in the area suggested that some university parking was taking place in the area, however, surveys had shown that university car parks were well used and the University of York discouraged students from being cars. Officers confirmed that residents were not in support of a priority residents parking scheme.

The Executive Member noted that he did not wish to move university parking issues around the city. He acknowledged the Council working with the University to encourage less car usage by staff and students and appropriate parking. Considering the safety concerns highlighted in the report, the Executive Member agreed to support the introduction of the lesser restrictions but using restrictions to number 1 Tranby Avenue as suggested by Cllr Rowley in public participation.

Resolved:

- i. Implement junction protection on Tranby Avenue at it junction with Hull Road and Cavendish Grove with its junction with Tranby Avenue and explore possibility of restrictions to maintain safety at the bus stop on street.

Reason: The Junction protection will increase safety at these

locations and also allow York Council Civil Enforcement Officers the ability to enforce obstructive parking near the junctions, which was the original complaint. This will also respect the views of the residents and not remove their ability to park in the area if required.

- ii. Approved implementation as proposed for the Moore Avenue/Osbaldwick Lane Junction.

Reason: The introduction of restrictions at this location will provide clearer sight lines for pedestrians using the tactile crossing while crossing this junction and improve pedestrian safety.

69. Consideration of representations received to the advertised R30 extended Residents Priority Parking scheme for East Parade

The proposed extension of the R30 residents priority parking scheme was discussed and it was confirmed that following the nearby streets voting against extending the scheme, lots of residents of East Parade had raised objections to being included within the scheme. The Executive Member agreed to take no further action as adding one street would not address commuter parking in the area. He did support however, the restrictions on the junction to address safety concerns. Wider issues raised in public participation such as speeding issues the Executive Member recommended residents discuss these issues with Ward Councillors.

Resolved:

- i. No further action is taken in relation to the advertised resident's priority parking scheme on East Parade. In addition it is recommended that approval be given to implement the advertised No Waiting Restrictions (double yellow lines) on East Parade at the entrance to Parade Court only. The No Waiting restrictions to be implemented are annotated in Annex A, along with the advertised proposed residents parking scheme in Annex B.

Reason: To acknowledge residents objections and comments received from both, within the advertised affected area of East Parade and nearby adjoining streets, who would all be disadvantaged by the proposals. Previous responses for the whole area were against the introduction of a scheme and the received representations confirms the existing thoughts of residents relating to implementing restrictions on a partial area.

The no waiting restrictions either side of Parade Court provide the necessary junction protection for safety when vehicles are entering and exiting the junction and maintain a visibility splay for drivers vision of oncoming vehicles.

70. PROW – Copmanthorpe Level Crossing Closure, proposed diversion of Public Footpath Copmanthorpe No2

Network Rail had requested that the Executive Member provide approval for the closure of a rail crossing to allow for improvements on the track and a replacement footbridge be installed. Officers confirmed that the decision could be taken to the Secretary of State if objections were received.

The Executive Member noted that he felt the proposed footbridge would not be accessible to some users with disabilities and that while not ideal the current crossing was more accessible. It was confirmed that officers had proposed a ramped bridge to increase the accessibility. However, it was confirmed that there had been some challenges with land access for a ramped bridge to be built on and Network Rail currently were not including one within their design. The Executive Member noted that he also had concerns about the foot bridges proposal lacking lighting and being enclosed, noting that safer provisions for pedestrians could have been proposed. Finally he also noted that while it was currently an ambition and not identified as a cycle route, he would like to see a route which provided a cycle path linking Copmanthorpe and Bishopthorpe explored.

Resolved:

- i. Rejected Network Rail's application to divert the footpath via a stepped footbridge at Beckett's Crossing.

Reason: As the proposed footbridge would not provide provisions to allow disabled pedestrians to use the crossing. The footbridge proposal being unlit and enclosed was also considered to be an unsafe crossing particularly at night.

71. Piccadilly city living neighbourhood – Highway changes

Officers introduced the report and noted that they planned for new signage to show relevant restrictions for cars travelling on Piccadilly. It was confirmed that bus providers had requested an additional bus stop on Piccadilly and that this was being explored further with providers. Discussion took place regarding the provision of cycle routes and whether these would be on safer quieter routes or whether these could be delivered on Piccadilly. The challenges on kerb side loading was also raised and whether loading bays could be built into developments rather than using the road. Officers confirmed that they could explore kerb side loading options but highlighted concerns of creating awkward and potentially dangerous lorry turning points.

Concerns relating to air quality on Piccadilly was discussed officers noted that while there was an existing car park on Piccadilly they did not expect new developments to increase this, they confirmed that developments were being designed as low car and that with a move to electric buses this should prevent a worsening of air quality in the area.

The Executive Member asked that officers look into signage options to ensure traffic is not incorrectly passing through Piccadilly. He also asked that temporary cycle lanes be added as soon as possible while progress on the other highway changes be progressed.

Resolved:

- i. Agreed to the implementation of Options B and C. Option B proposes to continue to work with developers and Council led projects in the area to

implement the “preferred option” as set out above, with the following elements added:

- Creation of an additional “integrated”, on carriageway bus stop (with associated facilities and Kassel kerbs) in front of the Banana Warehouse site;
 - Further work to assess the feasibility of implementing an alternative cycle route through quieter streets or segregated cycling provision on Piccadilly (linked to work being undertaken through the City Centre Bus Routing Study/LCWIP/LTP4 processes); and
 - Review opportunities to provide additional public seating within the “preferred option”;
 - Implementation of a 20mph speed limit on Piccadilly.
- ii. Option C adds a Review of on street parking provision aiming to maximise Blue Badge parking provision, and to provide a taxi rank and motorcycle parking if possible.
 - iii. Review what action could be taken on addressing unauthorised vehicle access along Piccadilly – Pavement – Stonebow.

Reason: To support the delivery of the Castle Gateway Masterplan approved by the Council’s Executive in April 2018 and deliver the Masterplan’s vision for Piccadilly, whilst providing adequate public transport facilities, considering options to improve cycling provision and considering options to improve seating and Blue Badge parking provision. This includes consideration of the Council’s duties under the Equality Act (public sector equality duty).

72. Stadium Parking impact – Huntington Area

Challenges of residents parking in the Huntington area on match days were discussed. It was confirmed that with York City Football Club’s successful season attendance had risen. Therefore, the Executive Member supported further investigations take place and noted that he was hopeful that the club would continue to encourage fans to use public transport for match days.

Resolved:

- i. Approved further investigation into the match day parking on New Lane and Priory Willow Glade including the side streets to develop a proposal on these streets for parking restrictions.
- ii. Delegated approval of the proposal and authority to commence statutory consultation to the Director of Environment, Transport and Planning.
- iii. Agreed that if objections are received to the statutory consultation to bring these back to a future Executive Member for Transport Decision Session

Reason: To respect the views of the residents on those streets about their requests for additional restrictions to help with issues related to match day parking.

- iv. Approved a review of parking in the Huntington area, due to the concerns raised around the daily issues of vehicles parking too close to the junction and obstructive parking on Hambleton Way at School times. Add any areas that are highlighted as part of the review to the annual review process to be taken forward for statutory consultation.

Reason: The consultation was undertaken to get a clear view of issues related to match day parking but we should not ignore other issues that were raised as part of the process.

- v. To take no further action on the remaining streets within the consultation area.

Reason: The residents of the area are not in favour of restrictions due to the personal impact that the restrictions will have on their personal lives as the restrictions will reduce the ability for visitor parking.

Cllr A D'Agorne, Executive Member for Transport
[The meeting started at 10.00 am and finished at 12.05 pm].



Decision Session – Executive Member for Transport**21 June 2022**

Report of the Director of Environment, Transport and Planning

City Centre Exemption Consultation**Summary**

1. Executive made decisions in November 2021 Executive that changed the way the streets in the city centre are managed during pedestrianised hours (footstreets).
2. One of the recommendations was for officers to reduce the number of exemptions that permitted access during the pedestrianised hours and commence a statutory consultation upon that.
3. The Report considers the representations received to the statutory consultation for the amendment to the list of exemptions for vehicle movements within the pedestrian area, with officer recommendations for a future course of action.
4. The report contains an update on the Policies and Protocols for the management of the Hostile vehicle Mitigation (HVM) measures that will be placed at the entry/exit points of the pedestrianised area in the future.

Recommendations

5. The Executive Member for Transport is asked to:
 - 1) Approve as advertised the amendment the Traffic Regulation Order to amend the list of exemptions to reduce the number of vehicles accessing the pedestrian area during the hours of operation from 1 October 2022.

To reduce the number of vehicles within the pedestrian area to reduce

the level of conflict between vehicles and pedestrians to help improve pedestrian safety within the pedestrian area.

- 2) Approve further communication with residents and businesses within the pedestrian area to make them aware of the policy and procedures that will be implemented in order to gain approved vehicle access with the pedestrian area.

To provide clarity on the process to gain vehicle access to the pedestrian area if required for works or in an emergency situation.

- 3) Approve an amendment to the National Street Gazetteer to provide information on time that vehicle access in to the streets within the pedestrian area is prohibited.

To provide utility companies with information on restrictions on vehicle access to the pedestrian area once the Hostile Vehicle Mitigation measures have been put in place to reduce utility vehicles trying the access the pedestrian area without the correct approval.

Background

6. The Police advice is that the Council should implement Hostile Vehicle Mitigation (HVM) measures to protect everyone who uses the city centre.
7. A scheme of hostile mitigation measures is being prepared . This scheme will place permanent measures at the entry/exit points of the Pedestrian area in York that can be deployed during pedestrianised hours.
8. The Executive heard in November 2021 at their meeting that the Police advice is that the number of vehicles allowed past these measures should be reduced as much as possible to blue light services only. In addition to the decisions made at Executive was a decision to authorise the statutory consultation to review the list of exemptions that allow vehicle access into the pedestrian area.
9. At the Executive in November 2021 a new list of exemptions for vehicle access into the pedestrian area was proposed and it was approved to undertake the statutory consultation for the changes to the exemptions.
10. The advertisement of the statutory consultation for the remaining exemptions to further reduce the number of vehicles that are allowed

access into the pedestrian area during the hours of operation was advertised on 10th March and the representations received need to be considered in making this decision.

11. The removal of exemptions and waivers would remove the majority of those that currently exist. It retains the Dial a Ride access. In addition, there is no change proposed at this stage to access three times a day with a council refuse vehicle (usually the small one) to empty the market bin store and also to empty the litter bins around the city centre. Servicing this often is required due to the limited capacity in the Silver Street bin store as it reaches capacity each time it is emptied. Therefore a permit will continue be issued under clause Aii of the proposed TRO in Annex A. This exemption will be retained and the current approach of using the small 7.5 tonne vehicle when available will remain. In addition, ongoing work with Make It York and the market traders will explore alternatives to daytime vehicle access to service the bins and bin store.
12. The HVM measures will require specific policy and protocols for vehicle access to be approved, this includes how vehicles with an exemption can gain access and also how an application for access is to be made for vehicles that need access for works, planned and emergency.

Consultation

13. We posted consultation documents (Annex A) to all properties within the pedestrian area on 10th March 2022 to inform all businesses (including Market traders) and residents of the proposed changes to the list of exemptions, and provide them with an opportunity to respond to the consultation.
14. The effect of the proposal on key groups is as follows:
Residents – no change no access previously permitted
Businesses – no change for the majority but removes access for bullion vehicles, fishmonger and market traders will be required to leave after 5 year round now.
15. The Notice of Proposal for the proposed amendment was included with the consultation letter and the times included within the Notice were 10.30am and 5.00pm. A five pm finish is the current finish time of operation for the permanent Order. The current Temporary order is currently in operation between 10.30am and 7.00pm.

16. A separate statutory consultation will be required to make any permanent change to pedestrianised hours. Should permanent hours change then a further review of exemptions may be required.
17. The issue of timing was referenced in some representations received, as some residents questioned if we had the right time or was it because the time would revert back to 5.00pm. The respondents expressed a preference for 5.00pm to improve access for residents and improve business access for loading, without requiring to pay staff to work late to receive deliveries into the evening.
18. The consultation received 9 representations, 2 of which were from properties outside the pedestrian area, who were concerned that the changes would affect their access. One of these was a pharmacy on Goodramgate who deliver medication to residents across the city and was concerned the restriction might affect their operation. The second representation was from York Minster who were worried as they experienced vehicle access issues previously when temporary restrictions were put on Goodramgate and Deangate. The Minster have asked for additional signage to be put at Monk Bar, to ensure any vehicles that require access to the Minster are aware that it is available, as the proposal does not affect this section of highway, it is not believed that the additional signage is required. The two properties are outside of the pedestrian area and therefore the amendment to the exemptions does not affect their property access.
19. A representation that was received cited the decision last year to remove the exemption for vehicles displaying a blue badge as having a negative impact on their business operation and objected to the barriers which will prevent access to the city centre. They do not believe that the Council are doing enough to support businesses in the city centre, following years of uncertainty due to Brexit and Covid restrictions. They also requested a review of the state of Council run car park and feel something desperately needs to be done in order for retail shops to survive. A review of Council Car Parks was presented to Executive last year.
20. One of the representations received from a resident was in objection to foot street restrictions and feels that it would be beneficial if residents and business could have unrestricted access to their properties.
21. Representations were received in objection to the proposal on the basis that the proposal was vague on how a permit could be applied for and

what the process will be for vehicle access during the pedestrian hours. Once the HVM measures are in place the barriers will be open outside of the pedestrian hours to allow vehicle access into the area, but during the hours of operation vehicle access will only be approved in line with the TRO exemptions or if permitted access is approved. An access request will need to be submitted in advance, before access is required, these requests are currently being processed via an emailed request or telephone request, an online application system will be explored as an additional option.

22. An access request will only be approved if the request is completed in full and the following details are to be provided:
 - Name and contact details of individual & the organisation requesting access
 - Reason access is required
 - Vehicle Registration Number (VRN) of vehicle
 - Driver's name and organisation name
 - Driver's contact details and photo ID
 - Requested entry time/date and arrival point
 - Estimated exit time.
23. Once the request has been completed in full, officers provided with delegated approval from the Director of Environment, Transport and Planning will review the request. The request will be approved based on the need for vehicular access for safety reasons. This will include requests for property/highway maintenance and utility works where large machinery is required to undertake the works and whether the property or public will be put at risk if the works are not carried out during the pedestrian hours eg an emergency plumber.
24. York Civic Trust also submitted a representation in objection (Annex C), but the representation was in relation to the proposal to remove the exemption on vehicles displaying a Blue Badge from accessing the pedestrian area which is outside of the scope of this report. A decision on this matter was made at the Executive in November 2021.

Options

25. Not approve the advertised Traffic Regulation Order and consider a lesser list of exemptions. This is not officers recommended advice.

This would not fulfil the police advice of allowing access to blue light vehicles only

26. Approve as advertised the amendment the Traffic Regulation Order to amend the list of exemptions to reduce the number of vehicles accessing the pedestrian area during the hours of operation.

To reduce the number of vehicles within the pedestrian area to reduce the level of conflict between vehicles and pedestrians to help improve pedestrian safety within the pedestrian area.

27. Approve an engagement with residents and businesses within the pedestrian area to make them aware of the policy and procedures that will be implemented in order to gain approved vehicle access during the pedestrian hours.

To provide clarity on the process to gain vehicle access to the pedestrian area if required for works or in an emergency situation.

28. Approve an amendment to the National Street Gazetteer to provide information on time that vehicle access in to the streets within the pedestrian area is prohibited.

To provide utility companies with information on restrictions on vehicle access to the pedestrian area once the Hostile Vehicle Mitigation measures have been put in place to reduce utility vehicles trying to access the pedestrian area without the correct approval.

Council Plan

29. This report is supportive of the following priorities in the Council Plan in addition to the One Planet York Principles, that the Council Champions:

- good health and wellbeing
- getting around sustainably
- a greener and cleaner city
- safe communities and culture for all
- an open and effective council

Implications

30. The report has the following implications:

Financial – No financial implications identified

Human Resources (HR) – No Human Resources implications related to the amendment of the Traffic Regulation Order but the introduction of the Procedures and Protocols for the management of the access request for the Hostile Vehicle Measures will have an implication for the Traffic Management team and the camera operatives who will review the access requests and will be responsible for management of the Hostile Vehicle Measures.

Equalities

The Council recognises its Public Sector Equality Duty under Section 149 of the Equality Act 2010 (to have due regard to the need to eliminate discrimination, harassment, victimisation and any other prohibited conduct; advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it and foster good relations between persons who share a relevant protected characteristic and persons who do not share it in the exercise of a public authority's functions). A detailed EIA for the wider decision on Footstreets was completed in November 2021. The impact of this decision is as follows

- Age – neutral;
- Disability – this report will have neutral impact, **HOWEVER** a previous report dated November 2021 has removed vehicle access for Blue Badge holders;
- Gender – Neutral;
- Gender reassignment – Neutral;
- Marriage and civil partnership– Neutral;
- Pregnancy and maternity – Neutral;
- Race – Neutral;
- Religion and belief – Neutral;
- Sexual orientation – Neutral;
- Other socio-economic groups, including:
 - Carer - Neutral (see Disability);
 - Low income groups – Neutral;
 - Veterans, Armed Forces Community– Neutral.

Legal – The proposals require amendments to the York Traffic Management 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 (IT) – No Information Technology implications related to the amendment of the Traffic Regulation Order but it is proposed that an online application system will be implemented to apply for a vehicle access request.

Property – No Property implications identified

Other – No other implications identified

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

Contact Details

Author:

Darren Hobson
Traffic Management Team
Leader
Transport
Tel: (01904) 551367

Chief Officer Responsible for the report:

James Gilchrist
Assistant Director for Transport, Highways
and Environment

Report **Date** 13/06/2022
Approved

Specialist Implications Officer(s) List information for all

Financial:
Patrick Looker
Finance Manager

Legal:
Cathryn Moore
Legal Manager

Wards Affected: Guildhall

All

For further information please contact the author of the report

Background Papers:

November Executive

Annexes

Annex A - City centre access arrangements letter

Annex B - Representations to the City Centre Access

Annex C - York Civic Trust representation

This page is intentionally left blank



Traffic Management
Place Directorate
West Offices, Station Rise
YORK
YO1 6GA

Email:
highway.regulation@york.gov.uk

Date: 10th March 2022

Dear resident/business operator

Proposed Changes to city centre vehicle access

As you may be aware, last November the council made the difficult decision to remove the exemption that had allowed vehicle access for blue badge holders during the footstreet hours. This followed strong advice from the Counter Terrorism Policing Team to remove all vehicles from the busy city centre footstreets at these times.

That leaves very limited access during footstreet hours. There is currently no access for residents or business owners between 10:30 and 5pm unless they have a specific exemption to the access restriction or have been issued a waiver to contravene the moving traffic order.

The decision was also made to consult on the removal of all other exemptions except for emergency services, vehicles being used in connection to medical requirements, a specialist vehicle or non-motorised vehicle (wheelchairs motorised and non-motorised) and the Dial & Ride bus, as detailed in the Notice of Proposals overleaf.

The introduction of new permanent barriers at entry and exit points to the pedestrian area in the coming months, will enable much tighter control of this important safety measure. They will help ensure that people can enjoy the city centre safely, in a largely traffic-free environment during the footstreet hours.

If the removal of the remaining exemptions is approved, a new process would be introduced to request access, for example for emergency repairs. Deliveries and other unrestricted access would still be available (as previously) before 10.30am or after 5.00pm.

Further information can be found on www.york.gov.uk/citycentreaccess. As explained in the notice below, your views in support or objection can be sent to me

by Friday 1st April 2022, and will be considered by the Executive Member for Transport later this year. Please share your views on this proposal either in writing to the address above or e-mail highway.regulation@york.gov.uk, marked for my attention.

Yours sincerely,

D. Hobson

Darren Hobson
Traffic Management Team Leader

CITY OF YORK COUNCIL
NOTICE OF PROPOSALS
THE YORK TRAFFIC MANAGEMENT (AMENDMENT) (No 14/12)
ORDER 2022

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

- (a) Amending the access restrictions on Back Swingate, Blake Street, Church Street, Colliergate, Coney Street, Davygate, Feasegate, Finkle Street, Goodramgate between its junctions Deangate and King's Square, Grape Lane, Great Shambles, High Ousegate, High Petergate, Jubbergate, King's Square, Lendal, Little Stonegate, Low Petergate, Market Street, Newgate, New Street, Parliament Street, Patrick Pool, Peter Lane, St Andrewgate, St Helen's Square, St Sampson's Square, Silver Street, Spurriergate, Stonegate and Swingate (footstreets); to restrict vehicle access into the said roads/lengths of roads during the pedestrian period (10.30am – 5pm 7 days a week) to vehicles being used for:
- (i) Ambulance, Fire Brigade or Police purposes,
 - (ii) proceeding upon the direction/permission of a Police Constable, a Civil Enforcement Officer, The Council's Head of Transport or vehicle issued with a City Centre Permit by the City of York Council's Traffic Manager,
 - (iii) A vehicle being used in connection with medical Requirements,
 - (iv) A vehicle travelling by the most direct route to either access or exit a street within the footstreets, unless a route is specified,
 - (v) A Specialist Vehicle or Non-motorised Vehicle,
 - (vi) A Dial a Ride Bus.
- (b) Amending the exemptions to accurately reflect current job titles held by officers employed by the Council.

A copy of the draft Order, Statement of Reasons for making it and relevant maps can be inspected at the Reception, West Offices, Station Rise, York, during normal business hours. Objections or other representations specifying reasons for the objection or representation should be sent to me in writing to arrive no later than 1st April 2022.

Dated the 10th day of March 2022

Director of Place
West Office, Station Rise, York, YO1 6GA
Email: highway.regulation@york.gov.uk

In response to your letter received 15 March, I offer the following comments:

1. The restricted hours are not currently 1030-1700, which you state a couple of times. Would that they were. They were extended to 1900 and this has made living in the city centre even more difficult than it was before. May I infer from your letter that they are returning to 1030-1700?

2. Can you describe the new process to be introduced to request access? Many requests are time-sensitive, so any process involving emails and waiting for responses will not satisfy the need. It would be very useful for residents and business-owners to have an emergency phone number to call to arrange an exemption, which would be answered by a person with the necessary authority.

For example, as well as living in High Petergate I also have a holiday let there. Last year the drains over-ran and the guest let me know mid-morning. It was not practical or sanitary to wait until 1700 for a plumber and drainage specialist and indeed this would have been after they had stopped working for the day, so I was forced to breach the access guidelines. I would have been much less anxious about doing so if I could have run this by someone. I had to fight with the traffic warden and the council employee who manages the bollard at Bootham Bar in order to secure access for the drainage truck and plumber. They were just doing their job but all of us would have benefited from being able to make immediate contact with someone with the authority to grant an emergency exemption.

I hope these comments are useful.

Hope you're well. In response to your letter dated 10 March 2022 relating to proposed changes to city centre vehicle access, please could you confirm whether any temporary signage will be placed at Monk Bar to notify road users of the changes to access? When temporary signage was installed at Monk Bar previously to advise road users of the temporary closures, we often had problems with deliveries to site. Many drivers turned round at Monk Bar – not great for us but also not safe for road users with the vans turning round in front of Monk Bar. If there is new temporary signage planned, would it be possible to have signage to say that vehicle access to York Minster (deliveries and staff) remains?

I have received as a York City Centre business owner a letter and notice informing me of some changes.

I believe from this notice that I will be able to access my premises in Market St before 10.30 in the morning and after 5pm in the evening but not between those hours, can you confirm this.

I received the information below.

Please could you let me know from which location these new rules would apply?

As a pharmacy we receive medicines deliveries many times each day. Although these mainly fall between 7:30am-11am and between 3pm and 5pm in the afternoon they are often for urgent items that patients require and we are not able to only use wholesalers who can deliver outside of those times as not all medicines are available from all suppliers. These deliveries are not able to be made to an alternate holding place for onwards deliveries due to them being medication, often needing specialist storage and compliance with relevant legislation.

I anticipate that the other pharmacies in the city centre will also find difficulties with this.

We also deliver to those unable to get out to a pharmacy to collect their own medication. We work these deliveries around existing restrictions but will not be able to work this around the proposed hours. If the proposed restrictions affect the access for these purposes to Monkbar then this will be the nail in the coffin for our delivery service that is already struggling with no funding and having to deal with parking tickets issued whilst delivering to very vulnerable residents in restricted areas who cannot answer the door quickly enough for the drivers to avoid the ticket. This will leave the vulnerable folk whom we deliver to with no alternative as most of them have come to us due to cuts to other similar services. There is no safety net in place within healthcare services for the purpose of medication delivery. This would also lead to at least two employments needing termination.

I await any information that you could give me eagerly,

Dear Sir

We have been in the retail business in York City Centre and we can confirm that we strongly object to:

1. The barriers preventing access to the city centre
2. The decision to stop Blue Badge holders being able to park in Goodramgate

The limited access for Blue Badge holders has had a massive detrimental affect on our business. If disables access continues to be restricted down Goodramgate, a large large percentage of our business is eliminated during the working week and I cannot see a future for our business in York City Centre.

After years of Brexit uncertainty and two years of Covid restrictions, retailers are in a pretty desperate situation as it is and would have welcome support to help business from York City Council.

I wish that York City Council would also consider the state of car parking generally in the city centre. In order for retail shops to survive something desperately needs to be done.

I hope that you will consider our comments.

I'd like to register an objection to the proposed foot street restrictions. I think it would be beneficial if residents could access their homes on the street and also deliveries being made to businesses.

I have a business on Goodramgate and send this email following the letter we received regarding vehicle access.

I apologise as I'm aware I have missed the deadline of Friday. I don't have any objections as such, I just want to confirm a couple of points in the letter:

- The letter states access would be available (as now) after 5pm. Currently it is 7pm on Godramgate, not 5pm. Will it become 5pm after the consultation?
- Is it going to only be access for brief loading and deliveries, as now?
- Are waivers / permits actually available for business owners? I have asked about these several times with the staff from Gough

and Kelly who say to apply to the Council for one, then someone at the Council tells me there is no such thing. Singing from the same hymn sheet would help clear up confusion, contradictions and frustration.

- I run the cat cafe. Logistics often means I return back from vet visits after the road has closed at 10:30am. If there is a way to apply for a waiver please can you advise me how to do it? I don't feel carrying the cats down the busy street is appropriate when I can't access the cafe directly.

I'm guessing none of this applies to the cyclists though who continue to ride up the street (both ways even though it's a one way street), even during the restrictions!

I object to this proposal, because there is insufficient clarity regarding who can and cannot get access during footstreet hours. It places powers with the police, civil enforcement officers, the Councils Head of Transport or the Councils Traffic Management team to grant permits (see section below), but does not clarify on what grounds they can grant permits. I believe that this should be publicly available information, so that the public can gauge just who will be able to get a permit.

Does this mean that a person with a Blue Badge may be granted a permit?

Proceeding upon the direction/permission of a Police Constable, a Civil Enforcement Officer, The Council's Head of Transport or vehicle issued with a city centre permit by the City of York Council's Traffic Manager



York Civic Trust

Fairfax House, Castlegate, York, YO1 9RN

Tel: 01904 655543

First draft response to the statutory consultation on The York Traffic Management (Amendment) (No 14/12) Order 2022 1st April 2022

Overview

We only learnt of this statutory consultation from Paragraph 9 of the report to the Transport EMDS on March 22nd. That refers to this as being “the amendment to the Traffic Regulation Order (TRO) on exemptions and waivers to accessing the footstreet area”. In the context of that report, it appears that it includes the permanent exclusion of blue badge holders, though the documentation on the consultation available at West Offices is incomplete and opaque as to its coverage. We have prepared this submission on the understanding that this Amendment would permanently exclude blue badge holders.

On that basis, York Civic Trust objects, in the strongest possible terms, both to the nature of this opaque statutory consultation and to the specific intention of banning all blue badge parking from the footstreet area between 1030 and 1700 and, in due course, between 1030 and 1900. We argue that the proposed ban is both discriminatory and unnecessary. We are extremely concerned that the City of York Council has failed to heed the advice which it itself commissioned, the guidance from the Department for Transport or the evidence from other historic cities which have introduced measures to tackle the threat of hostile vehicles whilst effectively providing for blue badge access.

We address our concerns under three headings below:

- the opaqueness of the statutory consultation
- the impact of the proposed ban
- the failure to consider and act upon advice and evidence from elsewhere.

The statutory consultation

We only learnt of this consultation by reading Paragraph 9 of the report on the matter to the March 22nd Transport EMDS. By that time, the consultation had been live for 12 days, yet we had been given no notification of it as a prior objector or as a body which, officers had agreed, should be consulted on all such matters.

Patron H.R.H The Duchess of Kent

President Andrew Scott CBE CEng FMA • *Chair* Stephen Lusty • *Chief Executive and Company Secretary* Andrew Morrison

Email: info@yorkcivictrust.co.uk

www.yorkcivictrust.co.uk

1 Subsequent attempts to obtain details were made unnecessarily difficult:

- there was no mention of the consultation on the Council's website
- it was suggested to us that this was because the maps were too large to be accommodated, yet there is nothing in the hard copy finally provided which could not have been accessed online
- the reception staff at West Offices were initially unaware of the existence of the consultation, and it took some considerable persistence to access the consultation material
- when finally obtained, the material consisted solely of:
 - a notice of proposals
 - a one page citation headed "Part 1 – General" with no indication of whether any other Parts exist
 - a series of tables headed "First Schedule" indicating by code the exemptions applicable in each street, but with no explanation of that code
 - a simple map of the affected area (which appears to include streets which are not affected, such as Duncombe Place)
 - a brief two paragraph Statement of Reasons, which simply states that the Council "are satisfied that it is desirable to amend to *[sic]* the access restrictions ..." as specified.

Given the lack of information or access to advice, it has proved impossible to know whether the documentation provided is complete or, crucially, to understand the nature of the exemptions. However, we understand, from the earlier reports and associated publicity, that it is the Council's intention to ban blue badge holders from all access to the footstreet area.

While such a perfunctory approach to the advertising of, and provision of information on, these proposed changes may satisfy the legal requirements for such consultation, it gives the clear impression that the Council has little interest in consultation, or in responding to contrary views, and thus shows little concern for the community which it was established to serve. As a body focusing on the needs of York now and in the future, we consider this cavalier approach to the city's residents to be wholly reprehensible.

The impact of the proposed ban

As noted above, it is unclear from the documentation provided whether it is the intention to ban blue badge holders. We have assumed, based on past documentation, that it is.

The proposed ban would, as we understand it, deny access to the footstreet area during operational hours for all blue badge holders. Prior to the current temporary restrictions, such users were able to park in some 72 spaces, of which the most frequently used were Blake St, Church St, Goodramgate and St Sampson's Square. The Higgitt Report shows that around 60 blue badge parkers were parking in a typical day, with an average stay of over one hour. The Council is proposing providing 32 spaces, of which it appears that around half are new, of which the nearest are 250m from St Sampson's Square. It appears that the only

justification for such a ban is that the Police have advised that any exemptions would compromise security and the effectiveness of the hostile vehicle measures. No attempt appears to have been made to look at examples elsewhere in the UK, or to understand why the police in those situations have agreed to blue badge access.

We have argued previously that, in pursuing any such ban, the Council needs to consider the range of people affected and the appropriateness of the alternatives for everyone within that range. In our Transport Strategy for York, we have summarised the evidence on the needs of disabled people in pedestrian areas. We had provided fuller detail in our reports submitted in April 2021, drawing on reports which have been in the public domain for a considerable time, and of which officers should therefore be fully aware. It is important to bear in mind that such considerations are not limited to a small minority of the population; around 20% of the population has a disability which needs to be accounted for.

Briefly, the evidence indicates that needs differ markedly between those who are visually impaired, those who use wheelchairs, those who can walk with a stick, and those who can walk, need no aid, but are still limited in the distance which they can walk. Equally importantly, within each of these groups, there is a range of abilities which is far wider than that of able-bodied people. From the evidence available, the decision not to provide blue badge parking within 250m of St Sampson's Square means that 70% of wheelchair users, 75% of those who need no aid and 85% of those who rely on sticks would be unable to reach St Sampson's Square and the surrounding shops, restaurants and personal business facilities without having to rest at least once. As a compromise, reflecting this range of abilities, the Department for Transport's *Inclusive Mobility* recommends providing a maximum distance of 150m without taking (and hence providing for people to take) a rest.

At no point in the committee reports which we have seen is this major limitation on the facilities available to this section of the community discussed; neither is there any discussion of remedial measures or their adequacy; nor is there any reference to the government's guidance.

Moreover, it should be noted that blue badge holders are not guaranteed access to any of the new spaces which are to be provided. In practice they are in competition with vehicles servicing the surrounding properties, whose numbers have also increased during the temporary restrictions.

We understand that York Accessibility Action are preparing a case for injunctive relief to overturn what it argues is discriminatory decision in York to exclude blue badge holders from the city centre by City of York Council. Any such action would further add to the reputational damage to the Council and the City of York. As a body which endeavours to support the City, we would urge the Council to take all appropriate steps to avoid such an outcome.

The advice and evidence

As an input to developing the Council's policy on city centre access, the Council commissioned Martin Higgitt and Associates to produce a report and recommendations, which was published in October 2021 (and which we cite briefly above). In our professional opinion, this is an excellent, well-researched and clearly documented report, which offers a series of well-founded recommendations. The report is unequivocal on the need to provide continued access for blue badge holders, at least until effective alternatives have been provided [our emphasis underlined in the text below]:

"However, it is important to ensure that disabled people –as one of the protected characteristics in the Equality Act –are afforded reasonable access to the city centre.

Reasonable access includes:

- High quality, well located off-street parking, with access to support services such as Shopmobility;
- Convenient on-street parking at various locations at the edge of the footstreets zone, particularly for areas of the city centre remote from other car access;
- Good access to bus and taxi services, including enabling access by taxi into the footstreets zone, and examining the potential for a shuttle service providing access to the footstreets;
- Making supporting services such as Shopmobility, Dial & Ride and York Wheels accessible and relevant to as many people as possible, and enabling York Wheels to provide access into the footstreets zone;
- Physical improvements to key access routes from arrival points;
- Physical improvements to the conditions in the footstreets themselves;
- Increasing the availability of accessible toilets in the city centre and improving the quality of existing ones;
- Consolidating and enhancing information on access for disabled people into one on-line source, and disseminating this via appropriate media.

In the interim, until these measures are in place, we consider that blue badge motorised access into the footstreets for disabled people with specific additional needs is required, either through the provision of particular streets that blue badges are granted access to during footstreets hours, or through a modification to the hours the footstreets zone operates."

As far as we can tell, the Council and its officers have not taken this recommendation into consideration, or offered any justification for not doing so. It is difficult to understand why the Council should spend scarce resources on this report, and then not use it.

Martin Higgitt includes a number of case studies of good practice, and we offered our own in May 2021 in response to an invitation from officers; sadly no use appears to have been made yet of any of these case studies. We offer two, both of which are historic cities with similarities to York, both with existing hostile vehicle measures, and both of which permit blue badge access.

Bath is cited in the Higgitt Report. As the report notes, access to the city centre for blue badge holders was temporarily suspended in 2020. Following a consultation in early 2021, it was decided that some accessible (blue badge) bays would be positioned within the hostile vehicle mitigation central areas, with monitoring. This was done by the simple expedient of

allowing drivers with blue badges to enter at one specified point in Cheap St. and to circulate on a single route, leaving at Upper Borough Walls. This has placed all parts of the pedestrianised (and hostile vehicle-protected) city centre within 150m of a blue badge parking site. It appears to have been achieved with the full support of the police, and without compromising the security of the hostile vehicle measures. Yet we have seen no evidence of anyone from the Council visiting Bath or learning from its experience.

Chester is also cited in the Higgitt Report. It was the first UK city to win European Access City Award in 2017. We would hope that York might similarly aspire to such an award, but the Council's current actions would, we suggest, lead to it falling at the first hurdle. Chester's pedestrianised zone is extensive, and protected by hostile vehicle measures. However, blue badge holders are allowed access to certain streets where general traffic is not permitted. One-way southbound access along Northgate is permitted at a staffed barrier by the Town Hall. Access via Frodsham St is not barrier controlled, but the street has been redesigned as a pedestrian priority shared space. The combination of parking locations and an accessible, barrier-controlled route means that all areas of the city centre are accessible within 150m of blue badge parking. Once again, these measures appear to have the full support of the police, and do not seem to compromise the security of the hostile vehicle measures. Yet once again, we have seen no evidence of anyone from the Council visiting Chester or learning from its experience.

Conclusion

Based on the assessment above, York Civic Trust concludes that:

- the statutory consultation conducted by the Council is inadequate, unclear, potentially incomplete, and difficult to access;
- the Council has failed to
 - demonstrate a need to prohibit blue badge parking in the city centre;
 - assess the needs of disabled people or the impacts of the proposals on them;
 - appreciate and reflect the guidance from the Department for Transport;
 - heed the clear advice in the Higgitt Report which it commissioned;
- there is ample evidence from the examples of Bath and Chester that other solutions are possible, which fully satisfy the police and substantially ameliorate the adverse impacts of hostile vehicle measures on disabled people.

For all of these reasons, York Civic Trust objects, in the strongest possible terms, to the York Traffic Management (Amendment) (No 14/12) Order 2022 and to the specific intention of banning all blue badge parking from the footstreet area between 1030 and 1700 and, in due course, between 1030 and 1900. We argue that the proposed ban is both discriminatory and unnecessary. We are extremely concerned that the City of York Council has failed to heed the advice which it itself commissioned or the evidence from other historic cities which have introduced measures to tackle the threat of hostile vehicles whilst effectively providing for blue badge access.

We ask that the Council now withdraws this draft Order and carries out the necessary work to understand the requirements of disabled people, provide adequately for their needs, and heed the advice of its consultants and the evidence from other historic cities. We stand

ready to support the Council in doing so. Conversely, if the Council is not prepared to act in this way, York Civic Trust reserves the right to offer its professional expertise in support of any resulting legal action.



Decision Session – Executive Member for Transport**21 June 2022**

Report of the Director of Environment Transport & Planning

High Petergate Ornate Cast Iron Street lighting Column**Summary**

1. This report seeks a decision whether to repair or replace a historic lamp column that has been damaged by vehicle collision.
2. The cost of repair is significantly higher than replacement. The cost would be claimed from the driver's insurance company there is no guarantee that the full cost would be recovered.
3. Therefore repair is discretionary spend and is considered a member decision.
4. The options of repair or replace are explored in detail in the report.

Recommendations

5. The Executive Member is asked to:

Approve Option B2 is to repair the existing last remaining cast column. Cast columns are more likely to crack and fall so this option relocates the column a few metres away and protects it with bollards to reduce the risk of a vehicle strike in the future.

Reasons:

Street Lighting Officers would normally replace with a tubular steel column which is less likely to collapse, however it would result in the loss of a unique heritage asset, for this reason repair is recommended.

Street Lighting Officers would not recommend just repair in the exact same location due to the risk of future vehicle strikes, so have developed an option which moves the column a few metres and with protection of some bollards reduces the risk of it being hit by a vehicle in the future.

Background

6. A cast iron ornate streetlight in High Petergate/Minster Gates was unfortunately knocked down by an HGV wagon whilst loading/unloading in the city centre. It has highlighted the fact this is the last remaining historical cast ornate columns of this nature in York city centre possibly even the wider York area, certainly at this height and with the type of scroll bracketry incorporated into the column make up.(see photos in Annex A)
7. It is a cast iron ornate streetlight highlighting a part of the city's historical past, and its location is well photographed because the Minster forms a backdrop.
8. As part of York's history, officers have been lobbied and there is a desire to repair rather than replace this particular streetlight. See Annex B for an example.
9. We will seek reimbursement through the driver's insurance company for the costs incurred.
10. We always replace damaged columns prior to the settlement of a claim as they can take time and to avoid disruption as regards illumination of the highway, as we have a duty of care to maintain our assets. This includes illumination levels.
11. There is a serious ongoing risk of vulnerability to collapse because of where this column is sited and its construction (cast). Modern steel columns are more likely to bend if hit by a vehicle, whereas cast ones crack and are more likely to collapse to the ground. However, cast columns are less likely to fail below ground, but steel columns can be tested on an ongoing basis for structural integrity whereas cast ones cannot.
12. The table below explains the way we test our columns

Material Steel	Testing Easy to structural test - with Ultrasonic & Eddy Current (without
-------------------	---

	ornate furniture) although are more difficult to test when ornate furniture i.e. embellishments are at the base or shoulder area
Aluminium/Stainless Steel	No testing possible below ground with Eddy Current
Cast	No testing below ground with Eddy Current & No Ultrasonic testing due to its coarse grain - its structure limits sound wave technology - carry out Visual Examination only.

13. This is not a new issue, following the collapse of a cast column on Monkgate several years ago a number of cast columns were removed on Monkgate, Bootham, Clifton and Skeldergate.
14. This has raised a public safety concern. The risk of a future vehicle could be mitigated somewhat with the placement of bollards but would be more clutter directly outside the Minster.

Consultation

15. Since the accident there have been comments on the need to repair this column both in the press and on social media.
16. Consultation has taken place with the council conservation officers and their views are set out in their report, attached at Annex C.
17. The Civic Trust and Councillors are aware of the incident and nature of the column in High Petergate. The fact we are, as a city, applying for creative cities (UNESCO) has been raised as a reason to endeavour to do our utmost to keep this particular streetlight in its current form after a suitable and comprehensive repair.

Options

18. The options are to repair the existing lamp column or replace it with a modern steel tube with the historic embellishments.

Option A

A replacement 8 metre tubular steel PPA coated black ornate replica column with new LED ornate lantern but in keeping with the rest of Deangate / Museum Street and Duncombe place See picture in Annex D

Option B

A repair of the existing damaged 8 metre cast ornate column after repair from specialist company. Detail of Repair can be found in Annex E1 and E2

Option B2

A repair of the existing damaged 8 metre cast ornate column after repair from specialist company and a relocation of a few metres to reduce the likelihood of the repaired column being hit.

Analysis of Options

19. Advantages of option A:

- Likely that the full cost will be recovered from the driver's insurance company
- From a public safety perspective the construction of tubular steel columns are less likely to collapse to the floor in the way the existing cast column did on being struck by a vehicle.
- Ongoing structural testing regimes can be in place (including below ground) as they are at present (for steel columns) which ensures compliance with national guidance maintaining a vital asset, and gives confidence in the fact they will be highlighted as unsafe before they were ever likely to collapse.
- Risk reduction in line with our responsibilities as an authority to keep our residents and general public safe.
- Can continue to power the Christmas lights, carry wifi units and, potentially, CCTV

20. Dis-advantages of option A:

- Loss of heritage within the city and wider centre and the opportunity of retaining historical artefacts that are part of York's history.

21. Advantages of option B:

- Retention of the heritage and culture which is part of the City of York's history, this location is near The Minster a key tourist attraction.
- There is a reputational risk if this column is not retained as regards the potential loss of part of York's heritage and history. This has been highlighted by some public opinion since the incident as regards concerns over the columns possible replacement with other options.
- The quality of the repair can be checked with an MPI (magnetic particle inspection) test after the proposed repair giving structural assurances prior to re-install that the repair is sound.

22. Dis-advantages of option B :

- Risk of not recovering all costs from driver's insurance company and therefore revenue budgets would have to pick up any shortfall.
- From a public safety perspective this has highlighted a risk of a future vehicle collision and a cracked column that need not be there with replacement such as option A or could be reduced with option B2.
- As a cast iron column on advice from our structural testing company they cannot undertake ongoing structural tests, it can only be visually inspected.
- Officer advice is to remove the Christmas lights link and wifi as they place stresses on a cast column.

Option B2

23. Advantages of option B2 :

- As per option B,
- But a slight relocation move it back slightly (1.5 or 2 metres) into the side street to the minster and try and protect with cast low level bollards at the kerbside.

24. Dis-advantages of option B2:

- As per option B
- This light is actually designed to illuminate High Petergate and if we move it too far back there will be a distinct black spot as regards illumination on High Petergate at this location and fulfil the street lighting function intended.
- The cost of the bollards could not be recovered from the insurance company.

25. Due to the risk Officers do not recommend option B. Options A and B2 are recommended to the Executive Member who must weigh up the risk of a future collapse against the loss of historical heritage. However, it is worth noting that this question has only arisen due to the vehicle collision and therefore the risk would have been carried for the foreseeable future if the collision had not occurred.

Council Plan

26. The Council Plan has eight key core outcomes. Safe communities and culture for all is one of these.

27. The primary purpose of the Street Lighting regime is one of safe communities.

28. However, this decision is finely balanced. Option A to install a modern replica reduces the risk of the column falling on someone in the future and continues the street lighting in the optimal position but loses the cultural historical heritage.

29. Option B2 seeks to retain the cultural and historical heritage and, whilst the risk of a future collision and collapse is mitigated in this option, the risk remains.

Implications

- **Financial**

The estimated cost of repair versus replacement is detailed in the table below.

Cost of Option A Ornate Replacement Replica	Cost £'000
Initial costs of call out	1.3
Replacement with Ornate Tubular Steel replica column	5.1
Replacement/reconnection and reinstall costs	3.4
TOTAL	9.8

Cost of Option B2 Repair	Cost
Initial costs of call out:	1.3
Total refurb/repair costs via specialist provider	26.2
Replacement/reconnection and reinstall costs	4.4
Bollards	1.1
TOTAL	33

The costs of repair are significantly higher than the cost of replacement due to the material of the damaged column. The costs of repair should be funded from the driver's insurance company however there is always a risk on reimbursement if the columns is repaired / replaced prior to arrangements being finalised with the insurer. If there is any shortfall from the insurance claim, there potentially will be costs that will be covered from the council street lighting maintenance budget.

- **Human Resources (HR)**

There will be no implication as regards any HR issues.

- **Equalities**

The Council needs to take into account the Public Sector Equality Duty under Section 149 of the Equality Act 2010 (to have due regard to the need to eliminate discrimination, harassment, victimisation and any other prohibited conduct; advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it and foster good relations between persons who share a

relevant protected characteristic and persons who do not share it in the exercise of a public authority's functions).

A full EIA has not been undertaken at this point. It is felt that Option A if chosen is unlikely to have any equality implications, but Option B2 if chosen would reduce street lighting and has the potential to affect people with a protected characteristic to feel less safe. If Option B2 is approved, then A full Equality Impact Assessment in due course.

- **Legal**

The Council has a legal obligation to maintain its existing highway assets and that will be more difficult to justify outside a regime of Structural testing on street lighting assets, to ensure a risk based approach in line with national guidance maintaining a vital asset. Although this is a guidance document on the management of lighting supports through condition assessments (structural), it supports a risk assessment based strategy which most if not all authorities try to adhere to.

See below extract from conservation officer report Annex C.

Legal & policy context: *In exercising planning functions within conservation areas the local planning authority has a general duty to pay special attention to the desirability of preserving and enhancing the character or appearance of the area (s.72 of the Planning (Conservation Areas and Listed Buildings) Act); and to have special regard to the desirability of preserving the setting of listed buildings (s.66). It should be noted that these legal duties are not applicable in this instance because the erection of a lamppost does not require planning permission, but the local authority should consider the wider regulatory framework for development in the management of the streetscape in this sensitive location.*

- **Crime and Disorder**

This shouldn't create an increased risk of crime as the city centre is well illuminated and this one column should not put this area at any unreasonable risk prior to replacement because of any lack of illumination.

- **Conservation**

Again the implications from a conservation perspective are well documented in the attached document in Background papers.

- **Property**

This incident luckily did not involve private property damages from the column collapse, just public and utility company assets.

If the column is reinstalled in its current form and another incident occurs this may not be the scenario on the next occasion. Although Option B2 with protection to deter vehicle access to this column it would alleviate the risk somewhat.

Risk Management

We have explored a temporary solution of lighting and then awaiting the outcome of the insurance claim, but it would be highly unusual to speculatively try and recover costs through insurance in this way.

The risk of a repaired cast column can be mitigated with the testing of the repair during the process.

However, a cast column carries an ongoing risk. The combined weight and construction (cast) of the column in a high pedestrianised area with traffic access, in particular to HGVs, is a concern for public safety in the event of a reoccurrence of an impact. This risk has been mitigated in option B2 by relocating the column but the residual risk remains as it can't be tested or seen below ground as regards condition. There is a slight increased risk to the public should the post be repaired rather than replaced in a new location and protected by bollards.

There remains a Financial risk in that the full costs may not be recoverable from the third party insurers this risk being greater should the post be repaired and refurbished

Reputational risk – This is really if the post is replaced given the focal point that the post presents for photos and may also suggest a lack of appetite to retain heritage assets/fixtures

A risk Matrix has completed considering each option see Annex F

Contact Details

Author:

Chief Officer Responsible for the report:

Author's name

**Chief Officer's name James Gilchrist
Title Director Environment, Transport and
Planning**

**James Gilchrist
Director Environment,
Transport and Planning**

Report **Date** 01/06/2022
Approved

Specialist Implications Officer(s)

Financial

Name: Patrick Looker
Title Finance Manager

Planning and Enforcement:

Name: Edward Freedman
Title: Conservation Officer

Insurance

Name: Lisa Nyan
Title Insurance Manager

Wards Affected: City Centre/Guildhall.

All

For further information please contact the author of the report

Background Papers:

Annexes:

Annex A – Photos of Ornate Cast Column before and after incident

Annex B – Email about repair rather than replacement

Annex C – Conservation officer report

Annex D – Photo of similar Ornate Replica outside the Minster

Annex E1 and E2 – Details of the Repair Company and Process

Annex F – Risk Matrix

This page is intentionally left blank

Annex A: Photos of Ornate Cast Column before and after incident





This page is intentionally left blank

Annex B – Email about repair rather than replacement

From: Mark Warters
Sent: 02 April 2022 08:43
To: Gilchrist, James; Ferris, Neil; Cllr. A. D'Agorne; Grant, Derek
Cc: Parish Council Osbaldwick; Parish Council Murton; Parish Council Dunnington; Parish Council Holtby; Jill Edwards; Steve Galloway; gwen swinburn
Subject: Cast Iron Lamp Post at Best Price in India

This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Dear All,

I have followed with interest the story around the destroyed historic lamppost in the city centre - most especially in the context of the previous representations I've made for retention of the remaining cast iron lampposts in residential suburbs.

<https://www.yorkpress.co.uk/news/20034660.investigation-see-minster-gates-street-light-can-saved/>

I don't believe there can be any justification whatsoever for an inferior, cheap steel column going up in this location in the city centre, assuming CYC will be seeking the full cost of a cast iron replica from the offending vehicle insurance company might I suggest that a placement is sourced from India where cast iron columns are still made and transported all over the world to countries that still have a degree of civic pride.

If you look through the link you will actually see replica cast columns very much like the one destroyed being offered by some companies and looking up the services offered I am sure that some of these places would offer a bespoke casting service anyway.

Exchange rate translates into a reasonable price and I know Transport will likely add significantly but that should be factored into any insurance claim along with fitting by CYC and Northern Powergrid.

Look forward to confirmation that a 'real' cast iron replica is being sourced - I appreciate there will be a long lead in time but if it is installed this year it would fit in with it being dedicated to the Platinum Jubilee Year.

It might well be that if CYC establishes a good relationship with a cast iron lamppost producer in India we might see appropriate replacement columns going up at other locations in the city centre and conservation areas across the city.

If as a city there are still aspirations to gain World Heritage Status then this needs pursuing properly.

Mark.

<https://dir.indiamart.com/impcat/cast-iron-lamp-post.html>

Regards,

Cllr. Mark Warters.
T: REDACTED



Memorandum

**Design, Conservation and Sustainable
Development**

To: Derek Grant, Street Lighting Delivery Manager
From: Edward Freedman, Conservation Officer

Date: 10/05/22

Re: Historic lamppost, Minster Gates

Ref:

Subject: Heritage appraisal of the historic cast iron lamppost at Minster Gates, demolished by vehicle impact 21/3/22.

The casting in ornate late-Victorian/Edwardian-era Art-Nouveau-influenced design, with octagon-section heavily moulded base supporting round-section shaft with intermittent studded collars, surmounted with swan necked lamp bracket with elaborate scrolled ironwork, acanthus leaves to base, terminating with a down lantern.

Context: Minster Gates lies to the northern end of Stonegate, originally the Via Praetoria, the central street of the Roman fort leading to the headquarters on the site of the Minster. By the medieval period Minster Gates was the principal gateway to the cathedral close, aligning with the south door of the Minster. The gate was removed during the eighteenth century. All of the buildings in the immediate vicinity are listed and span a wide time depth from the medieval to the nineteenth centuries, and the street channels views towards the South front of the Minster. Minster Gates lie in the centre of the Central Historic Core Conservation Area. The context is of the very highest possible heritage significance.

History: The lamppost has a makers plate which has not been deciphered due to build-up of paint. York was home to the distinguished Walker Iron Foundry, John Walker being appointed iron founder to the Queen in 1847, and much of their high quality work survives in the city including the gas lampposts and railings to the Minster fronts and St Leonard's Place. The firm operated until 1926. Other foundries also operated in the city.

John Shaw, the chairman of the Yorkshire Architectural & York Archaeological Society (YAYAS) has researched the history of street lighting in the city. He has identified examples of the distinctive iron Art-Nouveau lampposts across the city centre, from Ouse Bridge to Parliament Street, Deangate and Goodramgate in images from the early decades of the twentieth century, installed following the opening of York Electric Lighting Station in Foss Islands in February 1900 (prior to that lighting would have been gas, and the Minster Gates example replaced a gas lamp in the same position).

The exact design of the Minster Gates example has not been identified elsewhere, albeit the scrolled swan neck form is similar to other patterns of the period, and it may now be the sole surviving example, certainly in York, of the first phase of electric street lighting in the city. Photographic evidence suggests that the other examples in the city centre had been replaced by the 1940s, but the Minster Gates lamppost has survived in its original position for c.120 years.

Assessment: The lamppost has significant aesthetic, historical, evidential and communal interest. Aesthetic value lies in the Art-Nouveau design of the casting and the contribution the historic fixture makes to the setting of the adjacent listed buildings, including the Minster against which it appears as a foreground feature in views from Stonegate, as part of the richly layered historic environment in this location, and as an illustration of the changing design of local streetlighting with reference to the earlier gas lampposts which survive adjacent in Deangate.

Historical and evidential value lies in the sense of the historic streetscape as a multi-layered urban place which retains contributions from past generations of citizens, with two thousand years of structures being visible within metres of the lamppost. The lamppost may constitute the last surviving example of the first phase of electric streetlighting in the city and therefore has a particular technological value.

Communal value lies in the 'familiar and cherished local scene' of the streetscape made up of its enduring components, local feeling being demonstrated by the concern of local businesses, civic groups and the press coverage following the recent demolition.

Legal & policy context: In exercising planning functions within conservation areas the local planning authority has a general duty to pay special attention to the desirability of preserving and enhancing the

character or appearance of the area (s.72 of the Planning (Conservation Areas and Listed Buildings) Act); and to have special regard to the desirability of preserving the setting of listed buildings (s.66). It should be noted that these legal duties are not applicable in this instance because the erection of a lamppost does not require planning permission, but the local authority should consider the wider regulatory framework for development in the management of the streetscape in this sensitive location.

Historic England advises that historic street furniture *can all enrich our streetscapes. Their familiarity and historical associations reinforce a sense of local identity (Streets for All: Advice for Highway and Public Realm Works in Historic Places, Historic England, 2018, p.23)*. The guidance promotes general principles including to:

- *Encourage the preservation and maintenance of historic street furniture;*
- *Identify and conserve street furniture that contributes to the area's significance or that may be a heritage asset in its own right;*
- *Consider recasting local designs, ensuring details are accurate and authentic*

The *City of York Streetscape Strategy (2013)* states that *Historic columns should be retained wherever practical and possible (p.39)*.

The CYC Street Lighting Policy Form Ref No: SLP/2 V2: May 2018 Anexe A p.6 states that *Existing equipment with historic merit or forming part of a listed structure should be retained and restored by a competent accredited specialist*.

Conclusion & recommendation: The Minster Gates lamppost is an irreplaceable historic asset as a sole surviving example of early electric street furniture. If it was made in York it has additional significance. It contributes to the character and appearance of a site of the highest heritage sensitivity.

Specialist assessment has confirmed that restoration of the lamppost is possible, but it is highly specialised and hence expensive.

Every effort should be made to repair the existing fabric and reinstate the lamppost because replacement with an alternative design would not preserve the heritage values of the asset.

Should repair be impracticable, recasting to the existing pattern should be considered.

Further consideration should be given to whether the remains of the existing lamppost can be salvaged for appropriate reuse in the event that restoration and reinstatement in situ cannot be secured.

Edward Freedman
Conservation Officer

Annex D:

Photo of similar Ornate Replica outside the Minster



This page is intentionally left blank



PRESERVATION AND PROTECTION OF OUR RICH ARCHITECTURAL HERITAGE

Helping to preserve and protect our rich architectural and structural heritage

Protecting Britain's Heritage

One word - **Metalock** - has become synonymous with a complete service for the cold mechanical repair of cast iron and other metals.



Metalock Engineering UK initially developed the cold repair process to repair invaluable and sometimes irreplaceable industrial machinery, the process proved highly successful.



Further research and refinement of the technique was undertaken which increased the scope of the process, most significantly in the application of repairs and restoration to cast iron structures.



Much has been written about Britain's industrial and architectural heritage and in recent years the Metallock cold repair process has been used extensively and very successfully in restoring and repairing many famous landmarks and historic buildings, both large and small.

The Metallock cold repair process is an accepted, unique and modern engineering remedy that has made a huge contribution to the protection of Britain's Structural Heritage.



High Level Bridge Newcastle

The bridge was closed to road traffic to allow essential maintenance to ensure the bridge's long-term future, including replacement of wooden supports beneath the road deck.

The reopening slipped as severe cracks were found in some of the bridge's iron girders. Having assessed the bridge girders, engineers decided to engage the services of Metalock Engineering UK Ltd to carry out the essential cold Metalock repairs.

Designed by Robert Stephenson and built between 1847 and 1849, it is the first major example of a wrought iron tied arch or bow-string girder bridge. It is a fine and long standing engineering solution to a difficult problem; the spanning of 1337 feet of river valley, including 512 feet across water.

The High Level Bridge has six river spans of 125 feet (38 m) length, sitting on masonry piers, 46 by 16 feet in section and up to 131 feet (40 m) height.

There are also four land spans on each side, of 36 feet 3 inches. The single carriageway road and pedestrian walkways occupy the lower deck of the spans, 85 feet above the high water mark, and the railway the upper deck 112 above the high water mark.

The total weight of the structure is 5,000 tons.



Metal Stitching Repair Process

The Metalock repair consists of peening into prepared apertures layers of multi-dumbbell shaped keys. These keys are manufactured from a special highly ductile alloy (MN211) specifically developed by Metalock's own engineers.

A series of holes are drilled to pre-determined depths at intervals and at right angles to the fracture. The holes are then joined by the use of pneumatic chisels to take the exact female form of the Metalock keys. Metalock keys, size-matched to the holes, are inserted layer by layer and peened into a metal-to-metal condition into the apertures.

The high tensile strength of the keys ensures the return of a large percentage of the original lost strength. Holes are then drilled along the line of the fracture, tapped and filled with studs, each stud biting into its predecessor. This operation restores rigidity to the casting and ensures a pressure tight joint, essential for vessels subject to high steam or hydraulic pressures.

Hand grinders are used to finish off the repair prior to painting.

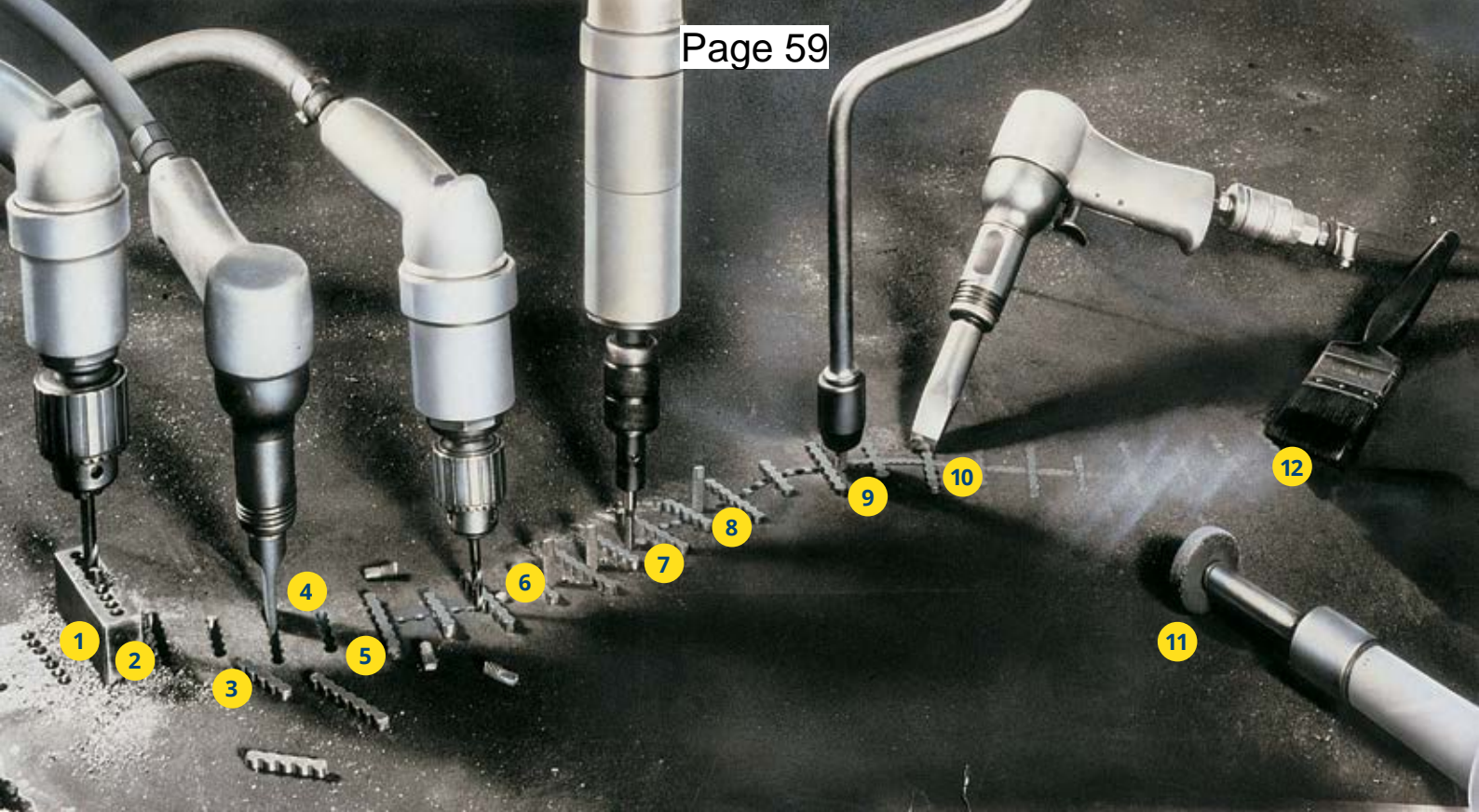
Metalock is indeed a unique method of joining two pieces of metal together. It is recognised and approved by Lloyd's and has an approved Bureau Veritas procedure as the ideal answer to metal fracture, and where a cold repair is desirable.

Before you consider scrapping, a cast iron component consider a cold Metalock repair which may prevent the purchase of an expensive replacement.

24/7 response to your engineering emergency

Advantages of Metalock process:

- Dampens and absorbs compression stresses
- Provides a good 'expansion joint' for such castings
- Distributes the tension load away from fatigue points
- Maintains relieved conditions of inherent internal stresses where rupture occurred
- Maintains alignment and original surfaces, since lack of heat produces no distortion
- The vast majority of repairs can be done in situ, with consequent savings in time with little or no dismantling.



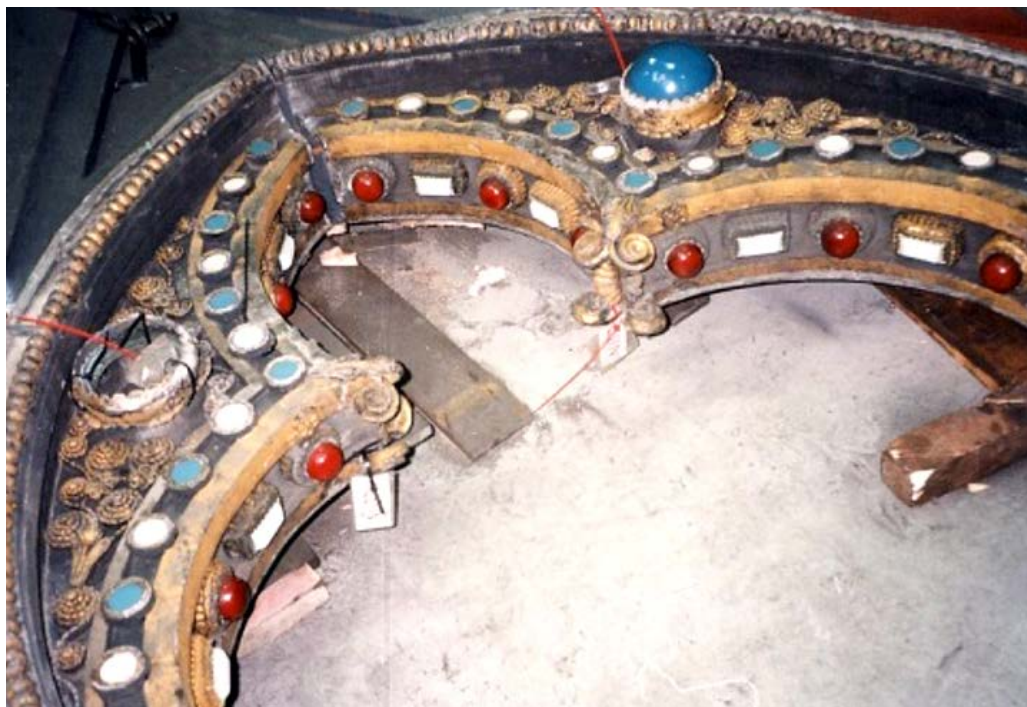
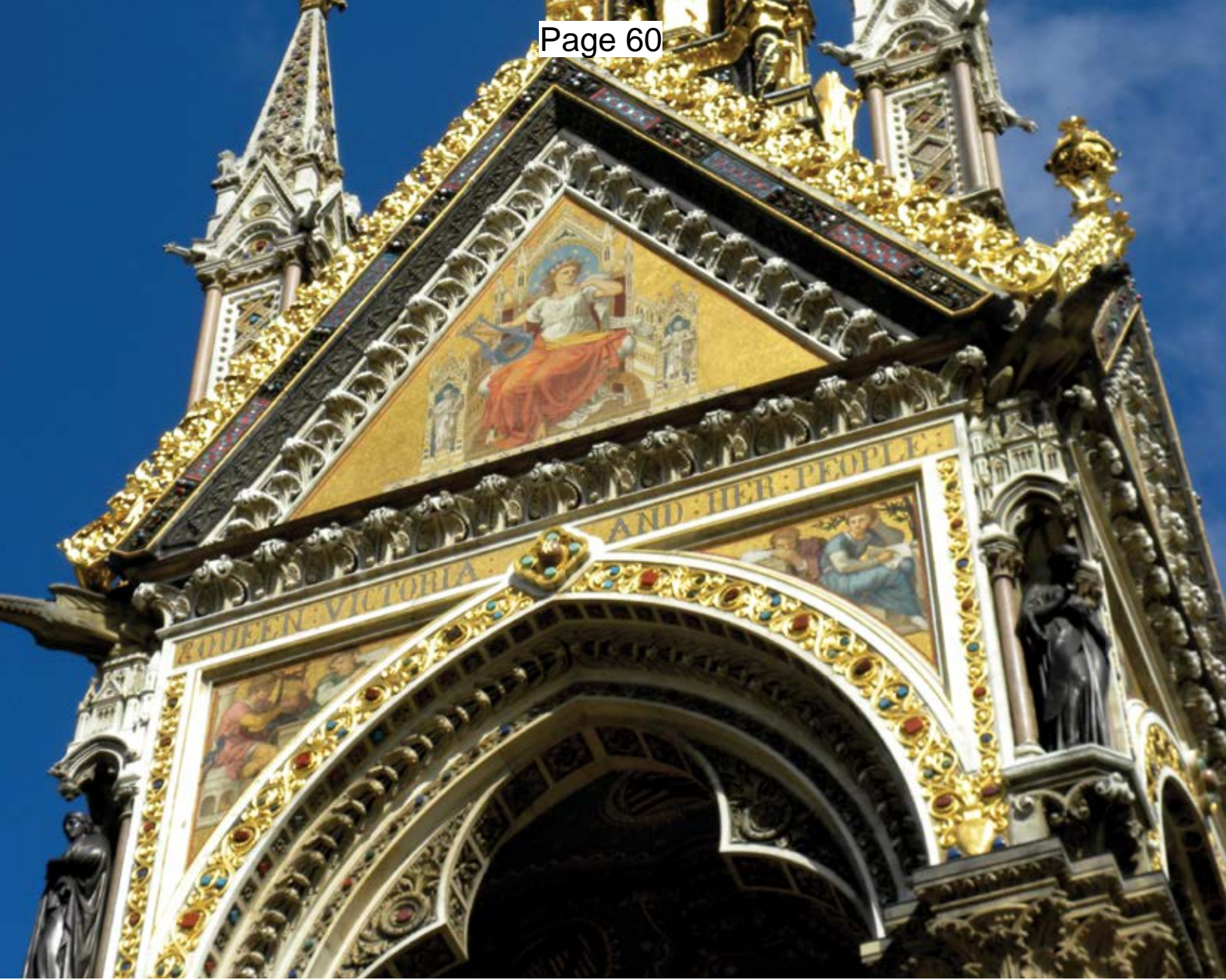
Breakages usually occur because of overloading, accidents, equipment misuse or flaws in the casting.

The illustration of the Metallock repair system, above, is a basic repair to a flat surface. Damage to more complex fractures and castings requires the Metallock Engineer to draw on his skills and knowledge in coping with both the difficulties of the component's shape, its operation and its environment. This all has to be completed, often with a minimum downtime, frequently involving 24/7 working.

Whilst the tried, tested and unique repair system is a repetitive operation, the application is as varied as the plant and machinery for which it is designed. This extends from ship's engines to power presses and petro chem refineries to heritage buildings.

Over the 75 years since the inception of the process, Metallock Engineering has developed special tools, jigs, fixtures and materials to facilitate the repair which enables the restoration of machines and structures to their owner's satisfaction.

- 1 The fracture, after a survey and report has been presented to the customer, is positioned, realigned, and firmly held together by special fixtures and clamps.
- 2 By the use of special Jigs, groups of holes are drilled across the line of fracture to the tool depth of the casting.
- 3 The Metallock Key is a multi-dumbbell shaped section of highly ductile alloy, the size and length being selected to suit the type of fracture.
- 4 The holes are then joined by the use of pneumatic chisels to conform to the shape of the Metallock Keys.
- 5 Individual layers of Keys are inserted in the apertures and peened into a metal-to-metal condition, which becomes almost integral with the parent metal.
- 6 Holes are then drilled along the line of the fracture, then tapped.
- 7 Filled with studs.
- 8 Each stud biting into it's predecessor, resulting in a pressure-tight joint and restoring a rigidity to the casting.
- 9 A Metallock stud is an important aspect of the Metallock process, bearing in mind that pressure repairs are often required.
- 10 The studs are then run down till the heads shear, the remaining rough metal being removed by pneumatic chisels.
- 11 The whole repair receives treatment from hand grinders.
- 12 Prior to it's final coat of paint.



Top: Photograph by Rev Stan

Albert Memorial

The Metalock Cold Repair Process assists in the successful restoration of London's Albert Memorial

The Albert Memorial, directly north of the Royal Albert Hall in Kensington Gardens, London, was commissioned by Queen Victoria in memory of her beloved husband Prince Albert, who died in 1861. Designed by Sir George Gilbert Scott in the Gothic Revival style, it takes the form of an ornate canopy or pavilion 176 feet (54 m) tall, in the style of a Gothic ciborium over the high altar of a church, sheltering a statue of the prince facing south.

It took over ten years to complete, the £120,000 cost (the equivalent of about £10,000,000 in 2010) met by public subscription. The memorial was opened in July 1872 by Queen Victoria, with the statue of Albert ceremonially "seated" in 1876. It has been Grade I listed since 1970.

The Albert Memorial in London was restored to its former glory by English Heritage.

The memorial is constructed from elaborate cast iron sections, up to 75mm thick, clad in lead and decorated with bronze and mosaics. There is also wrought iron, early mild steel, copper and gold. The lead in places is 20mm thick. In the original design there was no provision for the lead to expand, and being constrained it buckled in hot weather. Eventually, the buckled areas cracked and split and let water into the cast iron core leading to corrosion over the years. Corrosion jacked up the lead even more which increased the cracking. Parts of the cast iron core were severely corroded and in some areas there were cracks. These might have been the result of settlement over the years.

Due to these problems, English Heritage was given the task of restoring the edifice in the late eighties and giving it a 60 - year life. After many delays, the project was started in 1994 and completed in 1998.

The memorial was systematically dismantled and inspected to assess the extent of the repairs required to various individual elements and sub - assemblies of the monument.

During the inspection it was decided to retain as much of the original casting as possible. The main damaged cast iron sections would be cut out by Metalock and replacement sections were cast and fitted back on to the original position to restore the overall monument structural design and appearance. Nearly 100 meters of Metalock repairs were completed in situ during this time as well as the repairs that were completed on the upper gables in the Metalock UK work shops.





Top: Photograph by William Murphy
Above: Photograph by infomatique

Ha'penny Bridge

The Ha'penny bridge, Dublin was opened to the public in May 1816 and spans 42 metres across the river Liffey. Metalock Engineering UK were asked to undertake all repairs to the cracked cast iron sections. Metalock carried out a series of magnetic particle inspection checks on various critical components and, using its Metalock metal stitching techniques repaired the damaged parts.

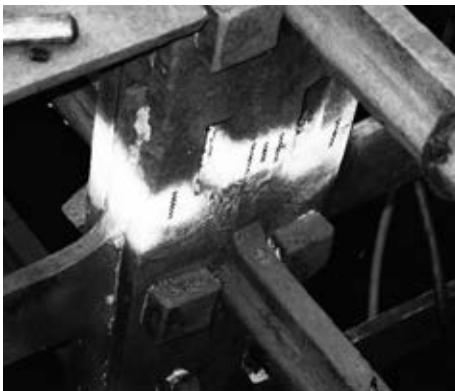
The bridge is a List 1 structure in the Dublin Corporation Development plan and takes its name from the Ha'Penny toll collected between its construction in 1816 to the toll ending in 1915. Although it's present official name is the Liffey Bridge, it was originally the Wellington Bridge and comprises an assembly of elliptical arch ribs. These were most probably cast in the Coalbrookdale Works in Shropshire from a design attributed to Thomas Telford.

Ha'penny bridge was closed for the restoration and a one-piece Bailey bridge located alongside for pedestrian crossing. The deck was removed and new sections fabricated to match the bridge's distorted elliptical shape. New ductile iron ornamental railing sections have also been cast. The project included repainting in its original off-white colour.

Most of Metalock's work involved tie-rod end caps, 43 of which had cracks and were repaired, and cracked diaphragm rib plates. Additionally, Metalocking was used to repair construction webs and install new corbel sections to replace those that had broken off over the years.

Most of the damage to the components that needed repair had been caused by expansion due to corrosion from moisture ingress following the breakdown of joint sealing materials.

Due to the significance of the bridge as an icon of the City, great care and attention was given to the restoration process, as much of the original material as possible was either repaired or refurbished.



Charing Cross Bridge

A famous landmark in Central London, the 100 year old Charing Cross Bridge carries 123,000 commuters across the Thames by rail each day. 720 feet of cracks to the structure's sixteen cast iron columns were successfully repaired by the Metallock process with 108,000 drillings and 36,000 tappings performed on site - without disruption to rail services.



Old West Bridge

Metallock Engineering UK has used its cold repair expertise to repair and refurbish parapet panels, copings and cornices on the Old West Bridge in Leicester.



Gas Street Bridge

The scourge of low cast iron bridges are high sided vehicles coming into contact with the structures, causing major damage. Metalock are able to replace these areas with new sections secured into position by the cold repair process, as was done at the Gas Street Bridge in Birmingham.



Codsall Railway Bridge

Broken cast iron lips that hold parapet panels in place on a grade 11 listed railway bridge at Codsall in South Staffordshire have been repaired by Metalock Engineering.



Dolphin Sturgeon lamp posts refurbishment

Our Metalock cold casting repair department have once again been involved in the preservation of our architectural heritage during the refurbishment of the iconic dolphin sturgeons located on the Victoria Embankment in London.

The dolphin sturgeons were installed when the river wall was built 150 years ago now showing signs of wear and tear they are in need of some care and attention.

So, it all started on the Victoria Embankment and Civil Engineer Sir Joseph Bazalgette's scheme to build a new road and sewage system for London.

The building of Victoria, Albert and Chelsea Embankments would give Londoners new places to stroll down by the river and, in order for them to stroll safely, lighting was needed.

The idea was first discussed by The Metropolitan Board of Works various designs ideas were published in the Illustrated London News and The Builder.

It was finally decided to go with the creation by George Vulliamy who was Superintending Architect of the Metropolitan Board of Works at that time.

The installation of the original 49 ornate cast iron 'sturgeon' lamp columns mounted on top of the Victoria embankment wall thus creating the 'Dolphin Zone' occurred in 1870s.

The cast-iron lamps feature two dolphins (or sturgeons) with their bodies wrapped around the lamp column and were apparently inspired by the dolphin sculptures on the Fontana del Nettuno in Rome's Piazza del Popolo.

The Victoria Embankment River Wall is located on the north bank of the River Thames and was constructed between 1864 and 1870, it stretches between Westminster Bridge and the City Council's boundary to the east of Temple Place.

The structure is Grade II listed. If you walk down the steps by the Millennium Bridge on the North Bank of the river Thames you will very probably stop to gaze across to the South Bank, taking in views of the Tate Modern art gallery and the new Globe Theatre. You will see the dolphin zone on the south bank. The iconic lamp posts are entwined dolphins (sturgeons) and have the inscription EIIR.

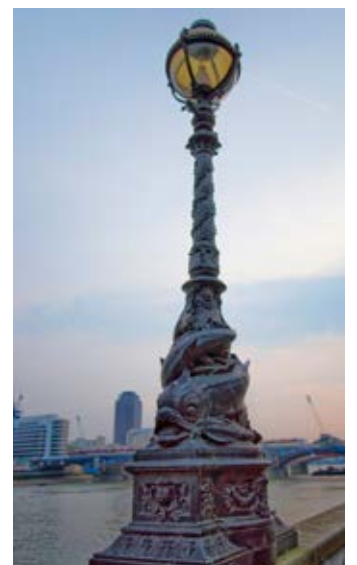
Then, in 1977, City authorities had replicas placed on the North and South banks of the river to commemorate the Queen's Silver Jubilee, with 'EIIR' inscribed to honour Queen Elizabeth II.

We are lead to believe that some of the later additions "Dolphin Lamps" were cast at Sandersons and Robinson Ltd, Meadow Foundry in Mansfield Nottinghamshire and others at the Old Rd Foundry in Oldham Lancashire.





The refurbishment of the 'sturgeon' lanterns will enhance the local area and result in a more attractive riverside walking route.



Chetwynd Bridge

Following an assessment by Metalock engineers of the grade 11 Star listed cast iron Chetwynd bridge in Staffordshire that had developed fractures, it was decided that the company's cold repair process could provide an effective and long lasting repair.

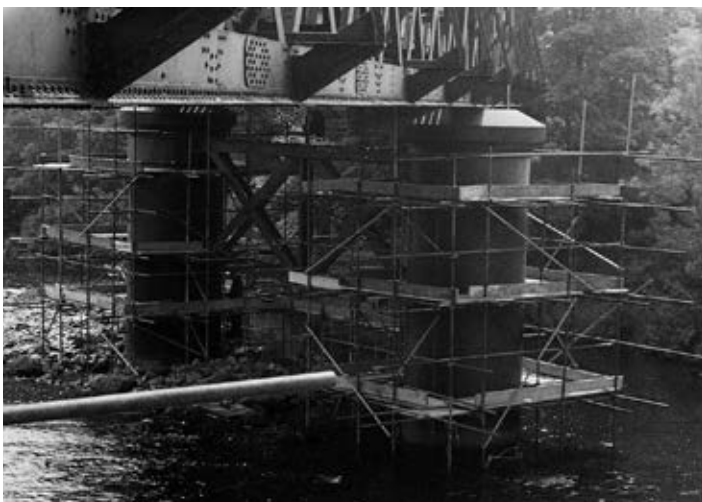
Seventy four metres of cracks were repaired without dismantling the bridge, taking three months to complete.



Right: Photograph by Bs0u10e01

Northumberland Bridge

Metalock Engineers undertaking repairs to cast iron Column supporting a river bridge in Northumberland.

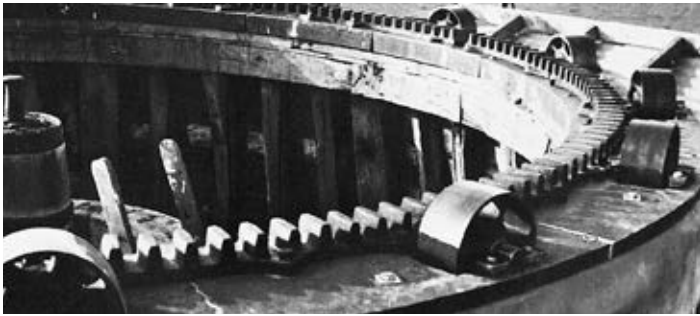


Lacey Green Windmill

Lacey Green windmill stands on the escarpment of the Chiltern Hills, near Princes Risborough and halfway between High Wycombe and Aylesbury. Since 1971 it has been restored back to working order by members of The Chiltern Society.

The 1970 picture below shows the sad condition it had reached. It has been restored to preserve its unique wooden machinery, which probably dates from around 1650, making this the oldest smock windmill in the country.

Metalock repaired ten segmental castings, six of which were cracked, and four broken in two. In addition, ten circular rack sections were broken in two or three pieces. From patterns Metalock were able to repair these and also produce three additional segmental sections.



Darlington Market

Restoration of this 100 year old historic covered market was carried out under a preservation order. Inspection showed 24" to 48" fractures in six of the cast iron architectural columns supporting the roof. As it was virtually impossible to replace the columns without a total stripdown, a repair was essential, avoiding the shortcomings of welding.

The Metalock repair required no dismantling, was guaranteed and approved by Lloyd's.

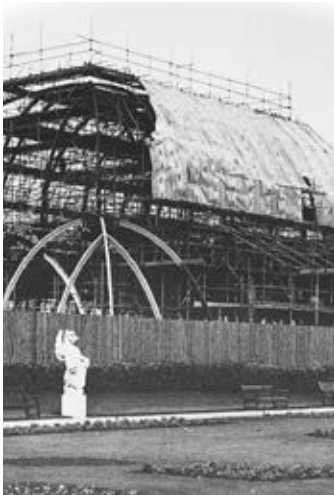


Right: Photograph © Copyright Steve Daniels

Kew Gardens

The Palm House forms an integral part of the structure of Kew Gardens, and is being renovated as part of the overall restoration programme. The sills, guttering and floor plates, which are over 100 years old, need to be restored to their original condition.

Metalock are undertaking this work by their cold repair process which restores the inherent strength and is the only way of retaining the authentic appearance of this historic structure.



Above: Photograph by Herry Lawford

Wootton Wawen Aqueduct

Built 166 years ago, the Aqueduct at Wootton Wawen was damaged by a heavy road vehicle, causing a 3 foot fracture in a cast iron tray. As it carried the busy A34 road from Birmingham time was of the essence.



The watertight repair was successfully completed in four days with minimum disruption to road and canal traffic.



Far Left: Photograph by Elliott Brown

Madeira Terrace

Visitors to Brighton who will recognise and appreciate the iron terrace built in 1895 will be pleased to learn that Brighton Corporation were able to save the structure with the aid of Metallock.



The repair, accomplished on site, introduced no additional stresses, which would occur if it was conventionally welded, returning the cracked supporting columns to their original strength.

Somerset House

During refurbishment at Somerset House, inspection to the Main Support Girders showed extensive fractures. These fractures were repaired using a combination of Masterlocks and Metallock Keys, giving additional strength to the repair.





Above: Support column repair from beginning to end, using the Metalock process.

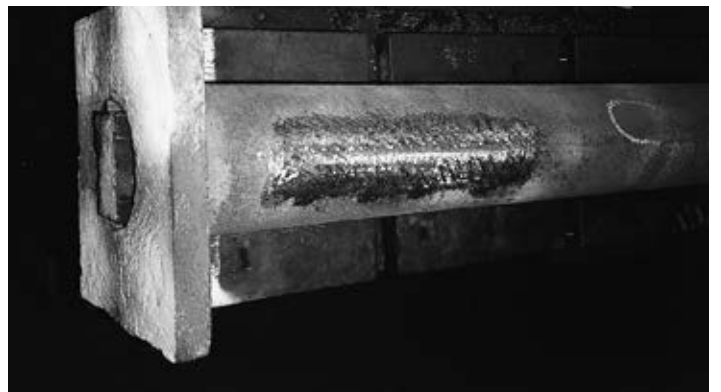
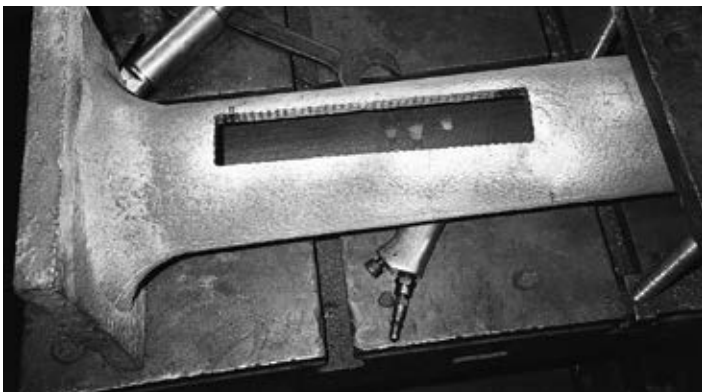
Support columns

Metallock repairs can be carried out to all sorts of support columns, under workshop conditions or on-site, without the costly need to remove the column. A new section can be cast and split in two halves and cut out of the column to match one of the halves. The new section can be inserted and secured by the Metallock process, the remaining section can then be removed and replaced with the second new section and finally secured into position.



Left: Railway platform support column fractures due to frost and repaired on-site.

Below: Bellway Home support columns showing the removal and replacement of damaged sections in the workshop.





Metallock Engineering UK Limited
Unit H5 Pilgrims Walk, Prologis Park,
Coventry CV6 4QG ENGLAND

+44 (0) 2476 338205
sales@metallock.co.uk

www.metallock.co.uk



Part of the Metallock Engineering Group
www.metallockengineering.com



Metallock Engineering UK has been approved by Lloyd's Register to the following standards:
ISO 14001:2015, ISO 45001:2018, ISO 9001:2015, SSIP (Safety Schemes in Procurement)



Metallock Engineering UK Casting Repair Division:
JP/18/MET/METALOCKA/1
Joining Procedure Approval Test Certificate A



Registered Trade Mark No. 815168



Registered Trade Mark No. 2574380



Registered Trade Mark No. 2574378

COPYRIGHT: All design, text, and the selection or arrangement thereof are the copyright of Metallock Engineering UK Limited.
TRADEMARKS: Metallock Engineering UK Limited is the owner of the "Metallock Engineering UK" logo [Registered Trade Mark No. 2574380], "Metallock Engineering" logo [Registered Trade Mark No. 2574378] "Metallock" logo [Registered Trade Mark No. 815168], "Metallock Engineering" logo [Community Trade Mark E9790296], "Metallock" Text Mark [Registered Trade Mark No. 754070], "Metallock Engineering" Text Mark [Registered Trade Mark No. 2238266].
All other trademarks, company names or logos cited herein are the property of Metallock Engineering UK Limited or their respective owners.
No permission is given by Metallock Engineering UK Limited in respect of the use of any such trademarks, Metallock Engineering UK, Metallock Engineering, Metallock.



Metallock Engineering UK Ltd
Unit H5 Pilgrims Walk
Prologis Park, Coventry
CV6 4QG, England

Tel: +44 (0) 2476 338205
Email: sales@metallock.co.uk
Web: www.metallockengineering.com

METALLOCK REPAIR - METHOD STATEMENT

**Lloyds Register
LR119046REP-01**

AUTHORIZED BY: A Evitts . Job number

Lloyds LR method statement approval

Sequence of Events

1. Arrive at site and report to your designated site contact.
2. Ask your contact for a site induction.
3. Put on the required PPE before entering the work site including overalls, safety boots, safety gloves and any other site specific PPE as required by the site.
4. Survey damaged item and complete the survey sheet in full.
5. MPI test the area working to MPI Procedure MET WP -003 and complete the MPI report
6. Design the repair i.e. no. and positions, size and depth of keys and record this information on the survey sheet.
7. Size and position of Inserts if required
8. Lightly grind damaged area and remove any debris. Ensure PPE including safety goggles and respiratory protective equipment is worn.
9. If necessary clamp component to secure and to close fracture as much as possible.
10. Mark out the hole centres for key positions and centre pop.
11. Drill centre hole for first key aperture making sure it is at 90° to work piece.
12. Jig drill holes for first key aperture, (make sure at least two holes are either side of crack and stagger all following apertures).
13. Flat bottom holes to required depth.
14. Cut out key aperture using sizer.
15. Repeat 10 (until completely flat at bottom of aperture).
16. Cut keys to length.
17. Place 1st key in aperture and peen into place.
18. Place 2nd key in aperture and peen into place and repeat until all but the last key is fitted.
19. Drill anchor holes in all apertures.
20. Using an annealed final key place into aperture and peen into place, making sure a small part of the key is proud of work piece.
21. Repeat operations 7-16 for remaining apertures.
22. Mark out stud positions.
23. Drill and tap stud holes.
24. Fit studs to full depth of thread and shear off.
25. Drill and tap adjacent stud holes and fit studs until the line of fracture is completely studded and interlocks with its neighbor, creating a seal.
26. Peen along the line of studs and apertures and remove excess metal. Re-peen the repair taking care not to damage surface.
27. Grind repaired work piece if permissible. Ensure PPE including safety goggles and respiratory protective equipment is worn.
28. MPI test the area working to MPI Procedure MET WP -003 and complete the MPI report
- 29.
30. vibration exposure limits (HAVS) will be worked to at all time to BS EN ISO 10819:2013+A1:2019 and recorded on the Reactec HAVWear (information can be obtained by contacting Metallock UK)



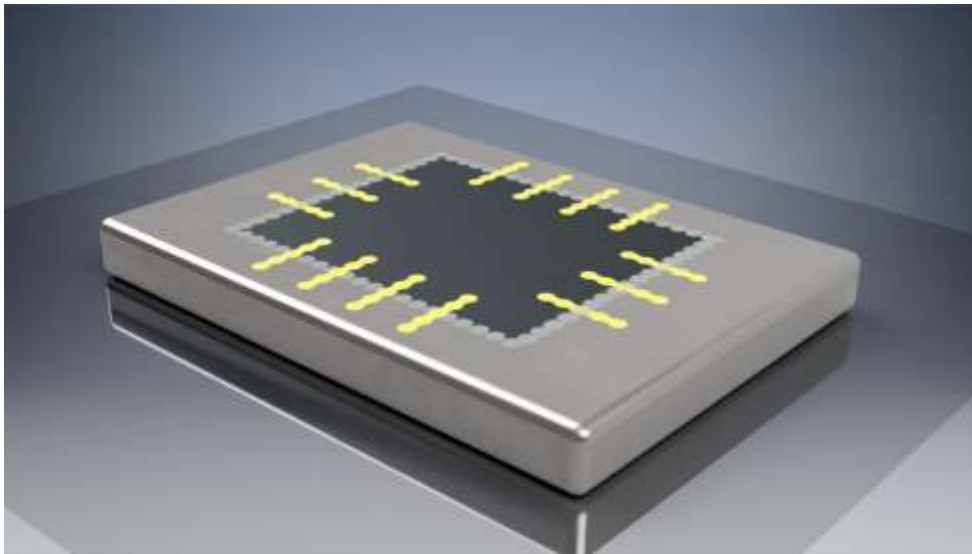


Metallock Engineering UK Ltd
Unit H5 Pilgrims Walk
Prologis Park, Coventry
CV6 4QG, England

Tel: +44 (0) 2476 338205
Email: sales@metallock.co.uk
Web: www.metallockengineering.com

31. Clean the work piece and clear up the work area at the end of your shift.
32. Complete the job report and the certificate of customer satisfaction – ensure customer signs both documents.
33. Wash your hands and clean yourself thoroughly before leaving site. Dirty overalls should be taken back to the head office so they can be sent away for washing.

Lloyds Register LR119046REP-01



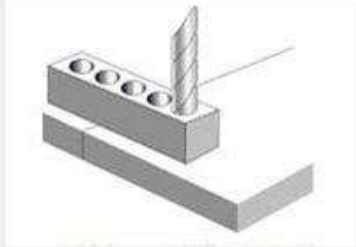
By Andrew Evitts
Date issued 19/01/2021



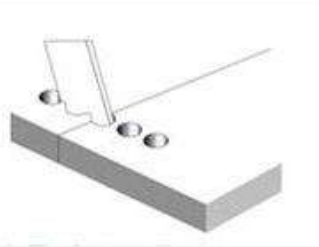
Metallock Engineering UK Ltd
Unit H5 Pilgrims Walk
Prologis Park, Coventry
CV6 4QG, England

Tel: +44 (0) 2476 338205
Email: sales@metallock.co.uk
Web: www.metallockengineering.com

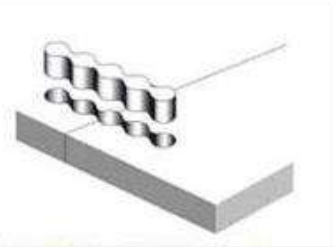
HOW THE PROCESS WORKS



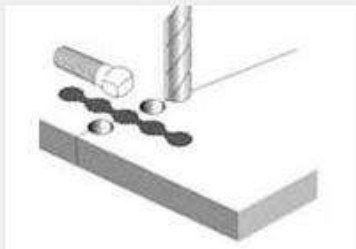
1. Using a drill jig, rows of blind holes are drilled perpendicular to the direction of the crack, each row to act as a key.



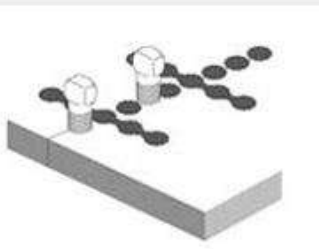
2. The intermediate partitions are removed with pneumatic chisel.



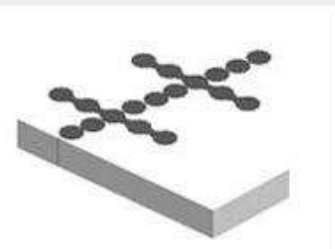
3. Metallock keys are driven into the opening and caulked.



4. Holes for Metallock screws are drilled along the crack between the keys.



5. The screws are fitted to ensure they overlap, effecting a seal along the fracture.




6. Finally, the entire installation is caulked to ensure stability and pressure tightness.

Lloyds Register LR119046REP-01

This page is intentionally left blank

Annex

Risk matrix: Column being struck by vehicle

POTENTIAL OUTCOME		LIKELIHOOD	
Catastrophic	Fatal injury/permanent disability	Highly likely	More likely to occ
Major	RIDDOR reportable Specified Injury/ Disease/Dangerous Occurrence	Likely	
Moderate	RIDDOR reportable over 7 day injury	Possible	
Minor	Minor injury (requiring first aid)	Unlikely	
Insignificant	Minor injury	Remote	Less likely to occ

POTENTIAL OUTCOME					
Catastrophic			Risk of collapse if struck Option B.		
Major			Risk of collapse if struck Option B2		
Moderate			Risk of collapse if struck Option A .		
Minor					
Insignificant					
	Remote	Unlikely	Possible	Likely	Highly Likely

LIKELIHOOD

Risk rating		Action
	HIGH	Urgently review/add controls & monitor (If Likely / Highly likely – stop work, seek competent advice, notify H&S Team)
	MEDIUM	Review/add controls (as far as reasonably practicable) & monitor
	LOW	Monitor control measures

This page is intentionally left blank



**Decision Session – Executive Member for
Transport**

21 June 2022

Report of the Director of Transport, Environment and Planning

iTravel York progress report 2021/22 and 2022/23 programme

Summary

1. This report provides an update of the iTravel Programme of work to benefit traffic flow, health and the environment through promoting behaviour change towards sustainable travel options.

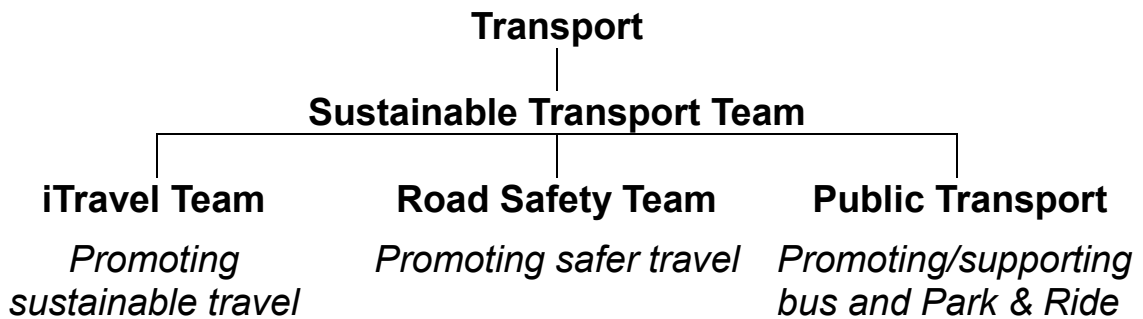
Recommendations

2. The Executive Member is asked to note the progress made in 2021/22 and the proposed 22/23 iTravel Programme subject to funding.

Reason: to endorse the proposed approach to delivery for 2022/23 in support of the council plan outcome of enabling more residents to get around sustainably.

Background

3. The iTravel Team delivers travel behaviour change activities to benefit traffic flow, health and the environment in York. It is a Council team (currently 6 employees) within the Sustainable Transport Team. The iTravel programme is the means for delivering most of the travel behaviour change activities.
4. The iTravel Team works closely with the other teams in Sustainable Transport, which also draw some of their funding from the iTravel Programme. The Road Safety team provide child pedestrian training and adult and child cycle training. The Public Transport Team promote and provide information about bus and Park & Ride services.



Benefits of promoting sustainable travel

5. The role of the iTravel team is to encourage people in York to travel sustainably, e.g. walking, cycling, public transport, car sharing and low emission vehicles. The team primarily uses the method of ‘travel planning’ to help individuals to change to using sustainable travel. For example for cycling, some of that support can be free information, training, ‘tryouts’ and challenges. This could be provided directly by the team or through ‘travel plans’: documents developed by employers and other organisations about how travel to their site can be changed.
6. The following table relates the benefits of sustainable travel to the Council Plan core outcomes, illustrating how important it is to what the Council wants to achieve.

Benefit from increasing sustainable travel	Council Plan core outcomes that link with this
Reduced congestion by using road space more efficiently	<ul style="list-style-type: none"> • Getting around sustainably • Well-paid jobs and an inclusive economy

Benefit from increasing sustainable travel	Council Plan core outcomes that link with this
Improved air quality by emitting less or cleaner vehicle emissions	<ul style="list-style-type: none"> • Getting around sustainably • A Greener and Cleaner City
Reduced carbon emissions by emitting less or lower carbon vehicle emissions	<ul style="list-style-type: none"> • Getting around sustainably • A Greener and Cleaner City
Increased health through active travel. Walking to the bus is healthy.	<ul style="list-style-type: none"> • Good Health and Wellbeing
Cost savings to individuals. Walking/cycling is low cost, but bus and car sharing can save money too.	<ul style="list-style-type: none"> • Well-paid jobs and an inclusive economy
Safer travel through support to cycle safely.	<ul style="list-style-type: none"> • Safe Communities and culture for all

iTravel Programme: DfT funding allocations

7. The iTravel Programme is a programme of travel behaviour scheme initiatives. The table below sets out funding received so far.

Funding before 21/22:	Amount
Cycle City York	£223K (08/09); £543K (09/10); £615K (10/11)
Local Sustainable Transport Fund (LSTF)	£180K (11/12); £647K (12/13); £777K (13/14); £896K (14/15)
LSTF 2	£1m (15/16)
Sustainable Transition Fund	£399K (16/17)
Access Fund	£451K (17/18); £399K (18/19); £472K (19/20)
Access Fund extension	£438K (20/21)
Funding in 21/22	
Access Fund extension carry forward	£136K
Capability Fund (active travel)	£180K
Total	£316K

8. Extra funding has also been available for schemes that the iTravel Team have delivered.

Funding in 21/22		Output
E-Cycle Extension Fund	£133K	E-Cycle Switch
E-Cargo Bike Fund	£32K	E-Cargo Bike Scheme
Active Travel Fund	£24K	Marketing resources for 22/23*

*Led by CYC Communications Team

9. The 22/23 budget is yet to be confirmed as we are awaiting funding announcements from the Department for Transport.

iTravel Programme 21/22 and associated schemes: Output and Outcome headlines

10. In terms of showing results of the programme it will always be difficult to calculate grand totals, because different schemes require different types of data collection.

E-Cycle Switch

11. E-Cycle Switch started in July 2021, funded with an extra £133K following a successful bid. See www.itravelyork.info/e-cycle-switch. The scheme aims to convert York people, including car users, to using and buying electric cycles (pedal assisted) – particularly people who need help finding practical, healthy and environmentally friendly journey options. The Council has been working with local bike shops to provide trials of electric cycles and discounts off subsequent purchases, from July 2021.
12. The trials offer a chance for people to experience life with an e-cycle, taking it to work, the shops, finding out what they like and don't like – the discount encourages them to make the change permanent by buying their own e-cycle.
13. There are options for job seekers as well as those interested in adapted cycles (e.g. for people with disabilities), offering proportionately larger discounts.
14. As of February 2022, there have been 162 participants so far, including 8 adapted cycle users. Early evidence suggests that the trials and discounts had a genuine effect on persuading people to switch to using e-cycles as well as some shift from car use.

15. Of note has been the new method of providing trials through bike shops rather than outsourcing to a single provider or trying to do it ourselves. Spread across the different shops there has been capacity to deliver enough trials. Participants benefit from the knowhow of bike shop staff as well as the easy option to go on and purchase a bike. And of course there is the benefit to the economy of keeping spend local. There may be opportunities in the future to develop this concept further, e.g. with non-electric cycles or with child-carrying equipment too.
16. With an underspend of around £70K, we are able to deliver more E-Cycle Switch in 22/23.

E-Cargo bike scheme

17. E-Cargo cycles are pedal assisted cargo cycles that have containers large enough to deliver and transfer boxes and other items. A good option for a city wanting to reduce van deliveries that add to congestion and air pollution.
18. With another extra £32K successfully bid for, we have been able to purchase 2 electric trikes for St Nicks to use for their recycling collections. Another bike has been ordered for the Council to use internally. And Brunswick Nursery will have a trike to deliver their produce.
19. We had hoped to buy two bikes for businesses to try a month at a time to see if they'd like to buy their own, but demand for this was lower than expected.
20. We will monitor usage of the above cycles. The overall aim is that usage of e-cargo bikes will increase in York, with these early pioneers influencing other local organisations to do the same.

Active Travel Campaign

21. Working in partnership with the Council's Communications Team, Bright Sparks were appointed to develop marketing materials for a campaign in 22/23. The cost of £24K was funded from the Active Travel Fund. The campaign will promote infrastructure, such as the upcoming A19 cycle route, that is also paid for by the Active Travel Fund. Materials include branding/imagery, sophisticated messaging and a video.



Better Points

22. Better Points provide us with an online service, rewarding people who download and use an app with vouchers and other incentives for travelling sustainably.
23. Over 1000 signed up. 50% reported driving less by mid-December. 56% agreed or strongly agreed with: 'As a result of BetterPoints York, I am less likely to use a car in the future.' Logged journeys are 74% walking, 16% cycling, 4% bus.
24. We hope to continue and grow Better Points in 22/23.



Cycle training

25. Cycle Training is delivered by the Road Safety Team, partly funded through the iTravel Programme.

Bikeability training for children

26. The Bikeability training has been extremely popular again with a very good take up from the schools. By the end of the current academic year we are on target to be delivering to 100% of the state schools in York, Primary and Secondary. We are also delivering training at Applefields School, the satellite hubs at Manor School, Joseph Rowntree, and also to a limited number at the Millthorpe Satellite hub. Bootham school take part in the training each year and last summer St Peter's requested Bikeability as part of their summer school programme. This proved very popular and has been requested for next summer.
27. We will be one of the few areas who have exceeded our allocated Bikeability Grant funded places. Additional funding from The Bikeability

Trust has been applied for to help with the training for the remainder of this academic year.

Skill level taught	No. participants (21/22)*
Level 1	60
Level 2	100
Level 1 & 2 combined	1,186
Level 3	478
Balance Bike	121

*By 8th February 2022

Urban Cycle Skills for adults and families

28. The uptake for this continues to be steady, it has not been heavily promoted because of the capacity to deliver the sessions. To date, from 1 April 2021, around 80 sessions have been delivered.
29. One woman at the mosque has been taught to cycle, and the instructor is now helping her with selecting a second hand bike for her to use. She will have an Urban Cycle Skills session when she has her own bike and has had some more practice. There is one more woman who is having a 'learn to cycle' session/s prior to taking a UCS session, on a bike provided by iTravel/Road Safety.
30. Urban Cycle Skills using an electric bike (pedal assisted) provided by CYC is now an option. 2 requests have so far been made for these.

Inclusivity

31. We continue to make the training as inclusive as we can, by adapting the training to an individual's needs, often on a ratio of 1-1 or 2-1 and having shorter but more sessions to progress their cycling ability.
32. York Sport Village have been very supportive and will loan an adapted bike, by request, to enable children with special needs in mainstream schools to take part in the Bikeability sessions that their class are doing. This makes a huge difference to them as they can join in a class activity they would otherwise miss out on.

Blueberry Academy

33. Blueberry Academy have expressed an interest in having cycle training for some of their young people. Discussions are underway to find the best way to deliver training sessions.

York Walking Festival

34. Following the successful launch of the York Walking Festival in September 2020, a second festival took place a year later. This time, with Covid restrictions eased, it was possible to have a programme of 35 led walks, delivered by volunteers and existing walking groups. We recorded 277 recorded attendees, though there were possibly as many as 600. A Better Points promotion for the festival also led to 3064 miles being walked.
35. New online and printed resources were also produced for the festival, including a new walking bingo and the Club Wilber Treasure Hunt (also available in braille). Such resources can then go on to be available throughout the year.

York Walking Festival



iTravel website development

36. Alongside our successful walking festivals, the walking content of the website has been developed with the aim of it being the first point of call for anyone wanting to walk more in York. The walking maps page now references a wide range of up to date routes produced by various groups and societies – particularly those that have points of interest (e.g. historical). The walking groups page references most if not all walking groups in York. The Ideas of Walking page now has our activity sheets, such as the Walking Bingo and Crosswalk.
37. We are also working on providing more helpful links to help people with mobility problems (e.g. wheelchair users) to plan their journeys.

Cycle route videos and Walking audio guides

38. A cycle route video offers a preview of a route before someone sets out. It shows what the route is like, which helps the person decide whether to use it and also how to navigate it.
39. A walking audio guide is an alternative to using a paper map to follow a walking route. Using a mobile phone someone can follow a route on an interactive while clicking on locations to hear information (e.g. historical) through their headphones.
40. At least 2 cycle videos and 2 walking audio guides will be produced and available on www.itravel.info by March 2022.

Schools: Sustrans travel behaviour change

41. Sustrans have over a number of years engaged with primary school pupils about their travel choices, encouraging more walking and cycling in particular – first with Bike It and then with their active travel services. This service has complemented the iTravel Team, who have acted more as advisors to the schools, helping them develop ways to improve their school run.
42. We have not renewed their contract beyond July 2021 in anticipation of iTravel programme funding reducing. Also it was felt that although Sustrans have performed well, the concept has run its course in York. We therefore decided to take a break from outsourcing schools work to review what initiatives we think could work in the future (if we had the funding).

43. In the school year 21/22 they delivered 119 activities to 8 schools and achieved the following:
- a. Car Use: Pupils reporting car use as their usual form of transport to school decreased by nearly 5 percentage points: from 20% at baseline to 15.2% at the end of the year.
 - b. Active Travel: Pupils who usually choose active travel to get to school increased from 71.9% at baseline to 76.1% after one year of engagement.
 - c. Park and Stride: Park and stride is less popular than active travel, but has increased from 7% at baseline to 8.2% at the end of the year.
 - d. Travel preferences: After one year of engagement, 84.8% of pupils want to travel actively to school (up from 81.7% at baseline), and only 6% want to be driven to school (down from 9.8% at baseline).

Schools: October 2021 Walk to School Week

44. The iTravel Team organised the annual competition to see which school can have the highest percentage of pupils walking or making other active travel journeys. This year the mileage would be totalled to see how many trips to Glasgow that would equate too, in tribute to Glasgow's COP26.
45. Archbishop of York Junior won the Jack Archer prize:
- a. 95.7% journeys completed
 - b. 1106 journeys total
 - c. 5 one way trips to Glasgow (1 journey = 1 mile. 210 miles to Glasgow)
 - d. 0.3tonnes of CO₂ saved
46. All school results:
- a. 24 schools took part in the week
 - b. 13 schools competed for Jack Archer award
 - c. Average of 77% of journeys made by Active travel
 - d. 13,204 total active travel journeys made in the week

- e. 64 one way trips to Glasgow (if 1 journey = 1 mile)
- f. Potential of 3.84 tonnes of CO₂ saved

Schools: People Streets (Sustrans)

- 47. Sustrans produced feasibility studies and preliminary designs for changing the highway outside both Badger Hill Primary and Clifton Green Primary Schools. These designs are now available as and funding has been secured and these schemes now form part of the Council's Active Travel Programme.
- 48. The aims are to improve the journeys to school by active travel alongside addressing issues such as from parent parking behaviour. Sustrans initially carried out consultation with children, parents, school staff and the neighbourhood and then street trials to test ideas developed.



Clifton Green Street Trial

Schools: Travel Planning

49. A core role of the iTravel Team is advising schools about how to increase sustainable travel and also how to address issues such as excessive parent parking, which is a common enquiry to us. So far one officer in the team has been carrying this role out.
50. This year, with the Sustrans contract ending and the officer leaving the team, the role has been shared amongst the 6 team members.
 - a. Schools will benefit from the experience and skills of the whole team
 - b. The team will be less reliant on one officer and each officer in the team will have variety of work (not just schools work)
 - c. The team itself will become more knowledgeable about the schools work. It will be more able to plan how our services can be adapted, e.g. thinking through what can follow the Sustrans travel behaviour change work.

Travel Planning – general

51. The iTravel Team has developed itself to be more focussed on travel planning – encouraging other organisations to take action on their travel, often through travel plan documents.
52. We have developed guidance for ourselves and travel plan authors to standardise and maximise how travel plans are written for the planning process.

iTravel Programme: 22/23

53. We have only received an indication that funding will be available for 22/23, without any further guidance. And so no proposed programme has been submitted to DfT at this time.
54. The approach of the 22/23 programme will be to further develop our support for residential and school travel plans while building on the successes of established schemes and events:
 - a. Residential Estate Travel Plans: We will continue to develop our ability to support residential travel plans. New residential estates are being developed in York with potential increases of traffic to the local area and citywide. We have a key role in encouraging people moving in to consider alternatives to the car. Overall we will

continue to maximise our role of assessing and supporting travel plans as part of the planning process. This will include residential travel plans. Funding to carry out this role could also be available through Section 106.

- b. Schools: We will continue to develop our ability to support schools as a whole team. As we familiarise ourselves with the issues and opportunities we will develop ideas for how children can be engaged with following the end to the Sustrans contract. One concept we hope to initiate in 22/23 will be Youth Ambassadors, helping particular children to lead the way in their school. Walk to School Week will take place again in October 2022. And we will consider another People Streets scheme should funding and the need be identified as well as the capacity of the Council to build more schemes.
- c. E-Cycle Switch encouraged people to switch to electric cycles in 21/22. The format will stay the same in 22/23, but we hope to advertise it to people who will benefit the most from having a new way of travelling, e.g. from improved health, job access, travel costs reduced. There may also be a way to expand the range of cycles available in the scheme, including child carrying equipment.
- d. E-Cargo Bike Scheme – the e-cargo cycles purchased in 21/22 will be utilised in 22/23, with data collected about their usage/performance. We hope that the bike available for Council use can also be made available to the small number of organisations who expressed an interest in trying one. Social media will be used to share experiences of the cycles, to encourage other organisations (that move items around the city) to buy one.
- e. Better Points has a solid base of over 1000 people who have downloaded the app. We hope to double that while making more impact on journey choices – both encouraging new sustainable journeys and encouraging others to persist. Funding allowing we hope to promote bus use more to increase patronage in York. Whether we appoint Better Points again (the supplier) will depend on our procurement process.
- f. Walking Festival – we will carry out another festival in September, including inviting volunteers to lead more walks.
- g. Active Travel Campaign – with marketing resources produced, we will work with the Council's Communications Team to promote

usage of new cycle infrastructure, including the route planned for the A19. The iTravel Team will complement the marketing with pop-up events and initiatives at organisations and community hubs to engage with potential users of the routes.

- h. Car Club – a new role for the team will be helping the Council to manage its contractual relationship with Enterprise Car Club, including looking at potential new locations for cars.
 - i. Schools post: Funding allowing, with the Road Safety Team, we hope to recruit a new Senior School Road Safety Officer. They would be an extra resource for the schools work: 2 days a week. The other 3 days would be coordinating the School Crossing Patrollers.
55. As the funding allocation is yet to be announced by the DfT the team is undertaking activities for the 22/23 programme where possible using funding carried forward and the team are also assisting with funded projects where the team's skills would be required. For example, the people streets projects in the Active Travel programme.

Council Plan

56. The key component of 'Getting around sustainably' relates to more people choosing to travel by public transport, walking or cycling – both through infrastructure and the iTravel 'hearts and minds' work. The iTravel Programme is referenced in the Council Plan document under this theme. The following key components are also relevant:
- a. 'Good health and wellbeing' – the programme contributes by encouraging active travel.
 - b. 'A greener and cleaner city' – a switch to sustainable travel from car journeys can reduce both local air pollution and carbon emissions.
 - c. 'Well-paid jobs and an inclusive economy' – the economy benefits from employees and jobseekers finding options for their commute. Footfall to shops and other businesses could also increase, e.g. through promoting walking.

Implications

57. This section considers the wider implications of this report as follows.
- **Financial** – funding for the 22/23 programme is yet to be announced by the DfT. The 22/23 programme will be brought back to a decision session for endorsement once the funding has been announced.
 - **Human Resources (HR)** – No Human resource implications anticipated at this stage, subject to review following funding announcements from the Department for Transport
 - **Equalities** – The Council recognises its Public Sector Equality Duty under Section 149 of the Equality Act 2010 (to have due regard to the need to eliminate discrimination, harassment, victimisation and any other prohibited conduct; advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it and foster good relations between persons who share a relevant protected characteristic and persons who do not share it in the exercise of a public authority's functions). No negative impacts have been identified for people with protected characteristics. In line with the Council's Public Sector Equality Duty, we will continue to make our iTravel Programme schemes and our travel planning services available to a wide range of users and to

consult with people with protected characteristics when developing schemes and interventions. Publicity will be more citywide and we have increased our contact with groups representing people with protected characteristics.

- **Legal** – No legal implications identified.
- **Crime and Disorder** - No crime and disorder implications identified.
- **Information Technology (IT)** - No IT implications identified.
- **Property** – No property implications identified.
- **Other** – no other implication identified.

Risk Management

58. This section considers the key risks associated with this report. The key risk is the delay in the department for Transport announcing the funding available to local authorities to undertake sustainable travel initiatives such as those organised through the iTravel programme.
59. Officers will continue to monitor announcements and chase news of the funding to ensure continuity within the team as far as possible.

Contact Details

Author:

Duncan McIntyre
iTravel Programme Manager
Place Directorate
Tel No. 01904 553786

Chief Officer Responsible for the report:

James Gilchrist
Director of Transport, Environment and
Planning

Report **Date** 08/06/2022
Approved

Specialist Implications Officer(s) List information for all

Financial:

Name Patrick Looker
Title Head of Finance

Legal:

Name Dan Moynihan
Title Senior Solicitor

Wards Affected:

All

For further information please contact the author of the report

List of Abbreviations Used in this Report

DfT – Department for Transport



Decision Session –

21 June, 2022

Executive Member for Transport

Report of the Director of Environment, Transport and Planning

Proposed Residents Parking for Kexby Avenue, Arnside Place and 13 to 57 (odds) Thief Lane; consideration of objections to the introduction of Residents Parking in these streets.

Summary

1. Following consultation carried out in February 2021, an Order was made to introduce Resident's Priority Parking in streets near to Kexby Avenue.
2. We then received a petition, organised by a resident, which requested a review of the decision not to include Kexby Avenue and Arnside Place.
3. A further report, in October 2021 considered that petition and responses to a follow-up consultation and ballot. It was agreed that an Order be drafted to include these streets in ResPark (see Plan A).
4. This report considers objections to the drafted Traffic Regulation Order (TRO) to introduce the agreed restrictions and permit parking needed to introduce residents' priority parking (ResPark) in these streets. A decisions will be needed to make the draft Order.

Recommendation

5. The Executive Member is asked to:

- a. Approve the making of the Order, as drafted, to introduce parking controls (ResPark Area) on Kexby Avenue for those in the R39B Residents Priority Parking Zone.

Reason: This recommendation is supported by the majority of people from Kexby Avenue who signed the petition in favour and is supported by the outcome of the further consultation in September 2021.

- b. Approve the making of the Order, as drafted, to extend the R39B Residents' Priority Parking Zone and include properties in Kexby Avenue, Arnside Place and 13 to 57 (odds) Thief Lane in the qualification zone for this ResPark scheme.

Reason: Residents in these properties can, currently, park in these streets. As the introduction of ResPark is intended to address non-resident parking it is reasonable to continue to accommodate them in the qualifying zone.

Background

4. A report on the outcome of consultation on ResPark was taken to the Executive Member for Transport in June. Given the level and nature of responses at that time the proposals for Kexby Avenue and 13-57 Thief Lane (odd) were not taken forward. Arnside Place is a Private Street off Kexby Avenue and was not included in that original consultation. The rest of the scheme has now been implemented.

5. We received a petition, on 8th July 2021, organised by a resident: the header of which is copied at ANNEX A. There are 47 properties in Kexby Avenue of which 35 had signed the petition. The canvassing also covered Arnside Place. There are 10 properties here of which 5 have signed the petition.

6. The scheme that has now been implemented includes Green Dykes Lane and Devon Place. We have given it reference R39B and it operates from Monday to Friday; 9am to 5pm. This scheme has been funded by a contribution as its primary goal is to address the day-long commuter parking in the streets that is associated with the University.

7. If Kexby Avenue was to be included in the ResPark scheme, that zone (R39B) would be extended. If Kexby Avenue is included it raises a question about Arnside Place (see below).

8. It should be understood that a highway authority is not in a position to introduce parking controls requiring a permit within a Private Street. If Arnside Place is included in the ResPark scheme then permits would be valid in Kexby Avenue although there would not be any ResPark controls within Arnside Place itself.

5. If 13-57 Thief Lane (odd) is included in the ResPark scheme then all permits would be valid in Kexby Avenue and any marked bays along Thief Lane. The proposed extension to R39B would include Kexby Avenue, Arnside Place and (for completeness) 13–57 (odds) Thief Lane. To further inform discussions we carried out a letter drop with ballot paper.

Consultation, Responses and Proposals,

6. The proposed extension to R39B would include Kexby Avenue and (for completeness) Arnside Place and 13 – 57 (odds) Thief Lane.

7. We have received 4 objections to the making of the Order as drafted.

8. One of these residents said that they never have a problem getting parked and friends, family also have no issues. Their family members have cars and the resident does not think they should have to bear the cost of parking (as well as paying road tax etc.) outside their own house, as they assume the permits will cost per resident. They considered that the majority of parking by people who do not live down the street are those people who are dropping of children at St Lawrence's School therefore are only parked for a small amount of time.

9. The writer is more concerned that the Avenue is being used as a cut through and sometimes cars are driving too fast when doing this.

10. Three of the objections were to the scheme only operating between 8am and 6pm weekdays. They point out that the original consultation asked if the scheme should be weekdays or seven days a week.

11. They recall discussions at the time of the petition, with most residents wanting a 24/7 scheme.

Officer Comments and Proposals

12. The scheme is funded through an agreement with The University of York. The key aim of the scheme is to address day long parking of cars associated with the operation of the University. The imposition of

restrictions into the evening and at weekends would not accord with this aim and would further inconvenience local residents.

13. It is accepted that an aspect of the introduction of parking controls is the additional 'administration' required by local residents. The permits will be initially subsidised by the funding secured and residents will be asked again about the future nearer to September 2024.

Council Plan

This report is supportive of the following priorities in the Council Plan which focuses on key outcomes that include:

- Good health and wellbeing;
- Getting around sustainably;
- A greener and cleaner city and
- Safe communities and culture for all.

Implications

The following are the identified implications.

- **Financial** – The consultation process and implementation of any agreed set of schemes will be funded from funds deposited by the University of York under a Section 106 agreement. The initial subsidy to permits will be funded in the same way.
- **Human Resources** – The extended parking zone will require staff resources (shortly utilising an online self-service system and virtual permits) by the back office and CEO staff. The management and monitoring will be a Traffic Management function.

- **Equalities** – The Council recognises its Public Sector Equality Duty under Section 149 of the Equality Act 2010 (to have due regard to the need to eliminate discrimination, harassment, victimisation and any other prohibited conduct; advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it and foster good relations between persons who share a relevant protected characteristic and persons who do not share it in the exercise of a public authority's functions). There are no equalities implications identified in respect of the matters discussed in this report. The process of consulting on the recommendations in this report will identify any equalities implications on a case by case basis, and these will be addressed in future reports.
- **Legal** – The Traffic Management Act 2004 places a duty on local traffic authorities to manage the road network with a view to securing, as far as reasonably practicable, the expeditious, convenient and safe movement of all types of traffic. The Council regulates traffic by means of traffic regulation orders (TROs) made under the Road Traffic Regulation Act 1984 which can prohibit, restrict or regulate the use of a road, or any part of the width of a road, by vehicular traffic.

After the public notice of proposals for a TRO has been advertised any person can object to the making of the TRO. The recommendation in this report requires decision maker to consider all objections received during the statutory consultation period before deciding to make the TRO unchanged, to make it with modifications that reduce the restrictions or not to proceed with it. This will enable the Council to comply with the requirements of the Road Traffic Act 1984, as well as the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

- **Crime and Disorder** - None
- **Information Technology (IT)** – There is an existing ICT system in place. A new ICT system for parking covering penalty charge notices and permits has been rolled out. Some initial teething issues are being resolved with the aim of improving the customer experience.
- **Property** - None
- **Risk Management** – The proposed extension to the existing Residents' parking provision will be something that most residents/customers will welcome but may disadvantage some people who may have objected to the draft proposal. These objections have been reviewed and reported herein.

Contact Details:

Author:

Ken Hay
Traffic Projects Officer
Transport
Tel No. 2474

Chief Officer Responsible for the report:

James Gilchrist
Director Environment, Transport & Planning

Report Approved **Date** 13/06/2022

Ward Affected: Fishergate

All

For further information please contact the author of the report.

Decision Session

21 June, 2022

Report of the Corporate Director of Place

Portfolio of the Executive Member for Transport

Annex A

Header to Petition

To Whom It May Concern

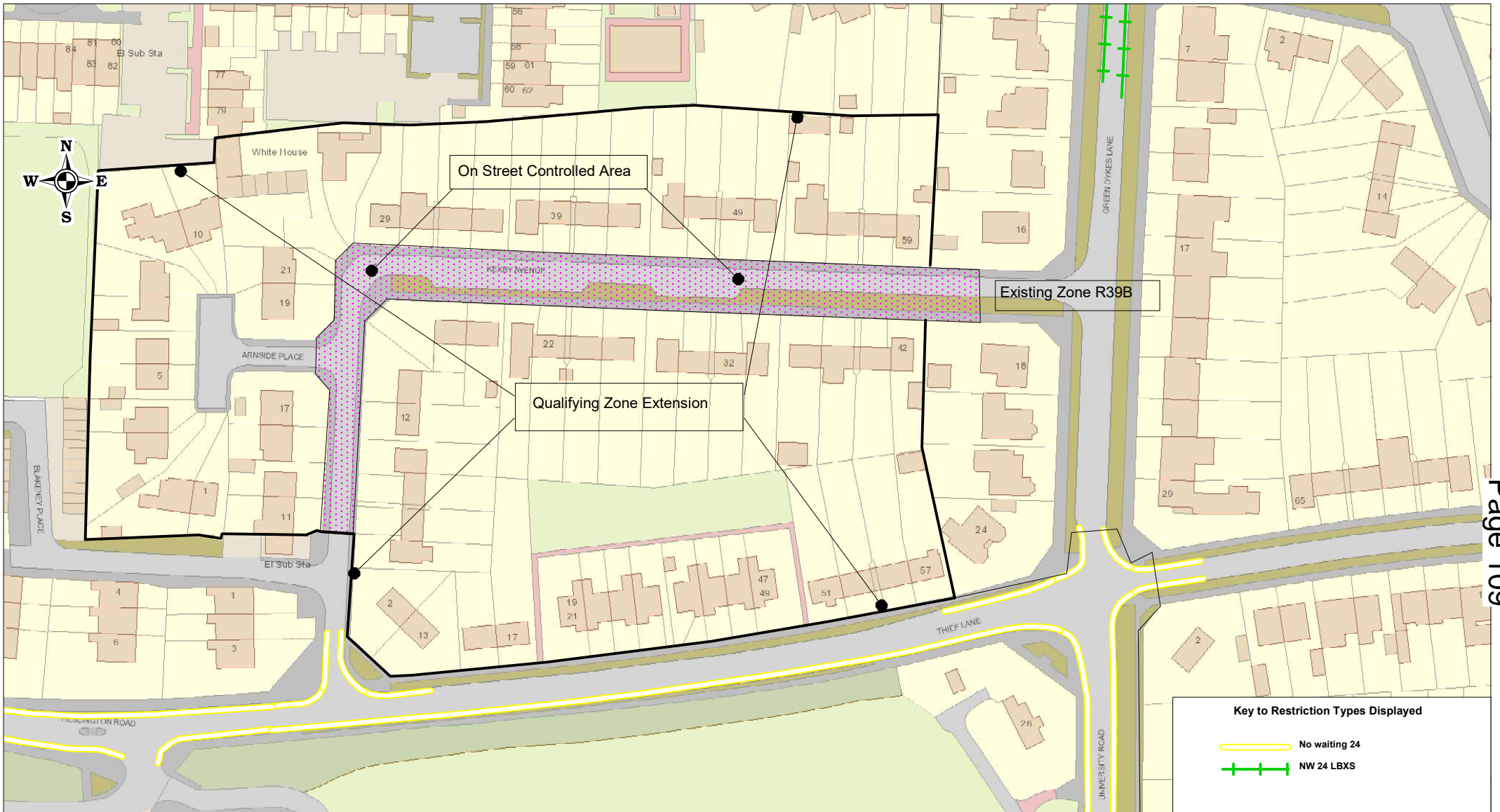
We the residents of Kexby Avenue would like to appeal against the decision of allowing Non resident parking in our neighbourhood streets (the L-shaped street within Kexby and the cul-de-sac on Arnside Place). We are led to believe residents of 13 properties replied to the letter circulated earlier to solicit responses on allowing non-resident parking, to which 7 were for the parking and 6 against. However, several residents who had not responded to the letter circulated earlier, have now expressed concerns regarding recent incidents of crowded parking by non-residents in our streets, causing different difficulties for us residents.

We would like to request you to review the decision and introduce Resident Parking Scheme in our neighbourhood

The Signatures below are For the Resident parking to Happen

Name and Address	Signature
------------------	-----------

This page is intentionally left blank



R39B Extension - Kexby Avenue

+ Crown copyright. All rights reserved
Licence No. 2003

SCALE	1 : 1250
DATE	24/02/2022
DRAWING No.	
DRAWN BY	

This page is intentionally left blank



Decision Session – Executive Member for Transport**21 June 2022**

Report of the Director of Environment, Transport and Planning

Osballdwick Lane Parking Petition**Summary**

1. To report the receipt of a petition requesting to review the arrangements for parking on Osballdwick Lane from its junction with Tang Hall Lane to the Osballdwick Parish boundary.

Recommendations

2. The Executive Member is asked to approve:

that the Transport team will work with the communities' team to undertake a review of the area and discuss options for a ward funded scheme with ward councillors.

This will provide an opportunity review the area and propose options that will tackle the concerns that the residents have raised concerns about.

Background

3. A petition was submitted in December 2021, which was incorrectly filed upon receipt, this matter was only discovered in April 2022 when the petition leader emailed the Executive Member for Transport to request an update on the petition. There are 28 signatures on the petition and the petition front sheet is shown in Annex A.
4. The petition requests the council to review the arrangements for parking on Osballdwick Lane from its junction with Tang Hall Lane to the Osballdwick Parish boundary (Annex B Location Plan) and come up with a solution that:

- Allows pedestrians, wheelchair users and parents with pushchairs to use the footpaths without hindrance from parked vehicles;
- Allows passengers to get on/off buses at marked bus stops;
- Allows pedestrians to cross Osbaldwick Lane safely: and
- Provides clearly marked areas for local residents to park their cars.

Consultation

5. A consultation was undertaken for proposed 'No Waiting at any time' restriction at the junction of Osbaldwick Lane Moore Avenue (Annex C), but that was prior to the initial submission of the petition. The petitioner at the Executive Member decision session in March 2022 made the request to defer a decision on that proposal pending a review of the wider area, but due to safety concerns that were raised in relation to parking near the junction, the Executive Member decided to approve that request separately at the April Executive Member Decision session.

Options

6. Option 1 – Note the petition but take no further action. This is not the recommended action because it does not address the residents' concerns.
7. Option 2 – request that the Transport team work with the communities' team to undertake a review of the area and discuss options for a ward funded scheme with ward councillors.

Analysis

8. The ward team could look at a scheme to put bollards along the footpath edge to remove the ability of drivers to drive and park on the footpath, causing an obstruction for pedestrians, wheelchair users and parents with pushchairs. The review would also be able to look at locations to introduce safe crossing points along the road, with consideration given for the current position of the Bus Stop to provide safe crossing points near the bus stop.
9. The petition also requests marked areas for local residents to park their cars, the only option available to provide marked bays exclusively for residents would be through a Residents Parking Scheme but it is not

considered that is an outcome that the residents are pursuing. Marked parking bays could be considered within the review but they would be available for all to highway users. There could also be significant costs and obstacles as a result of underground utilities.

10. Parking restrictions during the daytime could be considered if the problem is related to school drop off and pick up but this could result in displacement parking in side roads or further along the road.

Council Plan

11. The report is supportive of the following priorities in the Council Plan in addition to the One Planet York Principles, that the Council Champions.

- good health and wellbeing
- getting around sustainably
- a better start for children and young people
- a greener and cleaner city
- safe communities and culture for all
- an open and effective council

Implications

12. The report has the following implications:

Financial –

Human Resources (HR) – The report will have an impact on the ward community teams work load, as a resource will be required to review potential options.

Equalities – The Council recognises its Public Sector Equality Duty under Section 149 of the Equality Act 2010 (to have due regard to the need to eliminate discrimination, harassment, victimisation and any other prohibited conduct; advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it and foster good relations between persons who share a relevant protected characteristic and persons who do not share it in the exercise of a public authority's functions). The equalities matters are summarised below:

- Age – the location is near a school, so does have an impact on children and parents accessing the school;
- Disability – Neutral;
- Gender – Neutral;
- Gender reassignment – Neutral;
- Marriage and civil partnership– Neutral;
- Pregnancy and maternity – Neutral;
- Race – Neutral;
- Religion and belief – Neutral;
- Sexual orientation – Neutral;
- Other socio-economic groups, including:
 - Carer - Neutral (see Disability);
 - Low income groups – Neutral;
 - Veterans, Armed Forces Community– Neutral.

Legal –

If it is decided to amend the Traffic Regulation Order, that proposal will require an amendments to the York Parking Stopping and Waiting Order 2014: Road Traffic Regulation Act 1984 & the Local Authorities Traffic Orders (procedure) (England & Wales) Regulations 1996 apply. Further, if following the review communities' team it is recommended to carry out any works pursuant to any ward funded scheme, said works will need to be commissioned in line with the Council's Contract Procedure Rules and (where applicable) the relevant law under the Public Contract Regulations 2015.

Crime and Disorder – No crime and disorder implications identified

Information Technology (IT) – No Information Technology implications identified.

Property – No Property implications identified

Other – No other implications identified

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

Contact Details

Author:

Darren Hobson
Traffic Management Team
Leader
Transport
Tel: (01904) 551367

Chief Officer Responsible for the report:

James Gilchrist
Assistant Director for Transport, Highways
and Environment

Report **Date** 13/06/2022
Approved

Specialist Implications Officer(s) List information for all

Financial:		Legal:	
Name	Patrick Looker	Name	Dan Moynihan
Title	Head of Finance	Title	Senior Solicitor

Wards Affected: Hull Road Ward & Osbaldwick & Derwent Ward **All**

For further information please contact the author of the report

Background Papers:

Annexes

Annex A – Petition Front Page

Annex B – Petition Area

Annex C – Osbaldwick Lane & Moore Avenue

This page is intentionally left blank

Petition to City of York Council

We the undersigned petition the council to review the arrangements for parking on Osbaldwick Lane from its junction with Tang Hall Lane to the Osbaldwick Parish boundary and come up with a solution that:

1. Allows pedestrians, wheelchair users and parents with pushchairs to use the footpaths without hindrance from parked vehicles;
2. Allows passengers to get on/off buses at marked bus stops;
3. Allows pedestrians to cross Osbaldwick Lane safely; and
4. Provides clearly marked areas for local residents to park their cars.

Note: Individuals signing this request must be persons residing, studying or working in the city.

Signatures and details of those signing this petition:

This page is intentionally left blank

Annex B - Petition Area



Date: 27 May 2022
Author: City of York Council
Scale: 1:1,250



This page is intentionally left blank

Osbaldwick Lane & Moore Avenue Restrictions



This page is intentionally left blank



21 June 2022

Report to the Executive Member for Transport and Planning

Speed Limit Traffic Regulation Order Amendments

Summary

1. To report investigations carried out into requests for changes to several speed limits.

Recommendations -

2. **Option 1** – No change is recommended for the following sites:
 - Stockton Lane
 - Temple lane, Copmanthorpe
 - Intake Lane, Acaster Malbis
 - A19, Deighton

Reason: Because the road environment is not consistent with a lower speed limit and there is little prospect of achieving a reduction in vehicle speeds.

3. **Option 2** – Advertise a revised speed limit for the following sites (details shown on plans in **Annex C**):
 - The Hollies, Stockton on the Forest 20mph
 - A1079, Dunnington 40mph
 - Northfield Lane, Poppleton 30mph + additional works
 - North Lane, Huntington 30mph
 - Wheldrake Lane, Elvington 30mph
 - Sim Balk Lane, Bishopthorpe 40mph
 - Askham Bryan site 1 30mph

- Askham Bryan site 2 40 and 30mph
- Wheldrake Lane, Elvington 30mph
- Naburn 30mph
- The Revival Estate 20mph
- Towthorpe 30mph
- Shipton Road 30mph

Reason: Because the indications are these are appropriate speed limits due to the surrounding environment, to respond to resident concerns and to reduce risk of collisions and injuries.

Background

4. **Annex A** outlines where there have been requests for changes to the existing speed limit.
5. The Department for Transport (“**DfT**”) circular 01/2013 “*Setting Local Speed Limits*” has been used to assist in investigating these requests. It is important to bear in mind that merely posting a lower speed limit does not result in a reduction in vehicle speeds. This is because drivers drive at a speed they consider appropriate to the prevailing conditions and road environment. This is reflected in the DfT key point reproduced below:

“Speed limits should be evidence-led and self-explaining and seek to reinforce people’s assessment of what is a safe speed to travel. They should encourage self-compliance. Speed limits should be seen by drivers as the maximum rather than target speed.”

Posting an unrealistic speed limit is therefore very likely to result in an unmet expectation in the eyes of those requesting the reduction and a failure of the authority to implement a successful scheme. In addition, because the enforcement of speed limits can only be carried out by the police there would likely be additional calls on their limited resources to tackle drivers not complying with the unrealistic lower limit. Enforcement is unlikely to be considered a high priority when allocating resources to tackle their main duty of crime reduction. Hence the highway authority has a responsibility to ensure the speed limits introduced do not depend on enforcement for ongoing compliance.

6. There are 3 national speed limits:

- 30mph on roads with street lights
- 60mph on single carriageway roads
- 70mph on dual carriageways

However, these are not always appropriate for all roads and it is down to the local traffic authority to set local speed limits in situations where local needs and conditions suggest a speed limit which is different from the respective national speed limit. The general advice on what speed limit to use for urban and rural roads is set out in Tables 1 And 2 in **Annex B**. It should also be noted that where a speed limit varies from a national speed limit there is a strict requirement for the appropriate signs to be displayed at the correct intervals otherwise enforcement cannot be carried out.

7. For each location information is provided (see **Annex C**) on the current vehicle speeds, a brief description of the local environment, a view on if a lower speed limit is viable and likely cost.

Options for Consideration

8. **Option 1** –Take no action on an item. This is put forward where it is considered the road environment is such that it is very unlikely to achieve any real change in driver behaviour by posting a lower limit.
9. **Option 2** – Approve the advertising of a change in the speed limit as outlined in Annex C. This is recommended where it is considered there is a reasonable prospect of achieving a reduction in vehicle speeds.
10. The approximate cost of taking forward the recommendations is around £4,000 for the advertising of the Traffic Regulation Order, and approximately £8,000 for the works on site if implemented.

Consultation

11. Changes to the Traffic Regulation Order have to go through a formal legal process whereby they are advertised for a 3 week period in which time people are able to make a formal representation for or against the proposals, we would encourage ward councillors and transport advocacy groups to take part in the consultation.

Council Plan

12. The above proposal contributes to the Council's draft Council Plan of:
 - Getting around sustainably

- Good health and well being
- Safe communities

Implications

13. This report has the following implications:

Financial – The changes put forward as recommended can be funded through the annual budget set aside for new signs and lines.

Human Resources – None.

Equalities – The Council recognises its Public Sector Equality Duty under Section 149 of the Equality Act 2010 (to have due regard to the need to eliminate discrimination, harassment, victimisation and any other prohibited conduct; advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it and foster good relations between persons who share a relevant protected characteristic and persons who do not share it in the exercise of a public authority's functions). There are no equalities implications identified in respect of the matters discussed in this report. The process of consulting on the recommendations in this report will identify any equalities implications on a case by case basis, and these will be addressed in future reports.

Legal –

The proposals require amendments to the York Speed Limit Order 2014: Road Traffic Regulation Act 1984 & the Local Authorities Traffic Orders (procedure) (England & Wales) Regulations 1996 apply.

The statutory consultation process for Traffic Regulation Orders requires public advertisement through the placing of public notices within the local press and on-street. It is a requirement for the Council to consider any formal objections received within the statutory advertisement period of 21 days. Formal notification of the public advertisement is given to key stakeholders including local Ward Members, Town and Parish Councils, Police and other affected parties.

The Council, as Highway Authority, is required to consider any objections received after formal statutory consultation, and a subsequent report will include any such objections or comments, for consideration.

The Council has discretion to amend its original proposals if considered desirable, whether or not in the light of any objections or comments received, as a result of such statutory consultation. If any objections received are accepted, in part or whole, and/or a decision is made to modify the original proposals, if such a modification is considered to be substantial, then steps must be taken for those affected by the proposed modifications to be further consulted.

Any public works contracts required at each of the sites as a result of a change to the speed limit (e.g. signage, road markings, etc.) must be commissioned in accordance with a robust procurement strategy that complies with the Council's Contract Procedure Rules and (where applicable) the Public Contract Regulations 2015. Advice should be sought from both the Procurement and Legal Services Teams where appropriate.

Crime and Disorder – None

Information Technology - None

Land – None

Other – None

Risk Management

14. . None.

Contact Details

Authors:

Darren Hobson
Traffic Management Team
Leader
Dept. Transport

Chief Officer Responsible for the report:

James Gilchrist
Assistant Director Transport

Date:

13/6/2022

Approved: X

Specialist Implications Officer(s)

Finance

Patrick Looker
Finance Manager

Legal

Dan Moynihan
Senior Solicitor

All

Wards Affected: Heworth without, Strensall, Derwent, Rural West York, Huntington & New Earswick, Heslington, Dringhouses & Woodthorpe, Clifton, Skelton, Rawcliffe & Clifton without, Wheldrake

For further information please contact the author of the report.

Background Papers: None.

Annexes:

Annex A Requests for Changes to the Speed Limit

Annex B Speed Limit Descriptions - Tables 1 and 2

Annex C Site Information

Annex A

Requests for Changes to the Speed Limit

Location	Existing speed limit
Stockton Lane	60mph rural road
The Hollies, Stockton on the Forest	30mph built up area
A1079 Dunnington	60mph
Northfield Lane Upper Poppleton	60mph rural road
North Lane Huntington	60mph rural road
Intake Lane. Acaster Malbis	60mph rural road
Temple Lane	60mph rural road
Wheldrake Lane, Elvington village	60mph rural road
Deighton	40mph A19
Sim Balk Lane	60mph rural road
Askham Bryan, A1237 Askham lane roundabout to village	60mph rural road
Askham Bryan, A1237 Copmanthorpe roundabout to village	60mph rural road
Naburn	60mph rural road
The Revival Estate, Dringhouses	30mph
Towthorpe	60mph rural road

Annex B

Speed Limit Descriptions

Table 1 Speed limits in urban areas – summary

Speed limit (mph)	Where limit should apply
20 (including 20 mph zone)	In streets that are primarily residential and in other town or city streets where pedestrian and cyclist movements are high, such as around schools, shops, markets, playgrounds and other areas, where motor vehicle movement is not the primary function.
30	In other built-up areas (where motor vehicle movement is deemed more important), with development on both sides of the road.
40	On higher quality suburban roads or those on the outskirts of urban areas where there is little development, with few cyclists, pedestrians or equestrians. On roads with good width and layout, parking and waiting restrictions in operation, and buildings set back from the road. On roads that, wherever possible, cater for the needs of non-motorised users through segregation of road space, and have adequate footways and crossing places.
50	On dual carriageway ring or radial routes or bypasses that have become partially built up, with little or no roadside development.

Table 2 Speed limits for single carriageway roads⁸ with a predominant motor traffic flow function

Speed limit (mph)	Where limit should apply:
60	Recommended for most high quality strategic A and B roads with few bends, junctions or accesses.
50	Should be considered for lower quality A and B roads that may have a relatively high number of bends, junctions or accesses. Can also be considered where mean speeds are below 50 mph, so lower limit does not interfere with traffic flow.
40	Should be considered where there are many bends, junctions or accesses, substantial development, a strong environmental or landscape reason, or where there are considerable numbers of vulnerable road users.

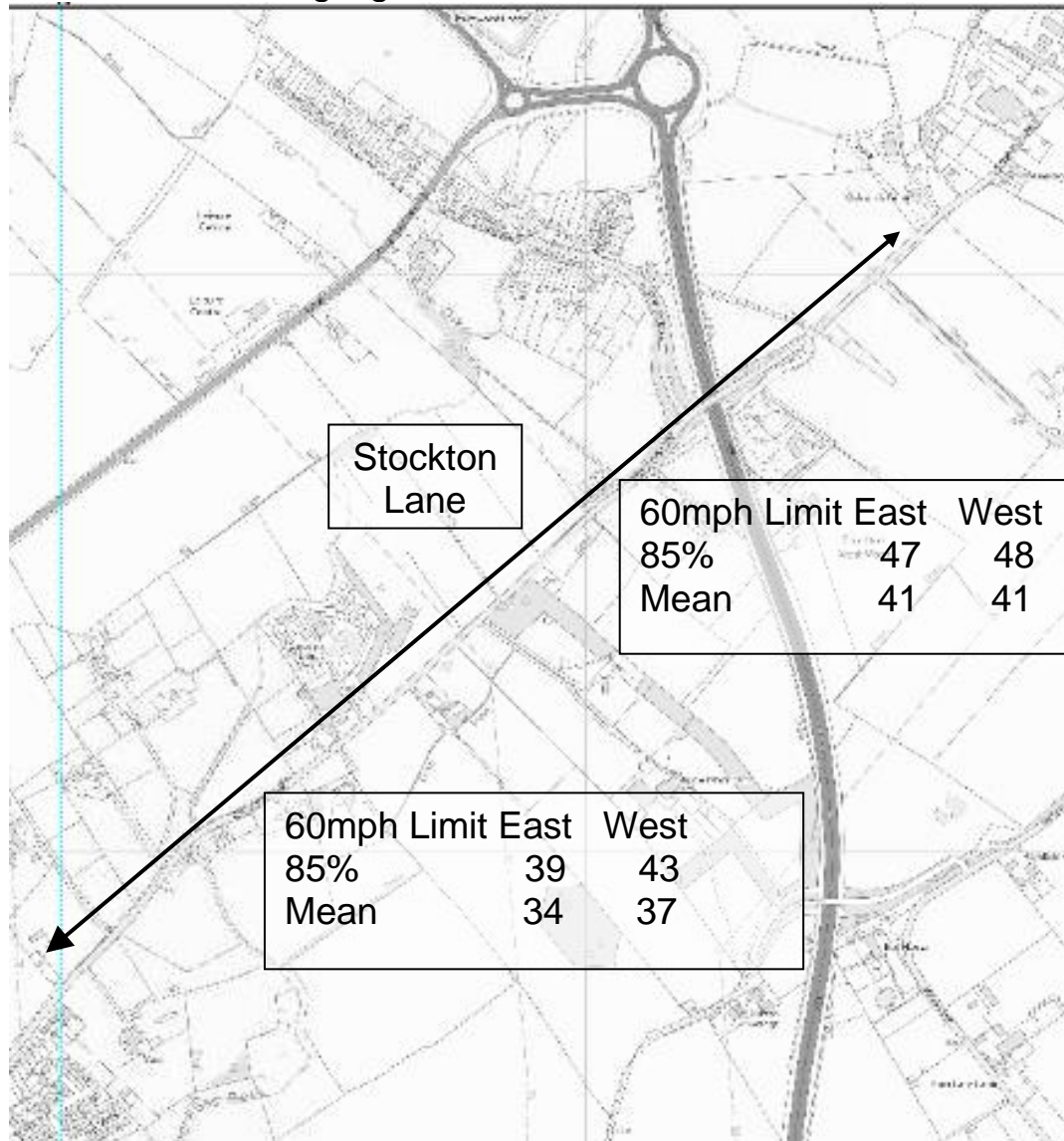
Annex C

Site Information

Location: Stockton Lane	85 th %ile speed:
-------------------------	------------------------------

Background information

Approximately 2.25km long and fairly straight. Lightly built up in short sections from the existing 30mph. The speed surveys indicate there is very little prospect of achieving a reduction in vehicle speeds. There is one noticeable bend along the road where an advisory maximum speed sign could be added to the bend warning sign to advise drivers unfamiliar with the road.



Officer recommendation: approximate cost £200

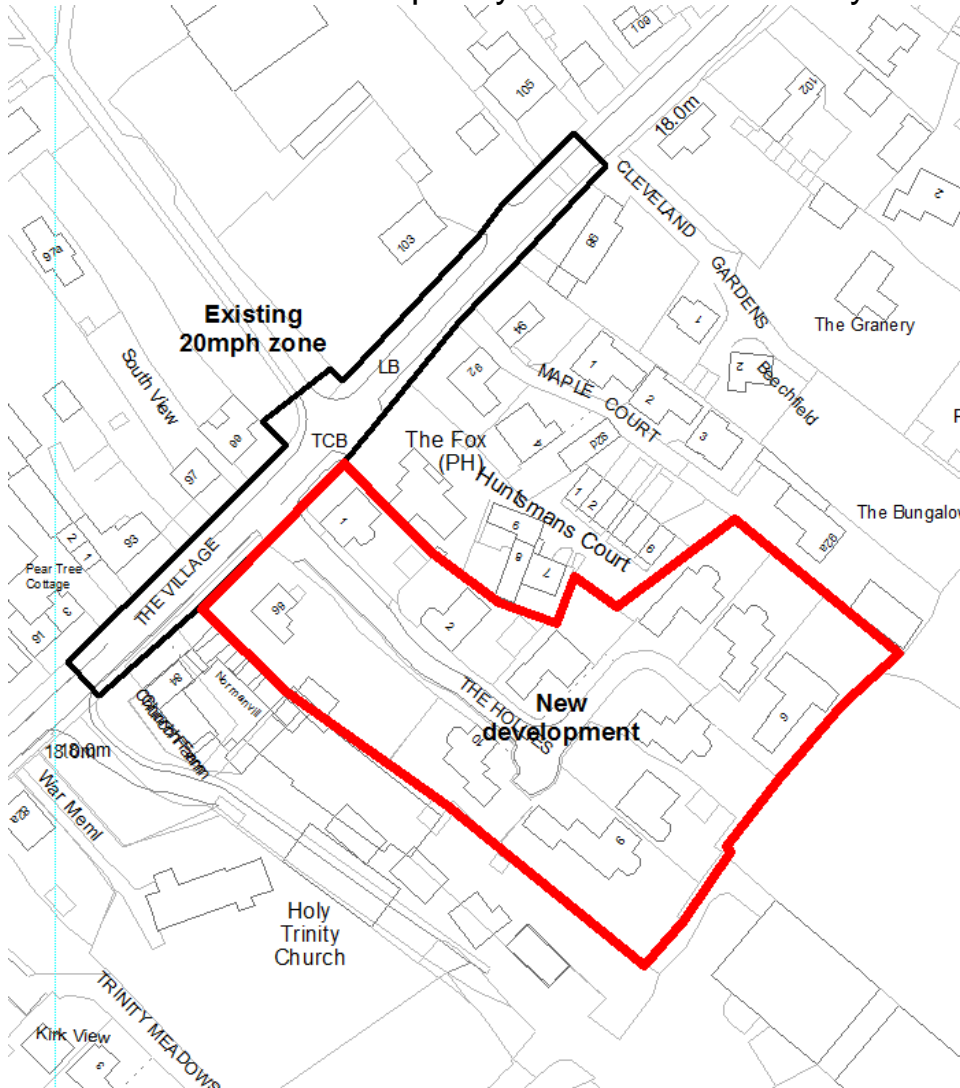
No action on the speed limit but place an advisory 40mph sign at the bend.

Location: The Hollies, Stockton on the Forest

85th %ile speed: no data

Background information

A new short cul-de-sac development (boundary in red) off an existing 20mph zone (black boundary) outside a school. The road has also recently become adopted highway. The length of new road does not lend itself to speeds over 20mph. If not included in the 20mph zone there would be requirement to install 30mph signs heading into the new estate which would most likely be viewed as ridiculous and reflect poorly on the local authority.



Officer recommendation: approximate cost £200

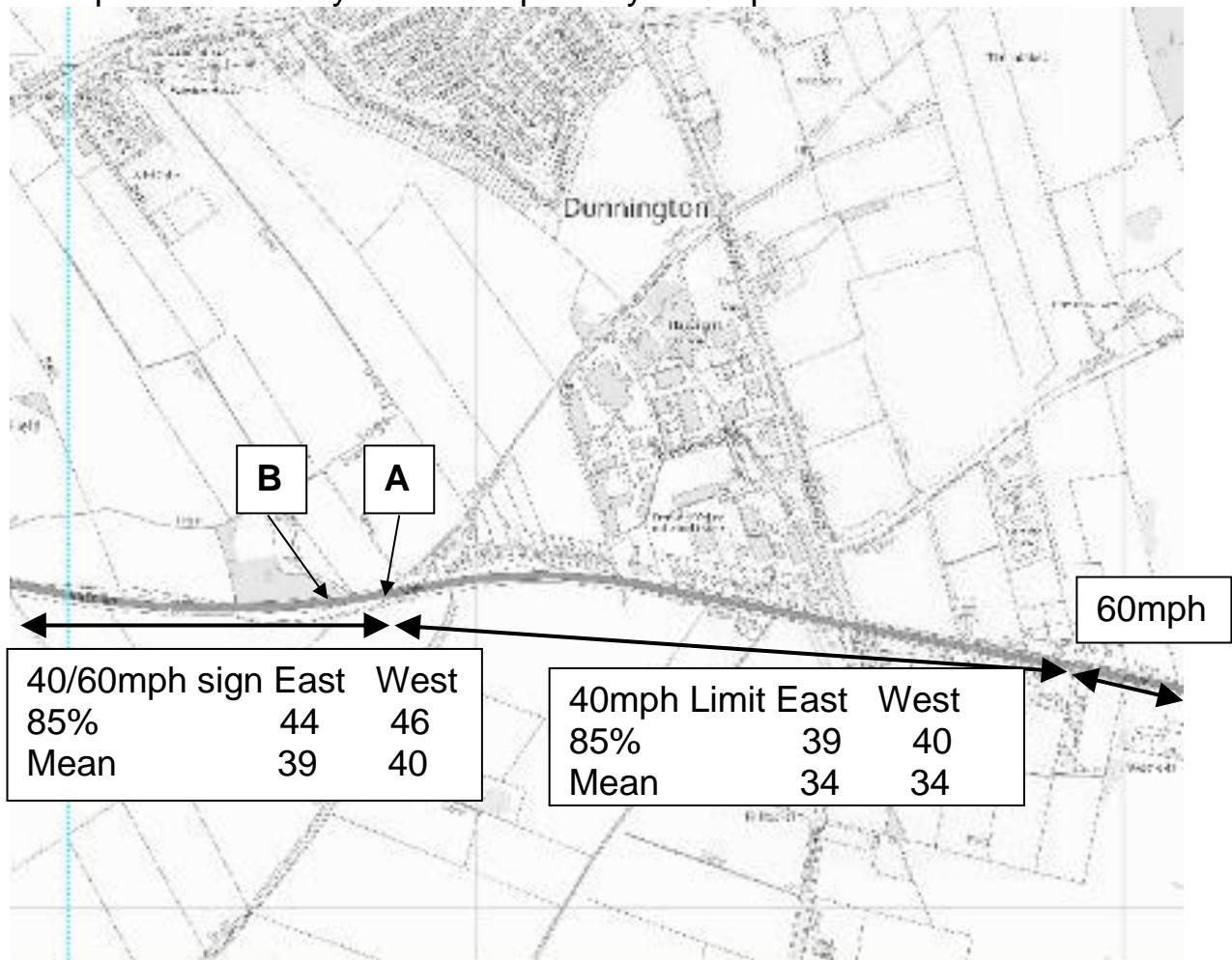
Advertise a reduced speed limit of 20mph to include the new development in the existing zone.

Location: A1079 Dunnington

85th %ile speed:

Background information

This is part of the primary road network York and Hull route. The existing speed limit is 60mph and this reduces to 40mph as it passes the built up area of Dunnington that fronts on to the road. The request is for the 40mph to be extended further towards York in order that more drivers will be travelling at that speed when they reach the partially built up area.



Officer recommendation: approximate cost £600

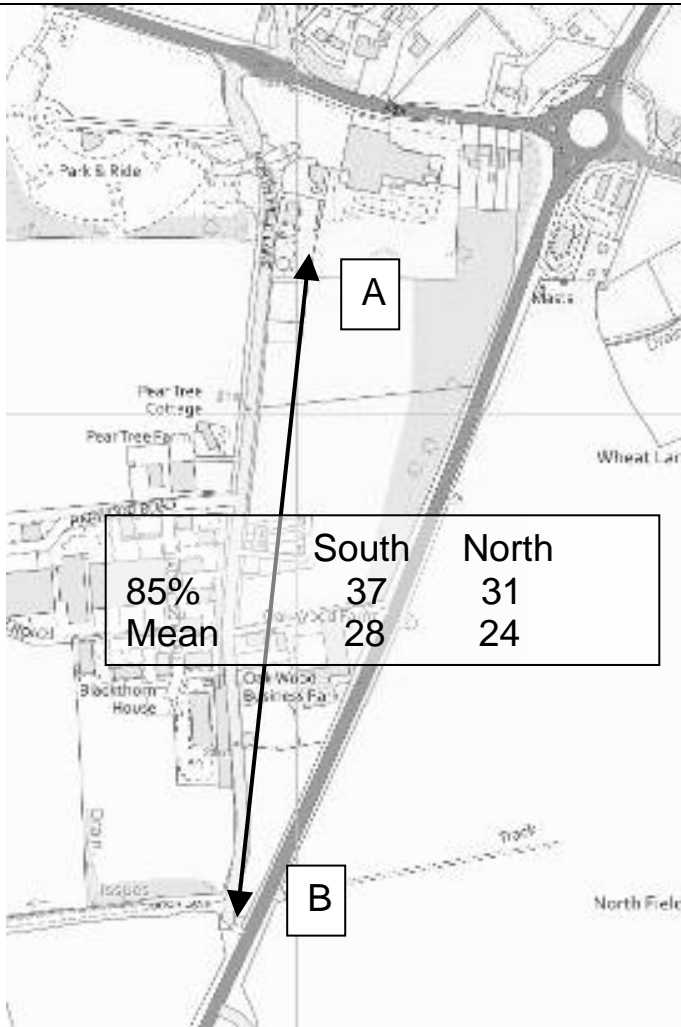
Advertise a reduced speed limit of 40mph speed limit to extend the existing 40mph by 100m towards York (from point A to point B on the plan above).

Location: Northfield Lane Upper Poppleton

85th %ile speed:

Background information

Whilst the general character of the road sits with the definition of an unrestricted rural road (60mph) this is a dead end route that only accesses a few properties and a business park. The section of road adjacent to the Park and Ride site and garden centre is currently 40mph.



In addition, there has been a recent leisure cycle / footpath scheme at the end of the road leading to increased non-motor vehicle numbers in the area. The speed surveys indicate the number of vehicles is quite low and that speeds are generally also reasonably low. Hence, Option A, extending the 40mph from the park and ride site entrance could potentially achieve a reduction of a few miles per hour.

However to achieve a greater reduction in vehicle speeds, Option B is suggested. The road could be artificially narrowed to a single track with passing places by marking the carriageway with a cycle lane (a combination of mandatory and advisory) on both sides. This will then extend the existing cycle facility to reach the garden centre and Park and Ride.

Consideration could also be given to signing the route as a “quiet lane” (see example and definition below). A “Quiet lane” designation has not been used before in the York area and this location looks to be a good candidate for a trial. A sketch of the outline concept of the entry to Northfield Lane as a quiet lane is show below.

If Option B is taken forward then it would be reasonable to reduce the speed limit on Northfield Lane for its whole length from its junction with the A59 to 30mph.



Quiet Lanes are **defined** as minor rural roads or networks of minor rural roads appropriate for shared use by walkers, cyclists, horse riders and other vehicles. The aim of **Quiet Lanes** is to maintain the character of minor rural roads by seeking to contain rising traffic growth that is widespread in rural areas.



Officer recommendation – Option B: approximate cost £1500

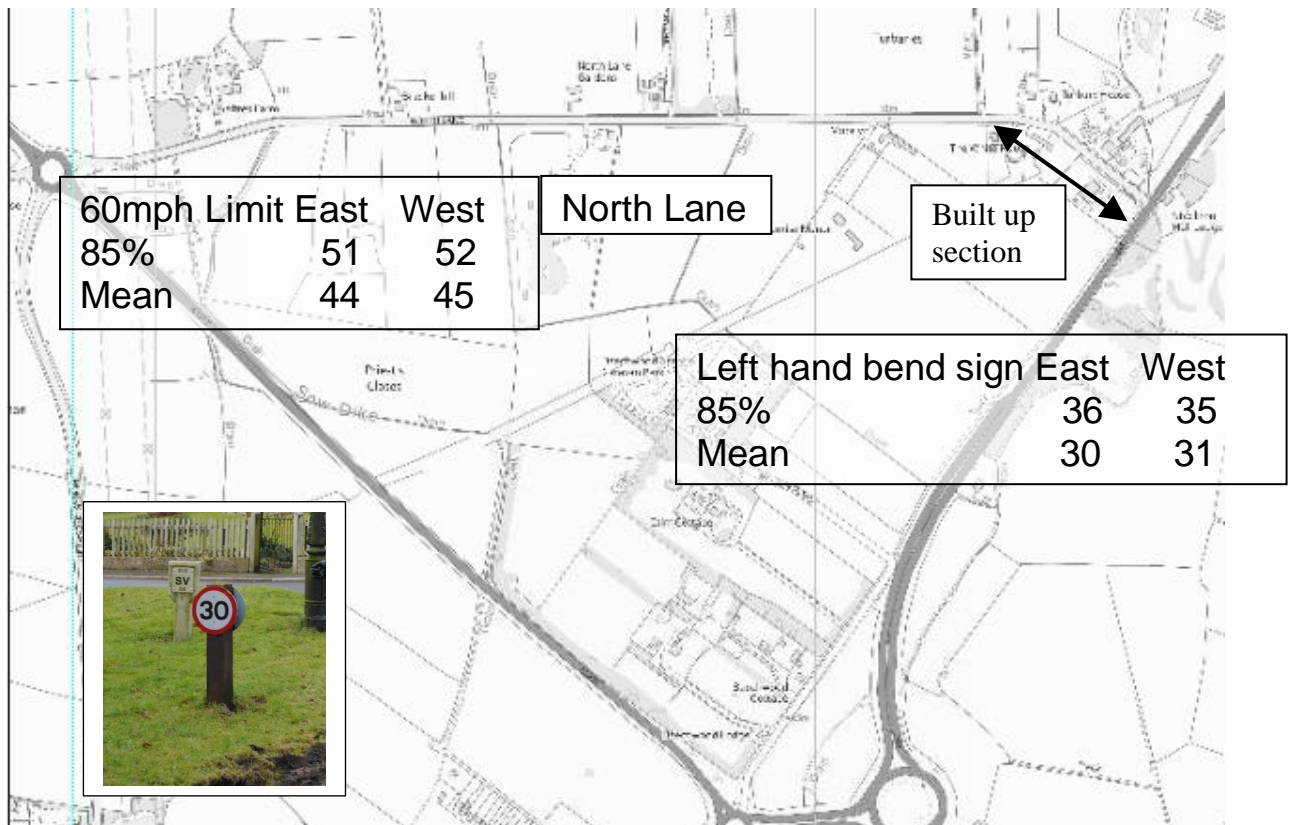
Advertise a Reduced speed limit of 30mph to cover the full length of this no through road and delegate to officers to determine and implement a suitable design for creating a “quiet lane”.

Location: North Lane, Huntington

85th %ile speed:

Background information

This is a rural road with few properties or accesses along the bulk of its length. The small built up section is too short for effective enforcement action to be carried out (it normally needs to be in excess of 400m long). However as there is a junction with the A64 at one end and a bend in the road close to the other end of the built up section there is a case for posting a 30mph speed limit that the physical features of the road layout and the adjacent properties should encourage a degree of driver compliance rather than them choosing to excessively increase their speed after turning off the A64.



Officer recommendation: approximate cost £700

Advertise a 30mph speed limit over the section of road highlighted on the plan above.

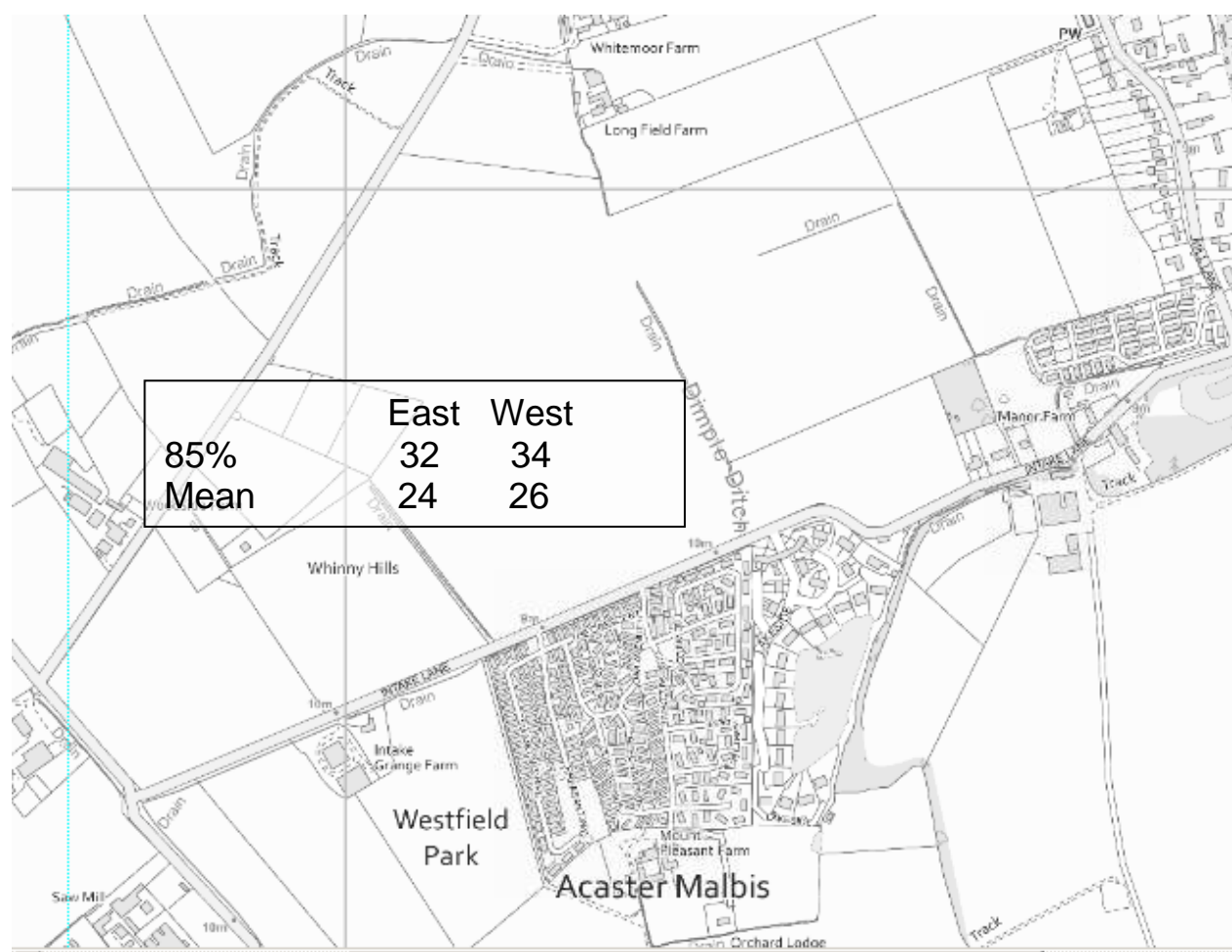
It is also recommended that because there are no street lights and therefore a requirement for repeater signs, these should be of a design similar to that shown above in order to minimise the adverse impact on the look of the village.

Location: Intake Lane, Acaster Malbis

85th %ile speed:

Background information

This is a rural road that has few properties or accesses fronting on to it. With it being somewhat off any direct routes it seems reasonable to assume that most users will be local to or familiar with the area. Hence we can be confident that posting a lower speed limit will have no effect on the speed drivers choose to travel at which is more influenced by their familiarity and the nature of the road environment.



Officer recommendation: cost £0

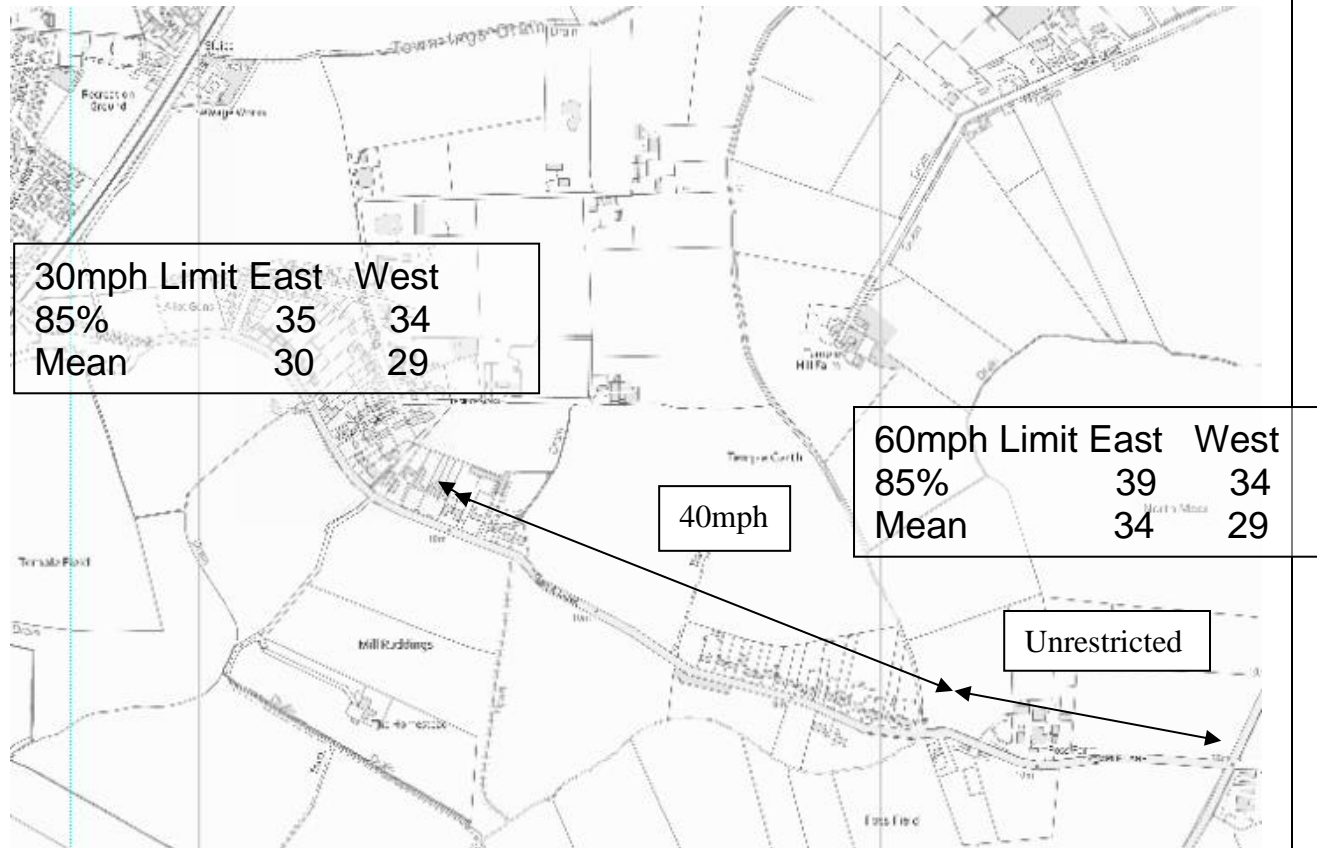
Take no action.

Location: Temple lane, Copmanthorpe

85th %ile speed:

Background information

The request here is to extend the 40mph speed limit to the junction with Appleton Road. Much of Temple Lane is very lightly built up and the existing speed limit is placed to co-inside with several properties indicating to drivers the reason for needing to slow. Moving the limit to the junction where there are no real urban indicators would be unlikely to lead to a reduction in speed and would have the potential to result in higher speeds where the existing limit is signed as there would no longer be the start of a new lower limit to trigger a driver to respond to the change in conditions.



Officer recommendation: cost £0

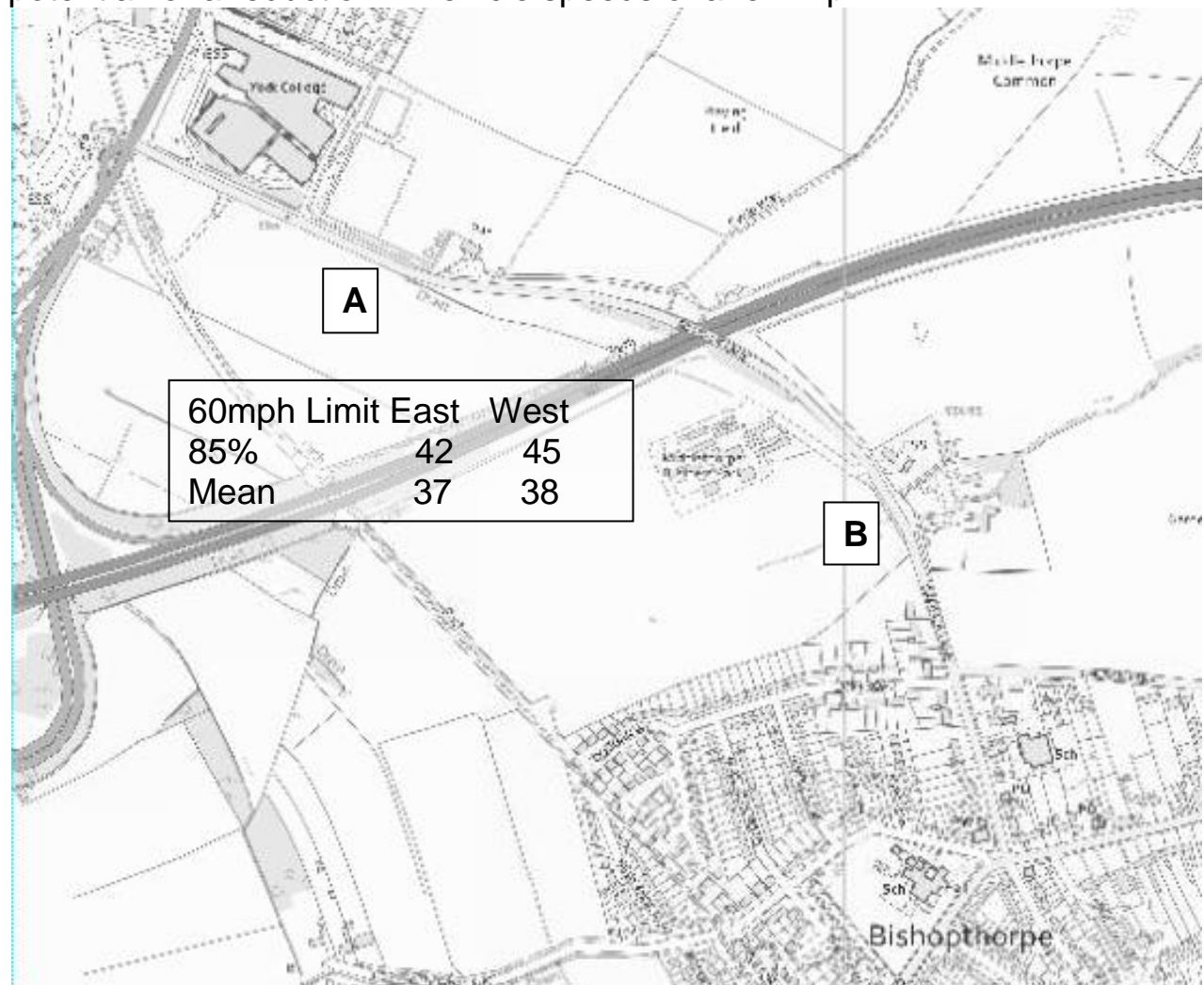
Take no action

Location: Sim Balk Lane

85th %ile speed:

Background information

Approximately 750m long. Lightly built up over much of its length from the existing 30mph position at either end. Whilst the character of the road does fit the general description for an unrestricted rural road it is quite a short length and there are 3 accesses used by students and cyclists accessing the York to Selby cycle route. Given the short length it is reasonable to assume there is potential for a reduction in vehicle speeds of a few mph.



Officer recommendation: approximate cost £800

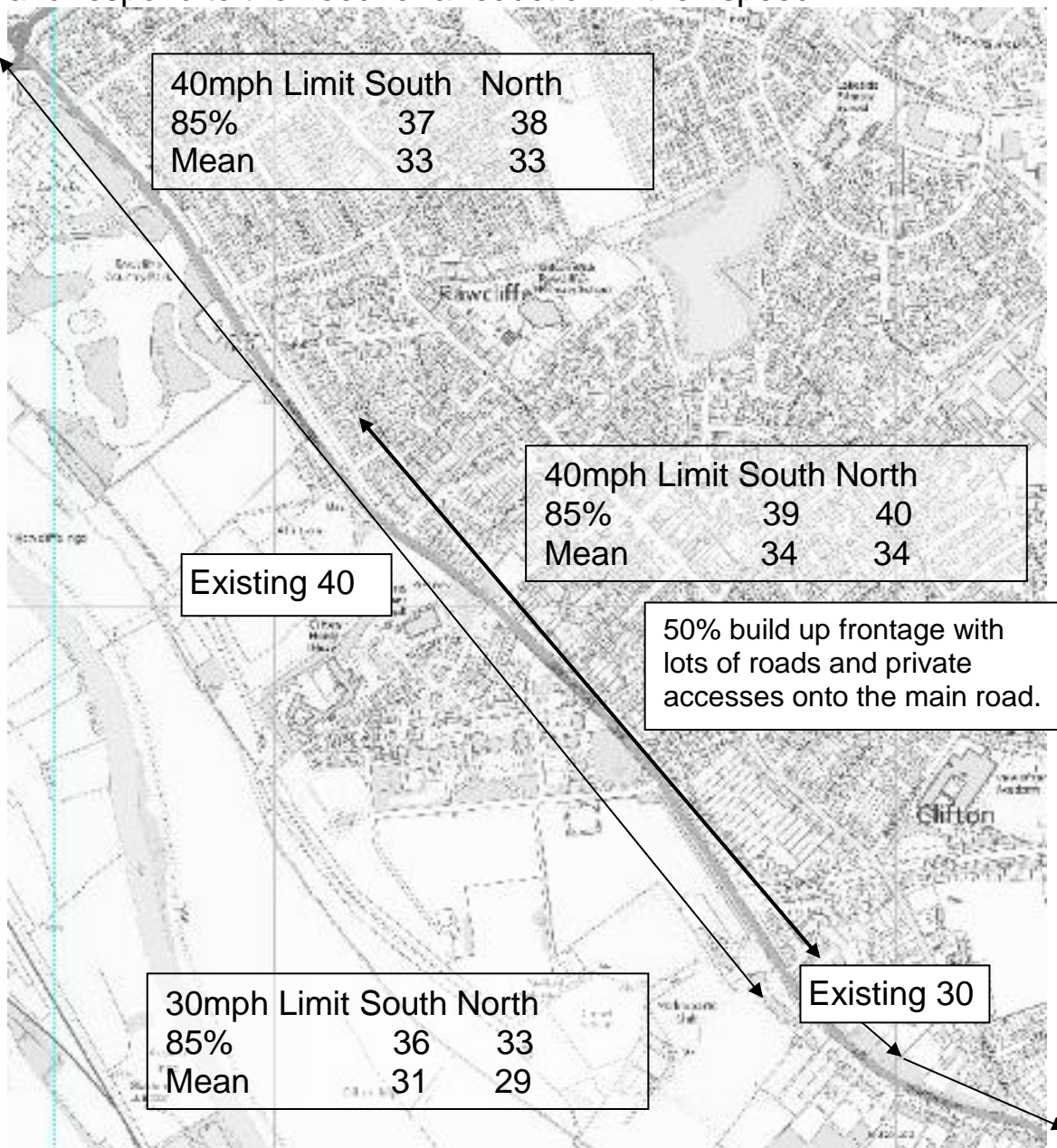
Introduce a 40mph speed limit between points A and B

Location: A19 Shipton Road, Rawcliffe

85th %ile speed:

Background information

There is a case when considering the guidelines for either a 30 or 40mph (existing) speed limit along a length of road that is 50% built up fronting on to and with many accesses on to the main road. By starting the speed limit where there is a noticeable change in the character of the road a driver should see and respond to the need for a reduction in their speed.



Officer recommendation: approximate cost £400

Advertise a reduction in the speed limit to 30mph over the 50% built up length as indicated on the plan above.

Location: Wheldrake Lane

85th %ile speed:

Background information

The start of the 30mph speed limit is positioned very close to the start of the built up area. In addition there are a couple of accesses immediately to the south of the existing speed limit position one of which is Elvington scouts. It seems reasonable therefore to extend the limit by 100m to the south.



Officer recommendation: approximate cost £300

Extend the 30mph by 100m from point A to point B

Location: Askham Bryan – 2 sites

85th %ile speed:

Background information



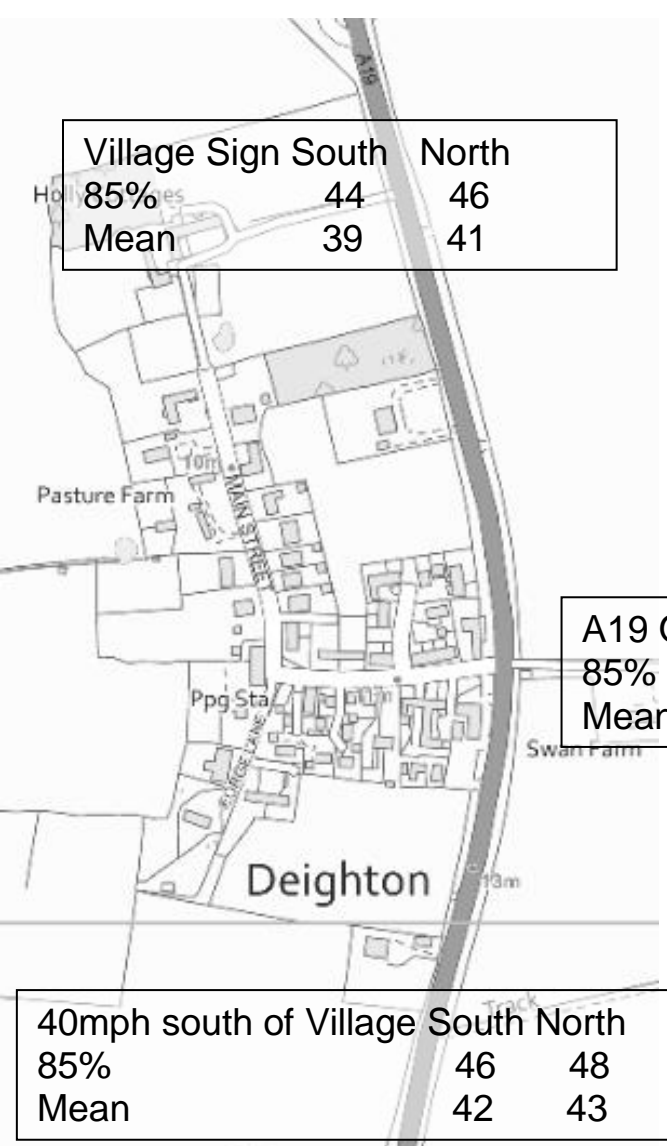
Site 1 – Approximately 1km long. The character of the road is rural between the existing 30mph speed limit and the A1237. The length of road and existing speed surveys indicate there is no real prospect of reduced vehicle speeds being achieved. However the start of the village 30mph speed limit is very close to the built up area and this could be extended by 100m which may lead to better compliance at the start of the built up area.

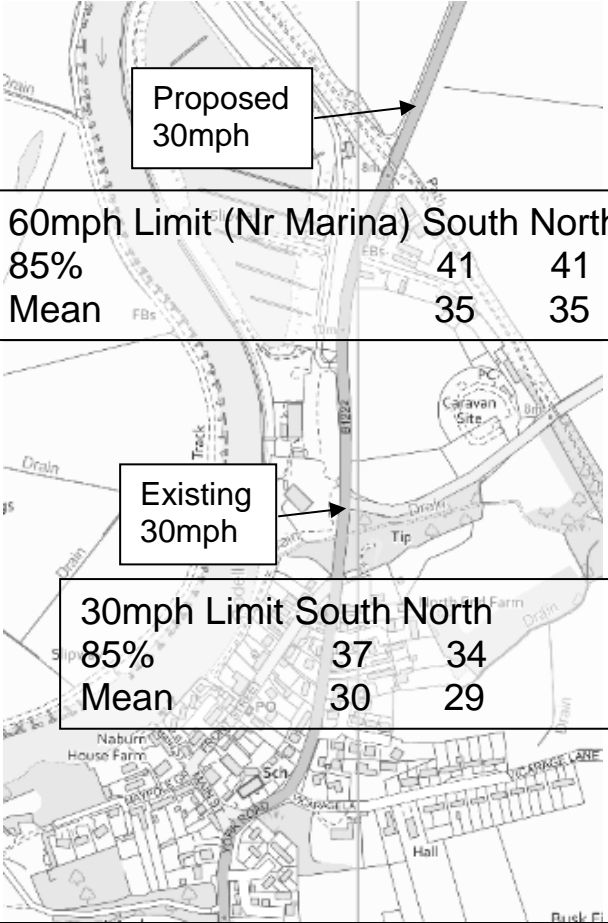
Site 2 - Partially street lit around the collage area hence this length should be signed as a 30mph or be in the TRO as unrestricted but it isn't and is therefore incorrect. The remaining short length of road heading into the village is rural in character. Taking these factors and the existing speeds recorded into account it is reasonable to assume there is scope for a reduction in vehicle speeds of a few mph if a 40pmh is introduced from the roundabout to the 30mph and extend the 30mph by 50m from the existing start point near a playground entrance.

Officer recommendation: approximate cost £1500

Site 1 – extend the 30mph by 100m

Site 2 – introduce a 40mph speed limit and extend the village 30mph by 100m

<p>Location: Deighton</p>	<p>85th %ile speed:</p>																											
<p>Background information</p>  <table border="1" data-bbox="220 566 778 719"> <tr> <td>Village Sign</td> <td>South</td> <td>North</td> </tr> <tr> <td>85%</td> <td>44</td> <td>46</td> </tr> <tr> <td>Mean</td> <td>39</td> <td>41</td> </tr> </table> <table border="1" data-bbox="719 1043 1257 1196"> <tr> <td>A19 O/S Pub</td> <td>South</td> <td>North</td> </tr> <tr> <td>85%</td> <td>44</td> <td>41</td> </tr> <tr> <td>Mean</td> <td>40</td> <td>37</td> </tr> </table> <table border="1" data-bbox="172 1435 831 1588"> <tr> <td>40mph south of Village</td> <td>South</td> <td>North</td> </tr> <tr> <td>85%</td> <td>46</td> <td>48</td> </tr> <tr> <td>Mean</td> <td>42</td> <td>43</td> </tr> </table>	Village Sign	South	North	85%	44	46	Mean	39	41	A19 O/S Pub	South	North	85%	44	41	Mean	40	37	40mph south of Village	South	North	85%	46	48	Mean	42	43	<p>The existing speed limit is 40mph as it passes the entrance to the village area. There are very few properties fronting on to this stretch of the road and it is very unlikely that a reduction in the posted speed limit would achieve an actual reduction in vehicle speeds.</p>
Village Sign	South	North																										
85%	44	46																										
Mean	39	41																										
A19 O/S Pub	South	North																										
85%	44	41																										
Mean	40	37																										
40mph south of Village	South	North																										
85%	46	48																										
Mean	42	43																										
<p>Officer recommendation: cost £0 No action.</p>																												

<p>Location: Naburn</p>	<p>85th %ile speed:</p>																								
<p>Background information</p>  <table border="1" data-bbox="145 656 810 801"> <tr> <td colspan="4">60mph Limit (Nr Marina) South North</td> </tr> <tr> <td>85%</td> <td></td> <td>41</td> <td>41</td> </tr> <tr> <td>Mean</td> <td>FBs</td> <td>35</td> <td>35</td> </tr> </table> <table border="1" data-bbox="217 1043 767 1189"> <tr> <td colspan="4">30mph Limit South North</td> </tr> <tr> <td>85%</td> <td></td> <td>37</td> <td>34</td> </tr> <tr> <td>Mean</td> <td></td> <td>30</td> <td>29</td> </tr> </table>	60mph Limit (Nr Marina) South North				85%		41	41	Mean	FBs	35	35	30mph Limit South North				85%		37	34	Mean		30	29	<p>The presence of the entry and exit to the York to Selby cycle /footway immediately to the north of the old railway bridge, which is on the very edge of the village, along with the marina makes it reasonable to assume that drivers will observe a reason for a lower limit and will adjust their speed downwards.</p>
60mph Limit (Nr Marina) South North																									
85%		41	41																						
Mean	FBs	35	35																						
30mph Limit South North																									
85%		37	34																						
Mean		30	29																						
<p>Officer recommendation: approximate cost £400 Advertise an extension to the 30mph speed limit as indicated on the plan above.</p>																									

Location: Towthorpe

85th %ile speed: No data

Background information

The area has seen an increase in properties over the years, due to conversion of barns in to properties, giving the area a more residential feel and increase the number of vehicles along the length of road.



Officer recommendation: approximate cost £800

Introduce a 30mph speed limit from Strensall Road junction (A) to the bend just before the start of the village (B).

It is also recommended that because there are no street lights and therefore a requirement for repeater signs, these should be of a design similar to that shown above in order to minimise the adverse impact on the look of the village.

Location: The Revival Estate

85th %ile speed: No data

Background information

This is a modern estate designed to encourage low vehicle speeds. There is no through route, hence most traffic will either be local residents, visitors/deliveries to the properties or regular users choosing to park here for the collage. There are plans to consult on the introduction of a residents parking scheme which if residents support will lead to a reduction in none resident traffic. Whilst it is unlikely that posting a lower speed limit will influence the actual speed of the regular road users in the estate, the area is similar to the many other purely residential 20mph zones around the city.



Officer recommendation: approximate cost £200

Advertise a reduced speed limit of 20mph to cover the whole of the new estate.

Annex B

Speed Limit Descriptions

Table 1 Speed limits in urban areas – summary

Speed limit (mph)	Where limit should apply
20 (including 20 mph zone)	In streets that are primarily residential and in other town or city streets where pedestrian and cyclist movements are high, such as around schools, shops, markets, playgrounds and other areas, where motor vehicle movement is not the primary function.
30	In other built-up areas (where motor vehicle movement is deemed more important), with development on both sides of the road.
40	On higher quality suburban roads or those on the outskirts of urban areas where there is little development, with few cyclists, pedestrians or equestrians. On roads with good width and layout, parking and waiting restrictions in operation, and buildings set back from the road. On roads that, wherever possible, cater for the needs of non-motorised users through segregation of road space, and have adequate footways and crossing places.
50	On dual carriageway ring or radial routes or bypasses that have become partially built up, with little or no roadside development.

Table 2 Speed limits for single carriageway roads⁸ with a predominant motor traffic flow function

Speed limit (mph)	Where limit should apply:
60	Recommended for most high quality strategic A and B roads with few bends, junctions or accesses.
50	Should be considered for lower quality A and B roads that may have a relatively high number of bends, junctions or accesses. Can also be considered where mean speeds are below 50 mph, so lower limit does not interfere with traffic flow.
40	Should be considered where there are many bends, junctions or accesses, substantial development, a strong environmental or landscape reason, or where there are considerable numbers of vulnerable road users.

This page is intentionally left blank

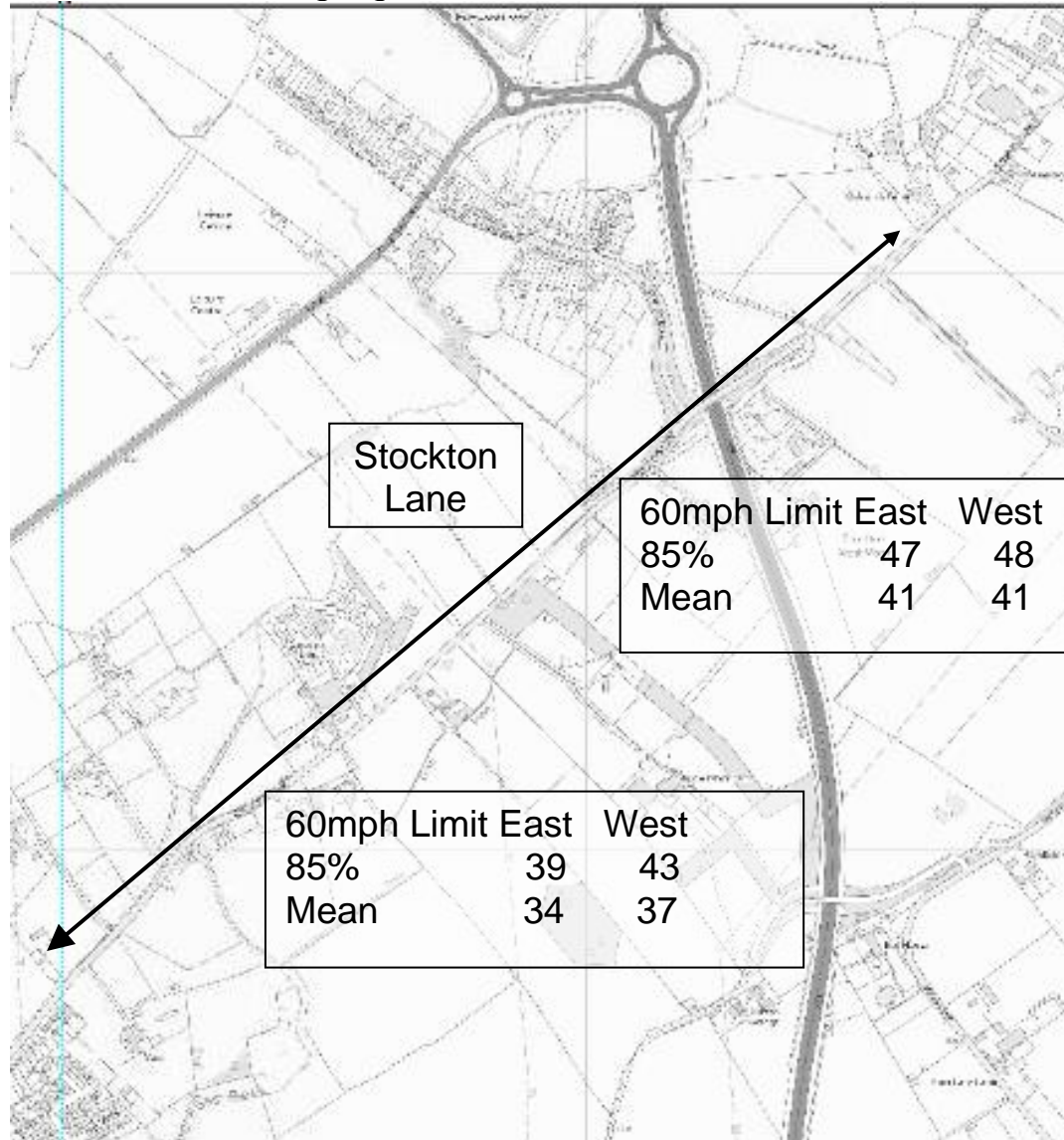
Annex C

Site Information

Location: Stockton Lane	85 th %ile speed:
-------------------------	------------------------------

Background information

Approximately 2.25km long and fairly straight. Lightly built up in short sections from the existing 30mph. The speed surveys indicate there is very little prospect of achieving a reduction in vehicle speeds. There is one noticeable bend along the road where an advisory maximum speed sign could be added to the bend warning sign to advise drivers unfamiliar with the road.



Officer recommendation: approximate cost £200

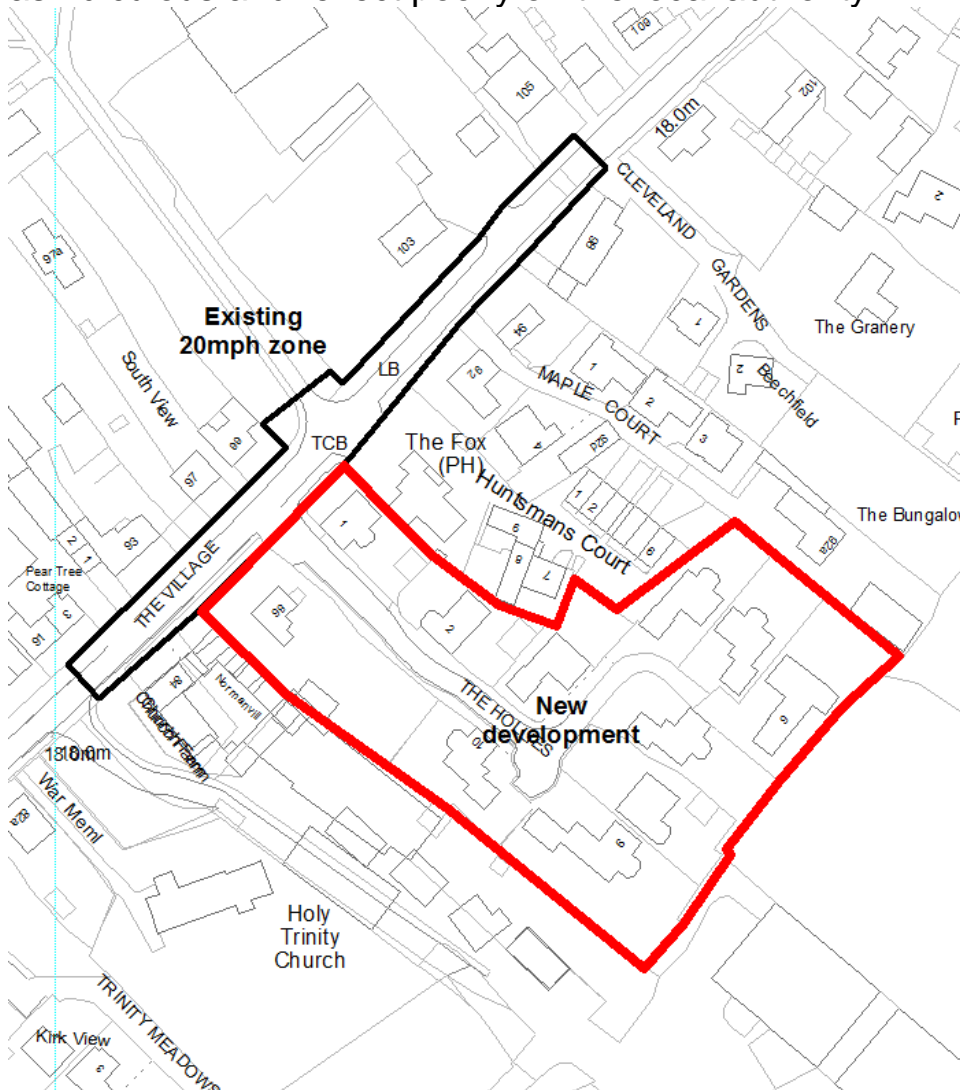
No action on the speed limit but place an advisory 40mph sign at the bend.

Location: The Hollies, Stockton on the Forest

85th %ile speed: no data

Background information

A new short cul-de-sac development (boundary in red) off an existing 20mph zone (black boundary) outside a school. The road has also recently become adopted highway. The length of new road does not lend itself to speeds over 20mph. If not included in the 20mph zone there would be requirement to install 30mph signs heading into the new estate which would most likely be viewed as ridiculous and reflect poorly on the local authority.



Officer recommendation: approximate cost £200

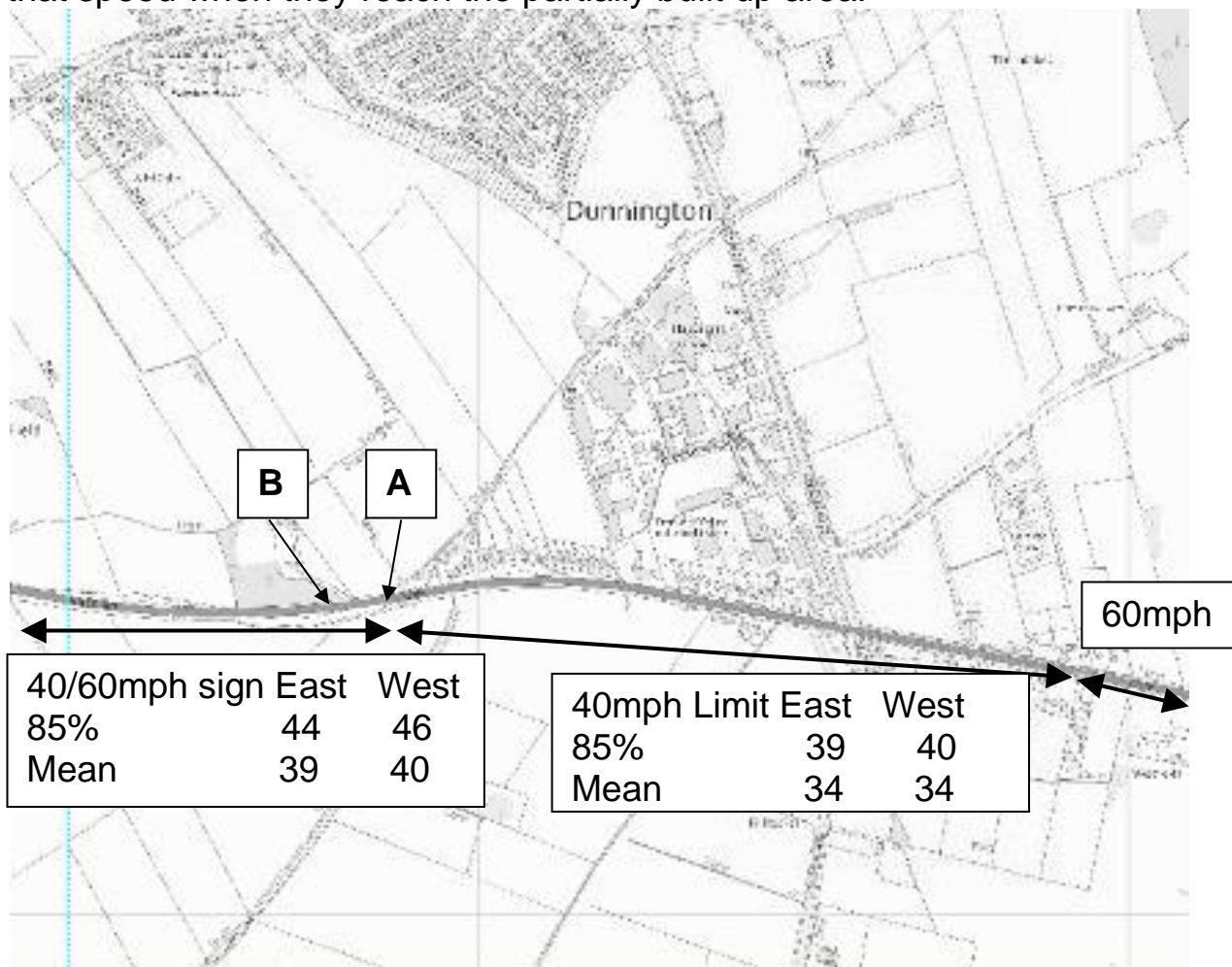
Advertise a reduced speed limit of 20mph to include the new development in the existing zone.

Location: A1079 Dunnington

85th %ile speed:

Background information

This is part of the primary road network York and Hull route. The existing speed limit is 60mph and this reduces to 40mph as it passes the built up area of Dunnington that fronts on to the road. The request is for the 40mph to be extended further towards York in order that more drivers will be travelling at that speed when they reach the partially built up area.



Officer recommendation: approximate cost £600

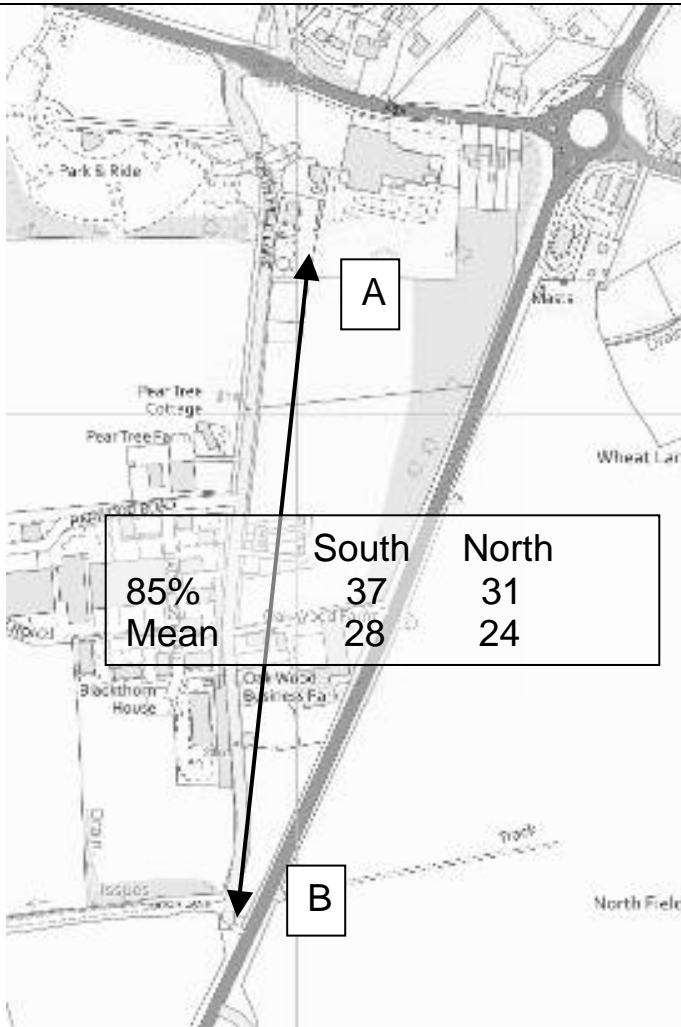
Advertise a reduced speed limit of 40mph speed limit to extend the existing 40mph by 100m towards York (from point A to point B on the plan above).

Location: Northfield Lane Upper Poppleton

85th %ile speed:

Background information

Whilst the general character of the road sits with the definition of an unrestricted rural road (60mph) this is a dead end route that only accesses a few properties and a business park. The section of road adjacent to the Park and Ride site and garden centre is currently 40mph.



In addition, there has been a recent leisure cycle / footpath scheme at the end of the road leading to increased non-motor vehicle numbers in the area. The speed surveys indicate the number of vehicles is quite low and that speeds are generally also reasonably low. Hence, Option A, extending the 40mph from the park and ride site entrance could potentially achieve a reduction of a few miles per hour.

However to achieve a greater reduction in vehicle speeds, Option B is suggested. The road could be artificially narrowed to a single track with passing places by marking the carriageway with a cycle lane (a combination of mandatory and advisory) on both sides. This will then extend the existing cycle facility to reach the garden centre and Park and Ride.

Consideration could also be given to signing the route as a “quiet lane” (see example and definition below). A “Quiet lane” designation has not been used before in the York area and this location looks to be a good candidate for a trial. A sketch of the outline concept of the entry to Northfield Lane as a quiet lane is show below.

If Option B is taken forward then it would be reasonable to reduce the speed limit on Northfield Lane for its whole length from its junction with the A59 to 30mph.



Quiet Lanes are **defined** as minor rural roads or networks of minor rural roads appropriate for shared use by walkers, cyclists, horse riders and other vehicles. The aim of **Quiet Lanes** is to maintain the character of minor rural roads by seeking to contain rising traffic growth that is widespread in rural areas.



Officer recommendation – Option B: approximate cost £1500

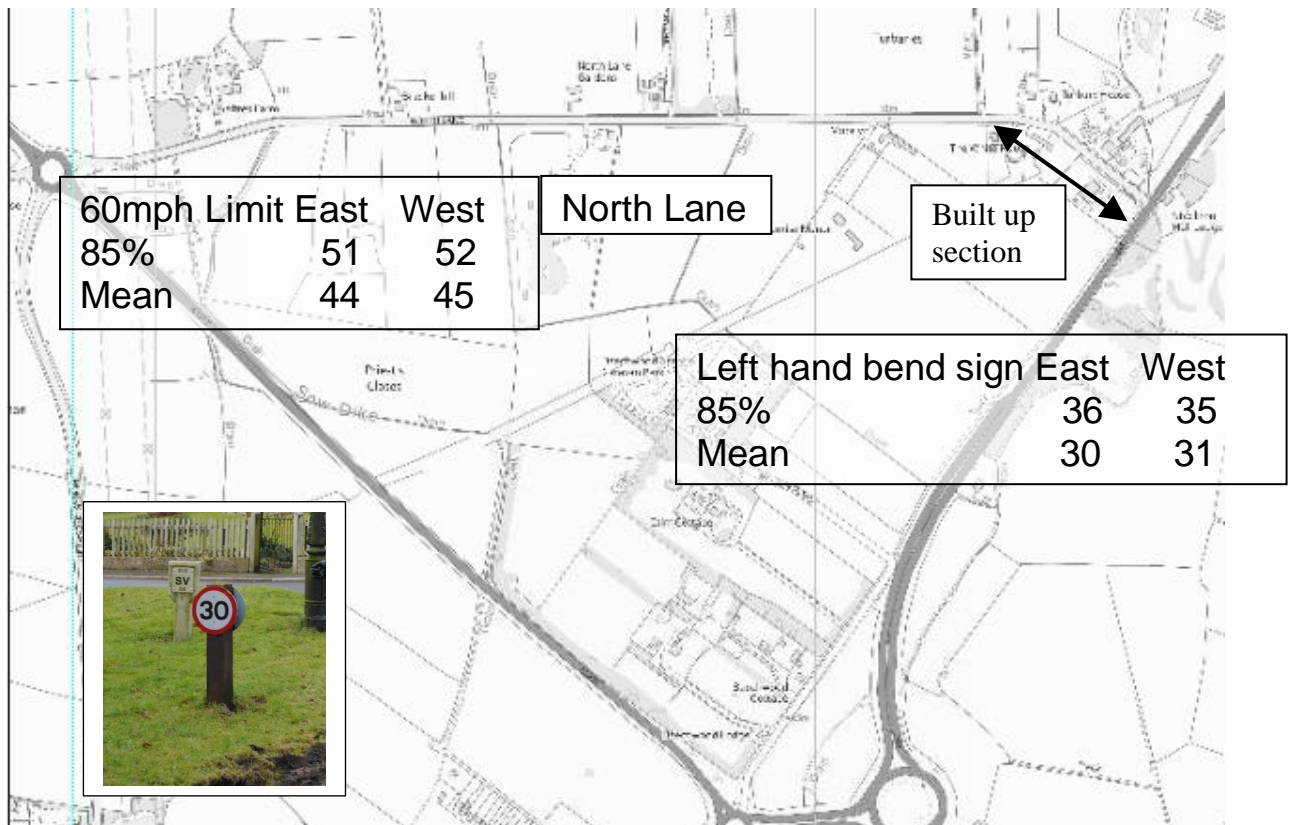
Advertise a Reduced speed limit of 30mph to cover the full length of this no through road and delegate to officers to determine and implement a suitable design for creating a “quiet lane”.

Location: North Lane, Huntington

85th %ile speed:

Background information

This is a rural road with few properties or accesses along the bulk of its length. The small built up section is too short for effective enforcement action to be carried out (it normally needs to be in excess of 400m long). However as there is a junction with the A64 at one end and a bend in the road close to the other end of the built up section there is a case for posting a 30mph speed limit that the physical features of the road layout and the adjacent properties should encourage a degree of driver compliance rather than them choosing to excessively increase their speed after turning off the A64.



Officer recommendation: approximate cost £700

Advertise a 30mph speed limit over the section of road highlighted on the plan above.

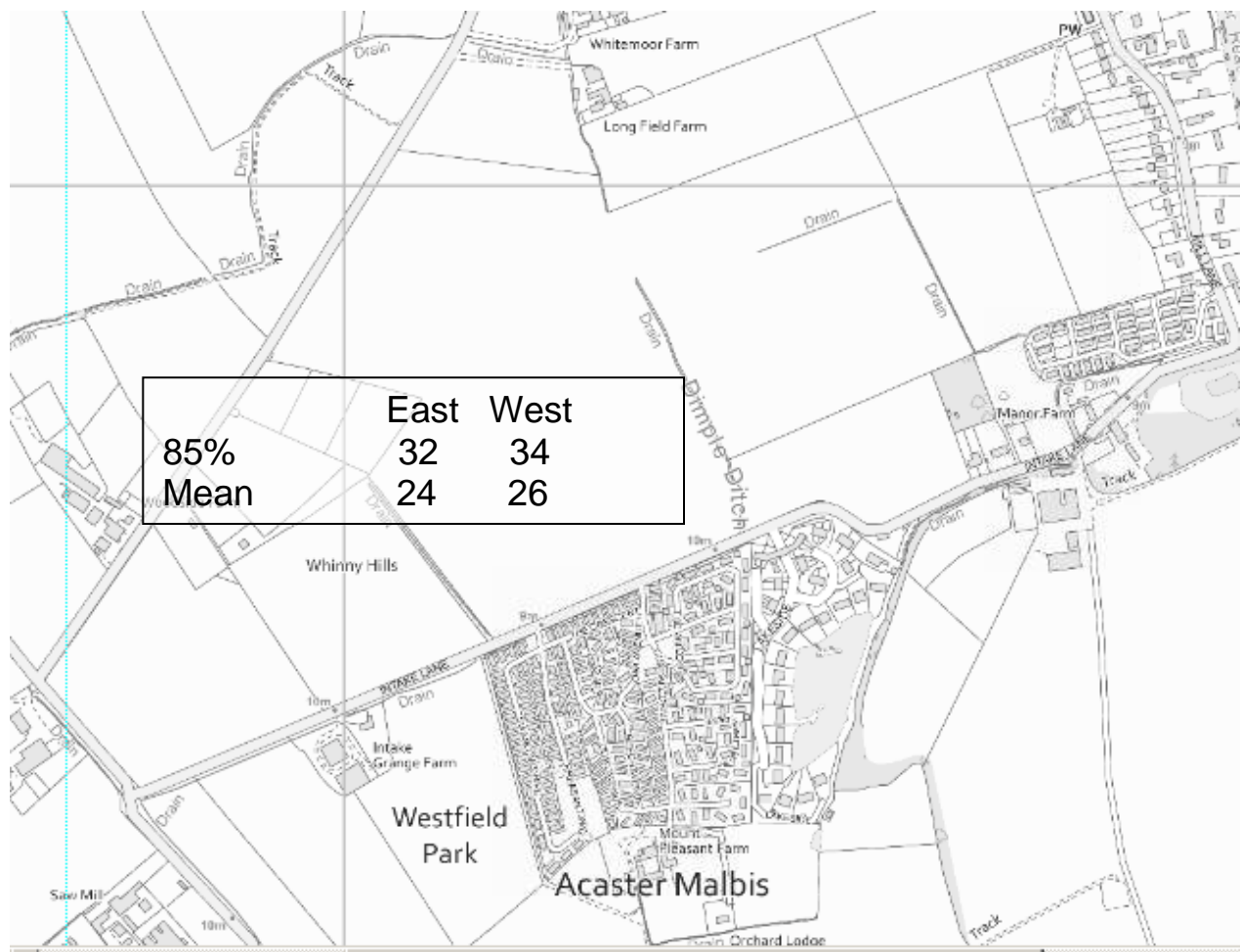
It is also recommended that because there are no street lights and therefore a requirement for repeater signs, these should be of a design similar to that shown above in order to minimise the adverse impact on the look of the village.

Location: Intake Lane, Acaster Malbis

85th %ile speed:

Background information

This is a rural road that has few properties or accesses fronting on to it. With it being somewhat off any direct routes it seems reasonable to assume that most users will be local to or familiar with the area. Hence we can be confident that posting a lower speed limit will have no effect on the speed drivers choose to travel at which is more influenced by their familiarity and the nature of the road environment.



Officer recommendation: cost £0

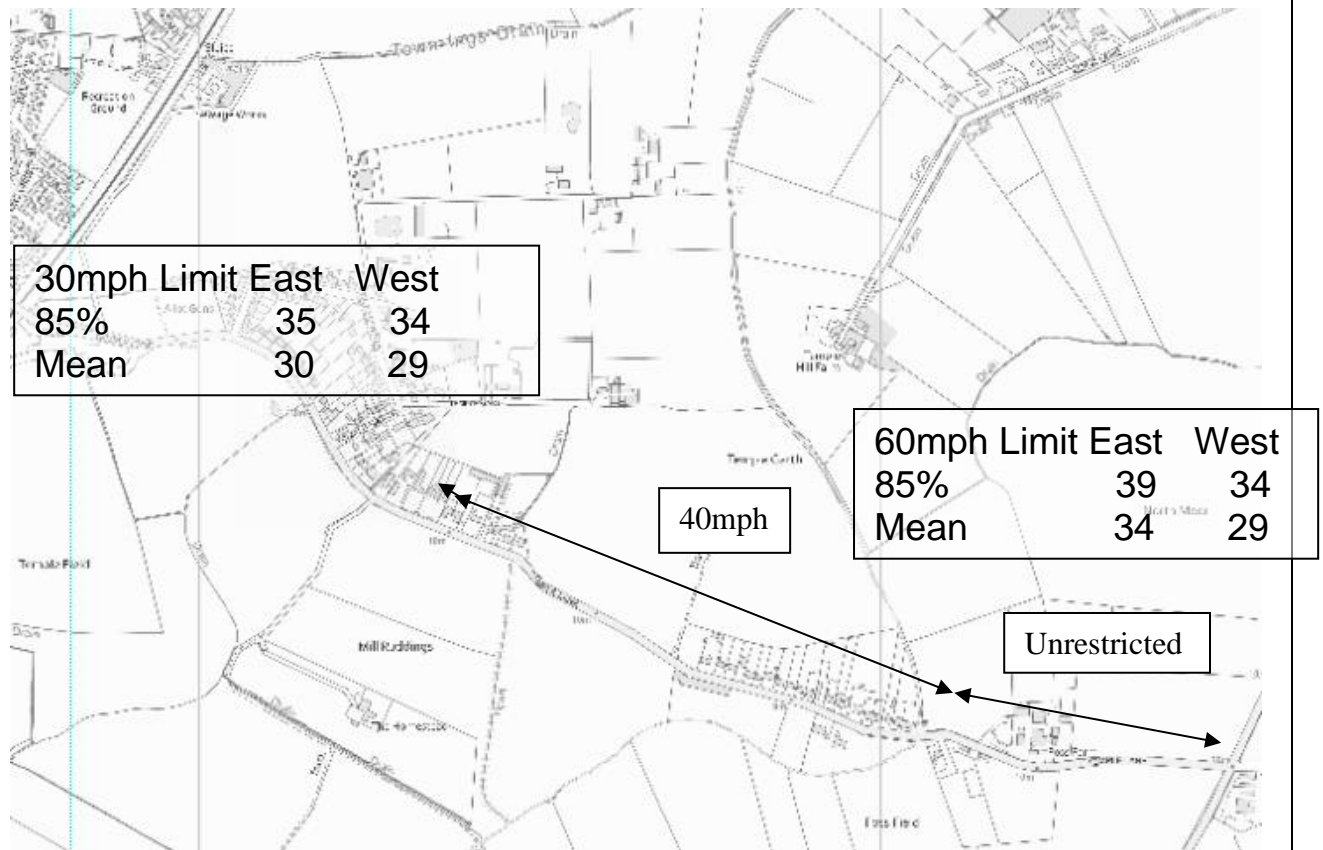
Take no action.

Location: Temple lane, Copmanthorpe

85th %ile speed:

Background information

The request here is to extend the 40mph speed limit to the junction with Appleton Road. Much of Temple Lane is very lightly built up and the existing speed limit is placed to co-inside with several properties indicating to drivers the reason for needing to slow. Moving the limit to the junction where there are no real urban indicators would be unlikely to lead to a reduction in speed and would have the potential to result in higher speeds where the existing limit is signed as there would no longer be the start of a new lower limit to trigger a driver to respond to the change in conditions.



Officer recommendation: cost £0

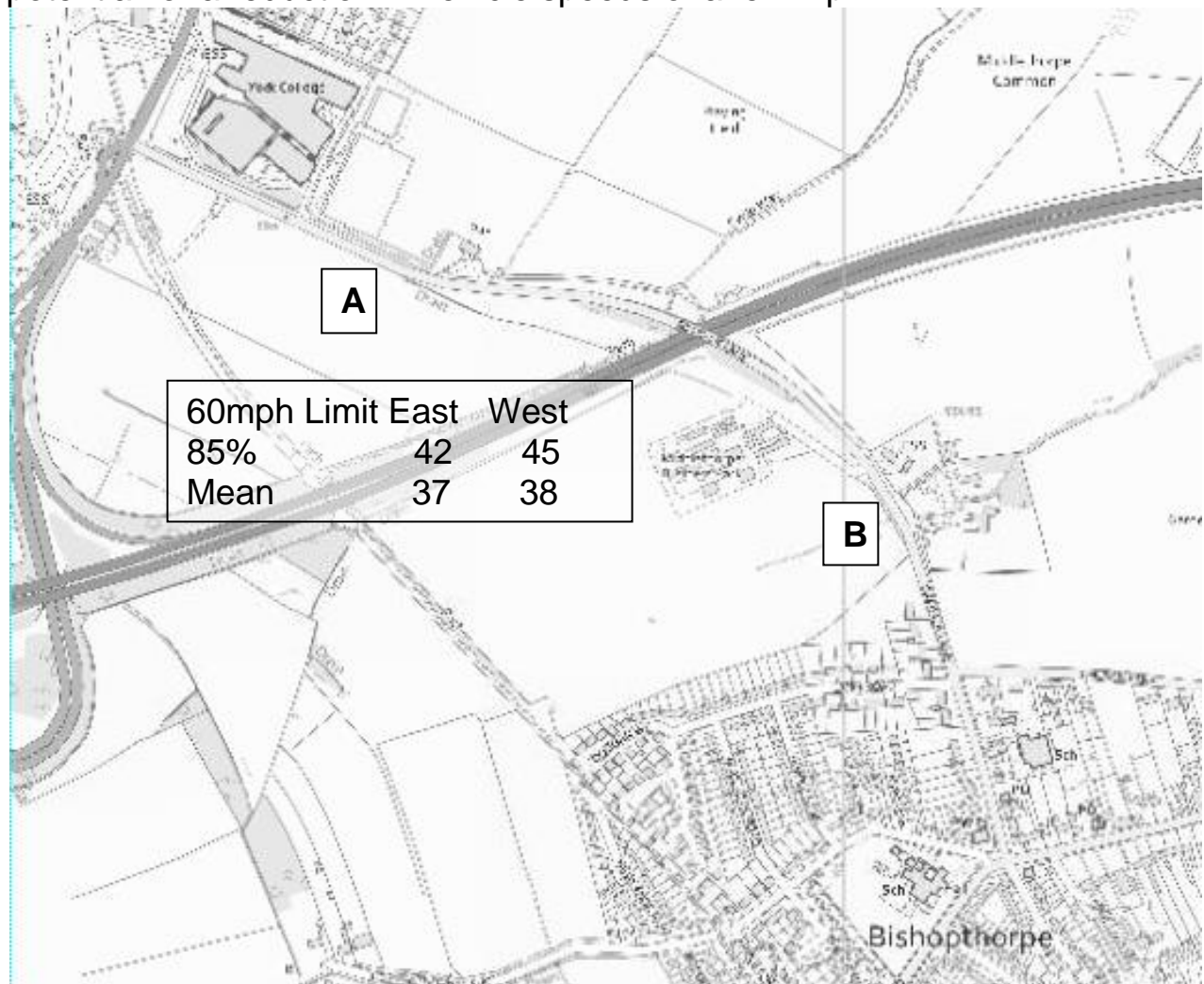
Take no action

Location: Sim Balk Lane

85th %ile speed:

Background information

Approximately 750m long. Lightly built up over much of its length from the existing 30mph position at either end. Whilst the character of the road does fit the general description for an unrestricted rural road it is quite a short length and there are 3 accesses used by students and cyclists accessing the York to Selby cycle route. Given the short length it is reasonable to assume there is potential for a reduction in vehicle speeds of a few mph.



Officer recommendation: approximate cost £800

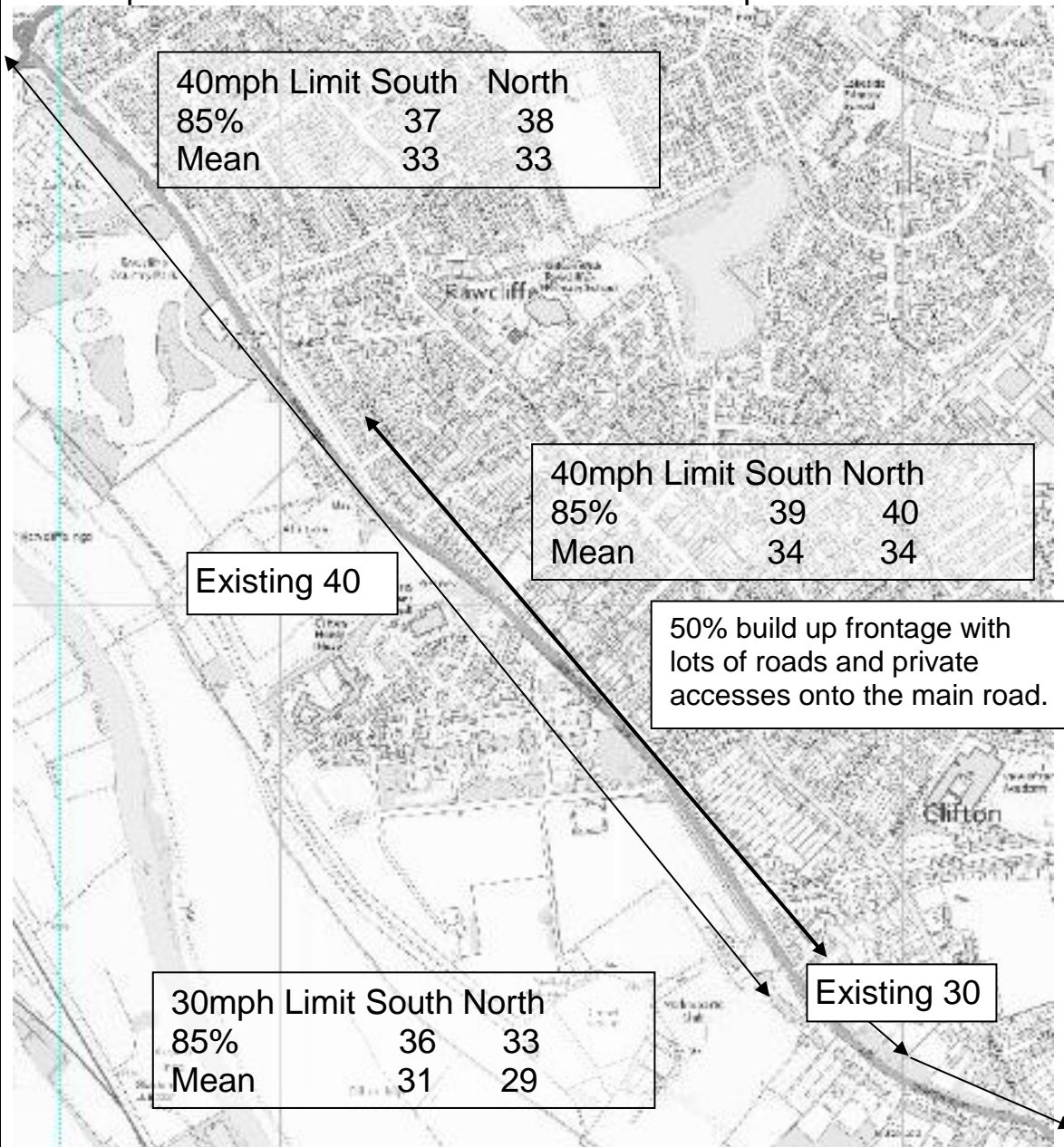
Introduce a 40mph speed limit between points A and B

Location: A19 Shipton Road, Rawcliffe

85th %ile speed:

Background information

There is a case when considering the guidelines for either a 30 or 40mph (existing) speed limit along a length of road that is 50% built up fronting on to and with many accesses on to the main road. By starting the speed limit where there is a noticeable change in the character of the road a driver should see and respond to the need for a reduction in their speed.



Officer recommendation: approximate cost £400

Advertise a reduction in the speed limit to 30mph over the 50% built up length as indicated on the plan above.

Location: Wheldrake Lane

85th %ile speed:


Background information

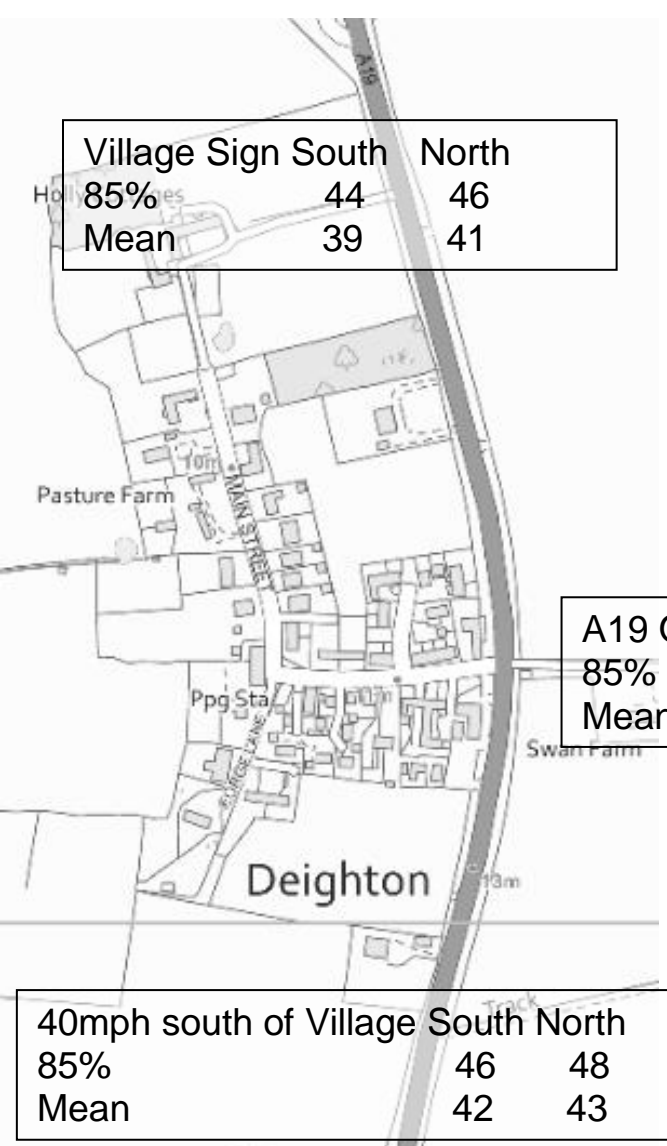
The start of the 30mph speed limit is positioned very close to the start of the built up area. In addition there are a couple of accesses immediately to the south of the existing speed limit position one of which is Elvington scouts. It seems reasonable therefore to extend the limit by 100m to the south.

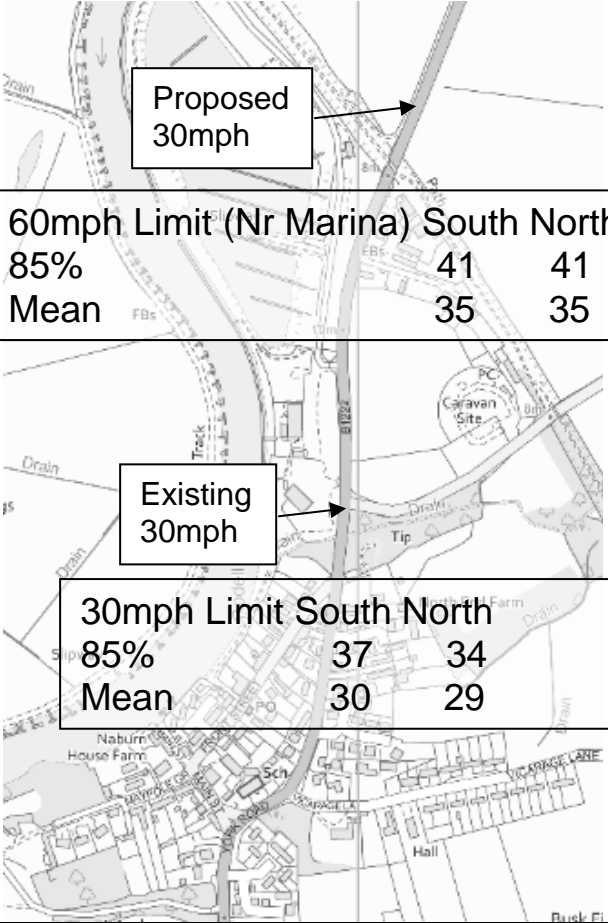


Officer recommendation: approximate cost £300

Extend the 30mph by 100m from point A to point B

<p>Location: Askham Bryan – 2 sites</p>	<p>85th %ile speed:</p>																		
<p>Background information</p>  <table border="1" data-bbox="167 481 718 638"> <thead> <tr> <th>60mph Limit</th> <th>East</th> <th>West</th> </tr> </thead> <tbody> <tr> <td>85%</td> <td>43</td> <td>44</td> </tr> <tr> <td>Mean</td> <td>34</td> <td>33</td> </tr> </tbody> </table> <p data-bbox="399 683 550 750">Site 1</p> <p data-bbox="279 1187 430 1254">Site 2</p> <table border="1" data-bbox="199 1288 750 1444"> <thead> <tr> <th>60mph Limit</th> <th>East</th> <th>West</th> </tr> </thead> <tbody> <tr> <td>85%</td> <td>43</td> <td>44</td> </tr> <tr> <td>Mean</td> <td>34</td> <td>34</td> </tr> </tbody> </table>	60mph Limit	East	West	85%	43	44	Mean	34	33	60mph Limit	East	West	85%	43	44	Mean	34	34	<p>Site 1 – Approximately 1km long. The character of the road is rural between the existing 30mph speed limit and the A1237. The length of road and existing speed surveys indicate there is no real prospect of reduced vehicle speeds being achieved. However the start of the village 30mph speed limit is very close to the built up area and this could be extended by 100m which may lead to better compliance at the start of the built up area.</p> <p>Site 2 - Partially street lit around the collage area hence this length should be signed as a 30mph or be in the TRO as unrestricted but it isn't and is therefore incorrect. The remaining short length of road heading into the village is rural in character. Taking these factors and the existing speeds recorded into account it is reasonable to assume there is scope for a reduction in vehicle speeds of a few mph if a 40pmh is introduced from the roundabout to the 30mph and extend the 30mph by 50m from the existing start point near a playground entrance.</p>
60mph Limit	East	West																	
85%	43	44																	
Mean	34	33																	
60mph Limit	East	West																	
85%	43	44																	
Mean	34	34																	
<p>Officer recommendation: approximate cost £1500 Site 1 – extend the 30mph by 100m Site 2 – introduce a 40mph speed limit and extend the village 30mph by 100m</p>																			

<p>Location: Deighton</p>	<p>85th %ile speed:</p>																											
<p>Background information</p>  <p>The map shows the village of Deighton with a road running north-south. Key locations marked include Pasture Farm, Ppg Sta, and Swart Farm. The road is labeled 'A19' at the top and 'Deighton' at the bottom. Three data callouts are present: one at the top for 'Village Sign', one in the middle for 'A19 O/S Pub', and one at the bottom for '40mph south of Village'.</p> <table border="1" data-bbox="220 566 778 719"> <thead> <tr> <th>Village Sign</th> <th>South</th> <th>North</th> </tr> </thead> <tbody> <tr> <td>85%</td> <td>44</td> <td>46</td> </tr> <tr> <td>Mean</td> <td>39</td> <td>41</td> </tr> </tbody> </table> <table border="1" data-bbox="719 1043 1257 1196"> <thead> <tr> <th>A19 O/S Pub</th> <th>South</th> <th>North</th> </tr> </thead> <tbody> <tr> <td>85%</td> <td>44</td> <td>41</td> </tr> <tr> <td>Mean</td> <td>40</td> <td>37</td> </tr> </tbody> </table> <table border="1" data-bbox="172 1435 831 1588"> <thead> <tr> <th>40mph south of Village</th> <th>South</th> <th>North</th> </tr> </thead> <tbody> <tr> <td>85%</td> <td>46</td> <td>48</td> </tr> <tr> <td>Mean</td> <td>42</td> <td>43</td> </tr> </tbody> </table>	Village Sign	South	North	85%	44	46	Mean	39	41	A19 O/S Pub	South	North	85%	44	41	Mean	40	37	40mph south of Village	South	North	85%	46	48	Mean	42	43	<p>The existing speed limit is 40mph as it passes the entrance to the village area. There are very few properties fronting on to this stretch of the road and it is very unlikely that a reduction in the posted speed limit would achieve an actual reduction in vehicle speeds.</p>
Village Sign	South	North																										
85%	44	46																										
Mean	39	41																										
A19 O/S Pub	South	North																										
85%	44	41																										
Mean	40	37																										
40mph south of Village	South	North																										
85%	46	48																										
Mean	42	43																										
<p>Officer recommendation: cost £0 No action.</p>																												

<p>Location: Naburn</p>	<p>85th %ile speed:</p>																								
<p>Background information</p>  <table border="1" data-bbox="145 656 799 801"> <tr> <td colspan="2">60mph Limit (Nr Marina) South North</td> <td></td> <td></td> </tr> <tr> <td>85%</td> <td></td> <td>41</td> <td>41</td> </tr> <tr> <td>Mean</td> <td>FBs</td> <td>35</td> <td>35</td> </tr> </table> <table border="1" data-bbox="217 1043 772 1189"> <tr> <td colspan="2">30mph Limit South North</td> <td></td> <td></td> </tr> <tr> <td>85%</td> <td></td> <td>37</td> <td>34</td> </tr> <tr> <td>Mean</td> <td></td> <td>30</td> <td>29</td> </tr> </table>	60mph Limit (Nr Marina) South North				85%		41	41	Mean	FBs	35	35	30mph Limit South North				85%		37	34	Mean		30	29	<p>The presence of the entry and exit to the York to Selby cycle /footway immediately to the north of the old railway bridge, which is on the very edge of the village, along with the marina makes it reasonable to assume that drivers will observe a reason for a lower limit and will adjust their speed downwards.</p>
60mph Limit (Nr Marina) South North																									
85%		41	41																						
Mean	FBs	35	35																						
30mph Limit South North																									
85%		37	34																						
Mean		30	29																						
<p>Officer recommendation: approximate cost £400 Advertise an extension to the 30mph speed limit as indicated on the plan above.</p>																									

Location: Towthorpe

85th %ile speed: No data

Background information

The area has seen an increase in properties over the years, due to conversion of barns in to properties, giving the area a more residential feel and increase the number of vehicles along the length of road.



Officer recommendation: approximate cost £800

Introduce a 30mph speed limit from Strensall Road junction (A) to the bend just before the start of the village (B).

It is also recommended that because there are no street lights and therefore a requirement for repeater signs, these should be of a design similar to that shown above in order to minimise the adverse impact on the look of the village.

Location: The Revival Estate

85th %ile speed: No data

Background information

This is a modern estate designed to encourage low vehicle speeds. There is no through route, hence most traffic will either be local residents, visitors/deliveries to the properties or regular users choosing to park here for the collage. There are plans to consult on the introduction of a residents parking scheme which if residents support will lead to a reduction in none resident traffic. Whilst it is unlikely that posting a lower speed limit will influence the actual speed of the regular road users in the estate, the area is similar to the many other purely residential 20mph zones around the city.



Officer recommendation: approximate cost £200

Advertise a reduced speed limit of 20mph to cover the whole of the new estate.

This page is intentionally left blank



Decision session**21 June 2022****Executive Member for Transport**

Report of the Director of Environment, Transport and Planning

DEFRA Air Quality, last mile delivery update**Summary**

1. The report updates the Executive Member on the feasibility stage of the Department for Environment, Food and Rural Affairs (“**DEFRA**”) funded Air quality project and asks the Executive Member for endorsement in terms of the approach to the second stage of the project which is a delivery hub pilot.
2. The project seeks to look into the issues surrounding deliveries in York in the context of the City’s ambition for carbon neutrality by 2030 and the reduction in non-essential vehicular traffic in the City centre.
3. The project is split into two parts. The first stage is a feasibility study to assess the arrangements in terms of deliveries into the City to aid understanding of the current position of delivery vehicles and their impact on air quality and to propose alternative low emission delivery options, their relative impact on air quality and recommend solutions to reduce emissions and improve the contribution to air quality. This stage is complete and the summary report is included in **Annex A**.
4. The second stage of the project is to engage with operators to take part in a pilot project to test the recommendations of the feasibility report. This would put in place a micro-consolidation hub with the intention of replacing van journeys with pedestrian portering delivery and cargo bike deliveries. The intention is to, where possible, ask operators to work together and it is key to ensure local operators, such as cycle and cargo bike couriers, are involved.
5. To accompany the work, the Council, in partnership with York Civic Trust, set up a Freight Forum. The purpose of the independently chaired Freight Forum is to engage with a wide base of operators, businesses and interested parties in the movement of freight. This covered large and small organisations and multiple sectors including

road and rail. The business of the Freight Forum focused on creating networks to share ideas and solve problems and to inform the project work including the pilot design.

Recommendations

6. The Executive Member for Transport is recommended to:

- i. to note the DEFRA air quality project feasibility study;
- ii. to approve a 9 month pilot as per the feasibility report (scenarios 1a) and 1b) focusing on small parcel delivery using pedestrian portering and zero emission deliveries (cargo and e-cargo bikes). Consolidating the deliveries at a hub in a location that has good access for delivery vehicles and access to the inner ring road in order to test the last mile possibilities.
- iii. To approve the principle of a 12 month lease for the trial to operate from, allowing 3 months for set up and decant and 9 months for the operation of trial
- iv. To delegate to the Director of Environment, Transport and Planning in consultation with the S.151 Officer and Director of Governance authority to :
 - a. Finalise the lease arrangements for the trial (at the moment proposed to be 107-109 Walmgate) as the location for the hub, work through any legal and planning requirements and establish management arrangements of the hub;
 - b. finalise arrangements with operators to take part in the trial;
 - c. to enter into agreement with an academic institution and representatives from the Freight Forum to have an oversight of the pilot, set the performance measures and test the operators against these;

Reason: *To ensure the best outcomes are achieved to improve air quality and to feed in to inform strategy and approach locally and regionally to consolidation of freight.*

Background

7. The Council has a long history of environmental consciousness and have made positive strides to reduce carbon and improve air quality particularly in the area of Transport. The Council has declared a climate change emergency and creating a 'greener and cleaner city' is central to the council plan <https://www.york.gov.uk/CouncilPlan>
8. The Council implemented the UK's first voluntary Clean Air Zone ("**CAZ**") on 31st January 2020 with buses making 5 or more entrances to the CAZ per day required to be Ultra Low Emission Buses ("**ULEB**") (Euro VI diesel or electric). The Traffic Regulation Condition also prohibits all local buses from idling their engines anywhere within the CAZ area.
9. In 2019 there was the opportunity to bid for DEFRA air quality funding and CYC responded with a proposal to run a feasibility study on last mile delivery and run a pilot based on the outcomes of the feasibility. The council was awarded £285k by DEFRA to deliver this project.

DEFRA Air quality, last mile project

10. The project's aim is to address first/last mile delivery for light goods in York, with the aim of reducing emissions of NO_x, PM and CO₂ from HGV/LGV's entering the city centre. The aim is to reduce both the overall number of vehicles undertaking deliveries and emissions from the remaining fleet. It will address both tailpipe and road/brake wear emissions including PM_{2.5}.
11. The aim of the project was to complete feasibility study for first/last mile deliveries in York to identify and understand the range of sustainable option(s) for moving freight (light goods), and to test one of these options as part of a pilot.
12. To support the project, the Council in partnership with York Civic Trust set up a City Freight Forum. The purpose of the forum is to bring businesses (including York Business Improvement District ("**BID**")) and industry (large and small) together with the City and build an evidence base for York and explore opportunities. The forum is chaired by an independent freight expert, Dr Erica Ballantyne of the University of Sheffield, and agenda is split between presentations by freight industry experts and exploring practical issues within York. The Freight Forum was used to test findings during the feasibility and for input into the pilot design.

13. AECOM Limited (“**AECOM**”) were engaged to conduct the feasibility study after a procurement process and the study was complete at the end of 2021. The feasibility study report was shared with the Council and the Freight Forum during drafting and the findings communicated to interested parties, including the York BID board. The report is included in **Annex A** of this report.
14. The study conducted a review of current movements and exchange of light goods to/from city centre businesses and an assessment of baseline emissions related to this activity. This included existing traffic count data (to provide numbers of current movements) supplemented with on street surveys to determine the size and age of the existing HGV/LGV fleet in York. Engagement was undertaken with city centre organisations and businesses to understand their existing and future delivery needs, and a literature review undertaken to understand good practice in other cities.
15. Understanding local delivery movements and needs will ensure the most appropriate sustainable option(s) and solution(s) for moving freight (light goods) in York are identified as part of the feasibility study. The feasibility study highlights short and long-term options for the council. The benefits of each option will be highlighted, and an optimal number and suitable location(s) for these options will be identified. This includes emissions modelling of proposed solutions, which are expected to include micro-consolidation centres. The project will also highlight the role of the public sector in facilitating change and identify potential partner organisations.
16. The feasibility study has been used to inform details and location for the pilot project. This pilot will look to test a micro-consolidation centre for commercial light goods being distributed around the city centre (defined as within the inner ring road) via HGV/LGV, with the first/last mile of travel undertaken by low emission mode(s). At this stage, this is proposed to be a micro-consolidation located around the city’s Inner Ring Road.
17. There are currently five areas of air quality ‘technical breach’ located around York’s inner ring road which are included in York’s Air Quality Management Area (“**AQMA**”) for annual average NO₂ exceedances. This project has the potential to reduce NO_x emissions in all these areas and across the wider district. The project will also reduce emissions of CO₂ and particulates (PM₁₀ and PM_{2.5}). Depending on the final location of the pilot project it may also help to address HGV and LGV emissions to neighbouring districts,

particularly Selby which has an AQMA located 14 miles to the south of York. The project will assist in delivery the following action points in York's current Air Quality Action Plan ("AQAP3"): 5 (reducing emissions from freight); 11 (Local incentives for low emission vehicles and alternative fuel use); 12 (Attracting low emission industries, business and jobs to York).

18. All the aforementioned strategic documents relating to air quality improvement in York are available to view on City of York Council's dedicated air quality webpage www.jorair.co.uk.

Options for the pilot

19. As outlined in the feasibility report (**Annex A**) several options were put forward in terms of running the pilot.

Scenario 1a) A pedestrian portering service where parcels are delivered to the hub and operators with porter trolleys deliver parcels on foot. This has been very successful in Cities with multi-story delivery points, but is also seen as option for York particularly in the footstreets.

Scenario 1b) Zero-emission deliveries by cargo bike or e-cargo bike. There is already a developing offer in this area and the trial could give opportunities.

Scenario 2a) Light rail freight deliveries, to create a delivery hub at York station.

Scenario 3 Food consolidation. York has vibrant hospitality and retail sectors and consolidation food deliveries into the City centre could considerably reduce delivery traffic into the City centre.

Analysis

20. The scenarios were the subject of a workshop session with the Freight Forum in identifying the most achievable subject for a trial with the most benefit. A number of operators also felt 1 a) and 1b) were achievable and in a timescale that would allow them to take part.
21. Although there are benefits in options 2a) and 3. These benefits are potentially smaller in the timescales of a pilot and would be practically harder to achieve.

22. It is therefore that a blended approach of 1a) and 1b) is the recommended approach as it was felt both were achievable and that there were operators ready to engage with a pilot.

The Pilot

23. The overarching principles have been to achieve the objectives set out in the feasibility study and put in place interventions that would have the maximum demonstrable benefit during the 9 months that the trial will run.
24. Also, it is felt that running a pilot from a single suitable site with good access to the inner ring road and in an area that where demand would be suitably met (i.e. single delivery vehicles can enter the site and) with multiple operators working together would be the preferred option. This would depend on the appetite of operators to engage in the pilot, the practicalities of operators working together in one place and the ability to secure premises fit for the purpose.
25. An exercise has been undertaken, using the analysis from the feasibility report to identify a location for the pilot. A provisional site has been identified (107-109 Walmgate – this is a council owned property) (“the Hub Premises”) and cost falls within the project budget. Further work will be done in the current trial development stage of the project to secure the Hub Premises. The Hub Premises will be leased for a term of 12 months (to allow 3 months to set up the Hub and 9 months for the conduction of the pilot) from September 2022 to September 2023. The details to be delegated to the Director of Environment, Transport and Planning. In the later stages of the pilot discussion will be had with the operators around continuation and the ambition is that a sustainable model can be found and the operation will continue beyond the end of the pilot.
26. Discussion is ongoing with operators in terms of involvement in the trial. The arrangements and agreements will be worked through in the next period (June 2022 – September 2022). Several have expressed an interest. This will include how the operations will run and how evidence can be secured to support the objectives of the pilot.
27. Specialist support from an academic organisation (early discussions are being had with the Sheffield University Management School to continue supporting alongside the Freight Forum to provide consistency) and York Civic Trust will be sought in order to support on the monitoring and evaluation of the trial and to provide peer

support on identifying opportunities. The Council Project Manager will be the main point of contact for monitoring and evaluation and will report findings through Council processes to Elected Members and to DEFRA.

Pilot Project Plan

28. Below is the high level plan for the next stage of work.

Secure premises for the pilot. This may include planning considerations. Set up the premises consistent with how the operators will operate	June – September 2022
Engage with the operators and secure agreements for involvement in the pilot	June – September 2022
Secure support for the monitoring and evaluation of the pilot	June – September 2022
Initiate and operate the pilot	September 2022 – June 2023 (subject to arrangements being in place)
Monitor and evaluate the pilot	September 2022 – September 2023
Pilot review	June 2023 – December 2023

Council Plan

29. Considering this matter contributes to the Council Plan in the following areas:

- Getting around sustainably

Implications

30. **Financial**

The cost of the proposals can be accommodated within the budget for the project.

31. **Human Resources (HR)**

There are no HR implications around the decisions in this report.

32. Legal

i. Contracts & Procurement –

Use of the Air Quality Funding to fund this proposed pilot for a delivery hub will be subject to the grant terms and conditions under the Grant Determination Form issued by DEFRA on 8th March 2021 and accepted by the Council on 12th March 2021 (ITA: 7555, Grant Ref: Project_28998, DEFRA Ref: ecm_60730). Any amendments to these terms and conditions to facilitate the pilot will require the prior agreement of DEFRA, and will require the advice of Legal Services.

If the Council does not intend to manage and administer the delivery hub itself, then a provider to administer and manage the delivery hub will need to be commissioned in accordance with the Council's Contract Procedure Rules ("**CPRs**") and the relevant procurement law.

It is possible that the pilot could be structured as a concession, and could therefore be subject to the Concession Contract Regulations 2016 ("**CCRs 2016**"), as the operating risk for the pilot will be transferred to the provider without a financial guarantee from CYC to guard the provider against risk of loss of profit/costs. If it is classed as a concession, then it is highly likely that the full procurement regime under CCRs 2016 will not apply as the value of the concession in this instance (i.e. the total turnover of the concessionaire generated over the duration of the pilot, net of VAT, as estimated by the Council, in consideration for the works and/or services which are the object of the pilot) is likely to be below the relevant procurement threshold (i.e. £4,733,252 (exc. VAT)). However, it will still need to be commissioned in accordance with the Council's CPRs (subject to any approved waiver under the CPRs). If the pilot is valued above this threshold will be subject to the procurement procedures under the CCR 2016 as well as the Council's CPRs. If it is not classed as a concession then the pilot will be classed as a Public Service Contract and will likely be subject to the full procurement regime under the Public Contract Regulations 2015 ("**PCRs 2015**") as well as the Council's CPRs.

Legal Services and Commercial Procurement will advise on the appropriate route and process as well as the appropriate contractual terms to use when letting this contract in due course, subject to full and proper instructions.

- ii. **Property*** – The pilot will require the Council to provide the concessionaire with premises for a minimum of 12 months to ensure the delivery of the pilot.

Council premises have been identified at 107-109 Walmgate which could be used for the delivery of this pilot. The Council has statutory powers to dispose of (including by granting a lease of) property owned by the Council. Consent from the Secretary of State (for Housing, Communities and Local Government) will not be required for the granting of the lease provided that either:

- i.* The lease is granted for market value/best consideration reasonably obtained; or
- ii.* The difference/shortfall between the rent/consideration obtained and open market value rent/consideration does not exceed £2 Million

If the occupier is to enjoy exclusive occupation of the premises, then a formal lease (excluded from the security of tenure/renewal provisions of the Landlord and Tenant Act 1954) will be required.

If not, then a less formal license to occupy the premises alongside the Council and its other occupants will be required.

Legal Services will advise on the appropriate documentation in due course.

33. **Equalities**

The Council recognises its Public Sector Equality Duty under Section 149 of the Equality Act 2010 (to have due regard to the need to eliminate discrimination, harassment, victimisation and any other prohibited conduct; advance equality of opportunity between

persons who share a relevant protected characteristic and persons who do not share it and foster good relations between persons who share a relevant protected characteristic and persons who do not share it in the exercise of a public authority's functions

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

- Age – Neutral;
- Disability – Neutral;
- Gender – Neutral;
- Gender reassignment – Neutral;
- Marriage and civil partnership– Neutral;
- Pregnancy and maternity – Neutral;
- Race – Neutral;
- Religion and belief – Neutral;
- Sexual orientation – Neutral;
- Other socio-economic groups including :
 - Carer - Neutral (see Disability);
 - Low income groups – Neutral;
 - Veterans, Armed Forces Community– Neutral.

34. Crime and Disorder

There are no implications around the decisions in this report.

35. Information Technology (IT)

There are no implications around the decisions in this report.

36. Property

It is proposed that a council property is used to host this project, as set out in this report. The work during the next stage of this project will confirm the arrangements for the premises.

Risk Management

37. The risks are outlined below:

- Securing Operators to engage in the trial. Work already undertaken through the Freight Forum and in the next stages will reduce this risk;
- Securing suitable premises and/or necessary planning for the trial. Appraisals of properties is ongoing. A property has been identified and further work is being done to ensure it is fit for purpose for the trial;
- Resource to manage, evaluate and monitor the trial. Resource for the next stages is under review;

Contact Details

Author:

Dave Atkinson
Head of Highways and
Transport,
Highways and Transport

Chief Officer Responsible for the report:

James Gilchrist
Director of Transport, Planning and
Environment

Report
Approved

Date 13/06/22

Specialist Officers

Finance

Patrick Looker
Finance Manager

Legal

Dan Moynihan
Senior Solicitor –
Contracts & Commercial

Gerard Allen
Senior Solicitor – Property

Wards

Affected: All wards

All

For further information please contact the author of the report

Background Papers: N/A

Abbreviations:

AQMA – Air Quality Management Area

AQAP3 – York’s current Air Quality Action Plan

DEFRA – Department for Environment, Food and Rural Affairs

NO_x – Nitrous Oxide

CO₂ – Carbon Dioxide

PM – Particulate Matter

CAZ – Clean Air Zone

BID – Business Improvement District

ULEB – Ultra Low Emission Buses

Annexes:

Annex A: York Air Quality Summary report

City of York Council: Air Quality and freight feasibility study, summary report

Introduction

City of York Council (CoYC) have commissioned AECOM to conduct an Air Quality feasibility study to address emissions associated with deliveries in York. This is within the context of a council ambition to be carbon neutral by 2030, as well as an ambition that by 2023, there will be a plan to exclude all non-essential private motor vehicle journeys within the York City Walls.

As part of this, the Council needs an understanding of how deliveries are currently undertaken within York and how to reduce movement of goods by heavy goods vehicles (HGVs) and light goods vehicles (LGVs) in order to help reduce emissions in the city. This follows on from York's voluntary Clean Air Zone (CAZ), introduced in January 2020, which applies to buses entering the City more than five times a day. An expansion of 'foot streets' has also recently taken place which has changed the timings of vehicle restrictions in the city centre which has increased the number of businesses in the city centre affected by delivery restrictions.

The key requirements of the study were to address the following:

- / Assess the current situation in York, including quantification of baseline emissions associated with deliveries to aid understanding of the relative contribution that delivery vehicles make to current pollution levels in the City
- / Suggest alternative low-emission delivery options for deliveries, especially in the City Centre, and calculate their relative impacts on emissions and air quality. Provide a series of recommendations for the City to reduce emissions associated with deliveries, including considering the role of the public sector in implementing these

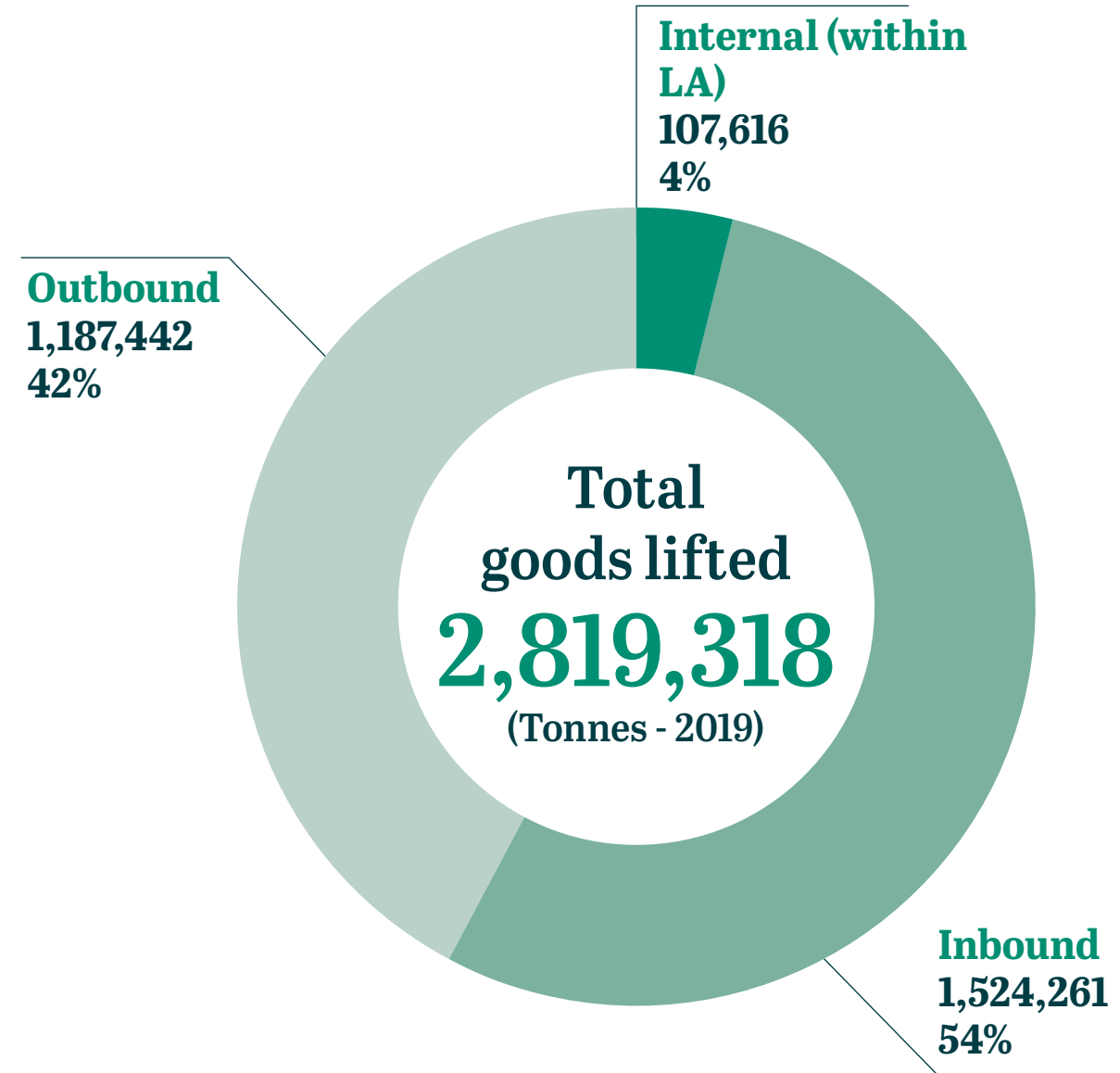
Structure overview

This report is a summary of the full York Air Quality Feasibility Study report and summarises:

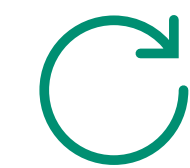
- / The review of new and existing Freight Data for the City of York
- / A summary of findings of the existing air quality and trends in the City of York
- / Interviews conducted with businesses regarding their current operations in York, information on their operations and suggestions of how to improve air quality in York
- / Understanding of Alternative sustainable delivery options
- / Conclusion and Solutions: Which provides an initial high-level list of potential solutions for CoYC to consider for the forthcoming pilot project.

CSRGT Data analysis

The Department for Transport (DfT) collects data on the activity of GB-registered HGVs (vehicles weighing 3.5+ tonnes) operating in the UK through its survey, Continuing Survey of Road Goods Transport Great Britain (CSRGT GB). In this study, 2019 CSRGT data analysis has been conducted to gain further insight into the movement of goods to, from and within the City of York Region.

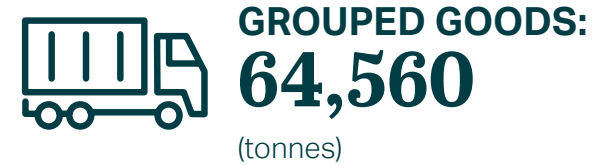


Top commodities and origin/destination by movement type - York - 2019

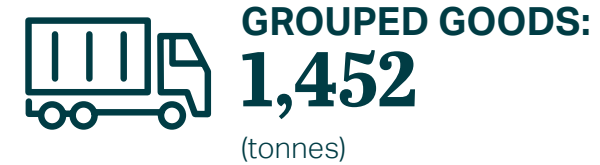


Internal

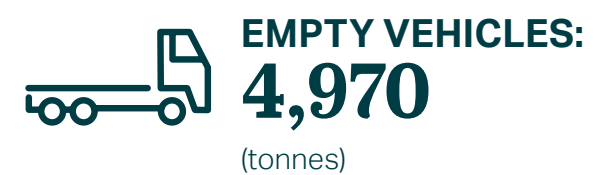
Top commodity by goods lifted



Top commodity by CO₂ output (estimated)



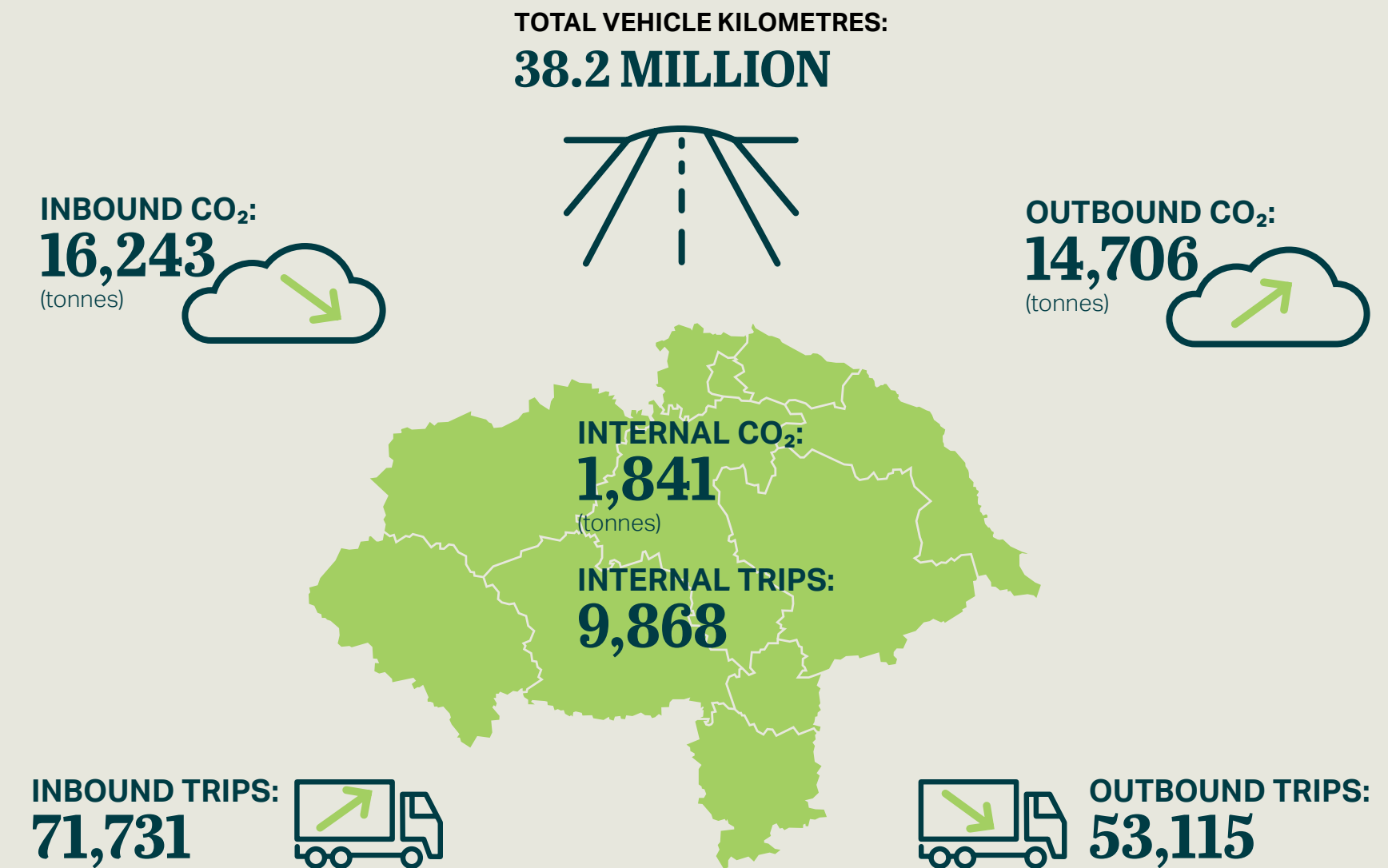
Inbound



Outbound



Summary of findings:



The predominant flow of goods was to North Yorkshire CC with 594,207 tonnes, this contributed to 21 per cent of the total goods lifted to and from York. The further from York you go the less goods are lifted so for example in Southern regions such as the South West of England (only 1 per cent of Total goods lifted) and Wales with 55,602 tonnes lifted.

The movements between York and the North West of England had the highest CO₂ emissions with approximately 5,571 tonnes (17 per cent of total CO₂ emissions), 49 per cent from inbound movements and 51 per cent from outbound movements. The greatest individual category to contribution of CO₂ emissions to and from York was from Empty Vehicles with approximately 10,975 tonnes.

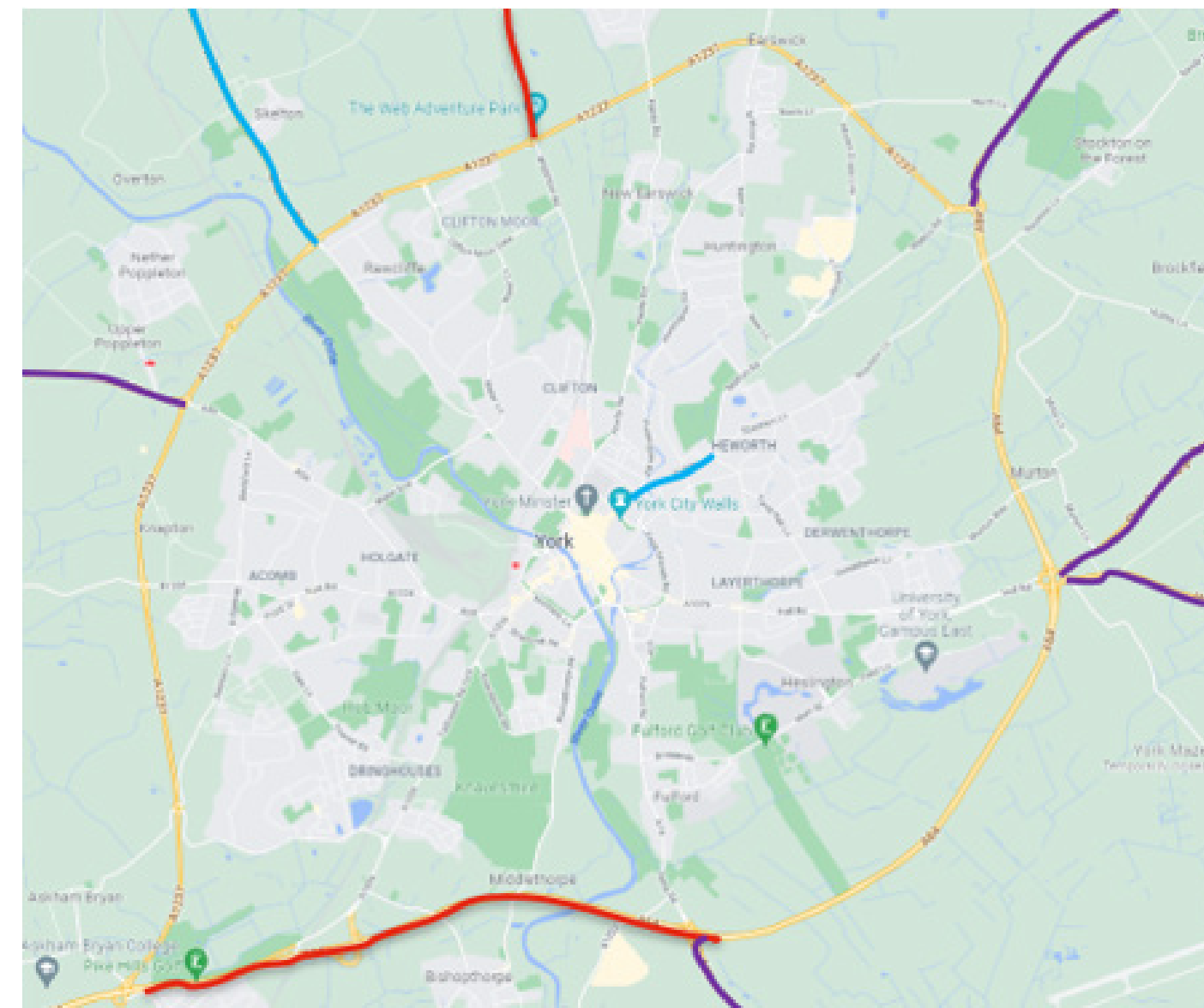
DfT traffic count analysis

Routes in the York region were examined using statistics from the Department for Transport (DfT) on road traffic flows. The data analysed is the average annual daily flow which captures the number of vehicles that travel past (in both directions) each count location on an average day of the year. This provides insight into the movement of Light Goods Vehicles (LGVs) and Heavy Goods Vehicles (HGVs) in the region. All data used is taken from the 2020 data set.

As there are higher volumes of LGV traffic flow compared to HGVs, the following scale has been used to indicate the level of traffic flow in the York Region. This is indicated in the below maps, which show the DfT count points and the traffic flow.

Light goods vehicles traffic flow scale

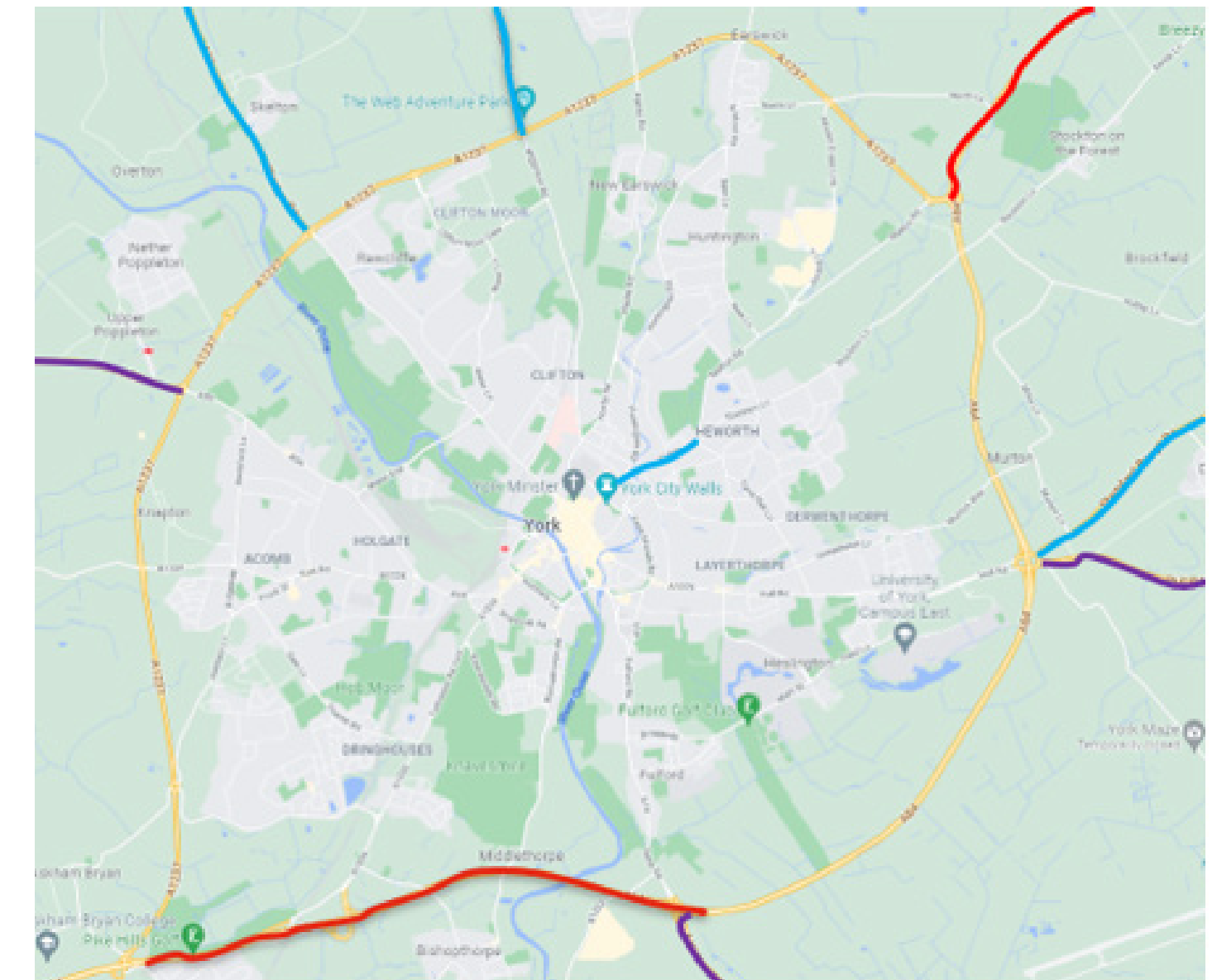
There are higher volumes of Light Goods Vehicles (LGVs) traffic flow on the A64 route with 7871 LGVs based on the DfT data collection. This is followed by A1237 with 3080 LGVs, and of course these are major through routes so these roads carry long distance traffic travelling through the area as well as vehicles destined for the city. Generally, there has been moderate levels of LGV traffic flow in the York Region but lower levels of LGV traffic flow on routes such as the A1036 which is one of the local arterial routes into the city.



- Low (Less than 1300 LGVs)
- Moderate (1301 to 2500)
- High (Greater than 2501)

Heavy goods vehicles traffic flow scale

The A64 Eastbound in the South West of the city has higher levels of traffic flow for Heavy Goods Vehicles, with two different DfT Count points along this route showing higher volume of HGVs traffic flow. There are lower levels of HGV traffic flow on routes such as the A1036 and low to moderate on routes that include; A19, A166, and A1237.



- Low (Less than 600)
- Moderate (601 to 1200)
- High (Greater than 1200)

Specialised Goods Vehicle Counts

AECOM's Specialised Goods Vehicle Count (SGVC) surveys are a tried and tested data collection technique that enables an understanding by providing a detailed snapshot of the nature of freight along specific routes. For this project, a SGVC survey was conducted which enabled the project team to grasp first-hand insight into freight vehicles within York City Centre.

The SGVC aimed to:

- / Collect primary data on the types of freight vehicles using the road network within York City Centre
- / Capture an inventory of hauliers who use the roads near York City Centre
- / Capture the nature of operations of freight vehicles travelling in York City Centre
- / Improve the understanding of the nature of freight movements

Members of the AECOM Freight and Logistics survey team carried out the SGVCs across 6 locations between Tuesday 17th and Thursday 19th August 2021. The SGVCs covered both inbound and outbound freight movements within the city centre within the AM and

PM peak periods. The AM peak period was 7-10:30am and the PM peak was 4:30-7pm.

Data was analysed by site as well as by comparing sites against each other to allow general trends to be seen. Key findings from the summary of overall analysis include:

- / Whilst there are some outliers for vans, such as the high percentage of '65' registered vehicles at Coney Street and '67' registered vehicles at Micklegate, the general trend for the average shows a trend towards newer registered vehicles. Across all sites the highest percentage for trucks were 66 plate vehicles (11.1%) and for vans 21 plate vehicles (6.6%).

- / For trucks, in general, the data shows that all the sites had around the same percentage of Euro VI vehicles, with Monk Bar having a lower proportion of Euro VI vehicles and the highest proportion of Euro V and Euro IV vehicles demonstrating that this may be an area for any interventions to focus on. Across all sites, 83.6% of trucks were Euro VI, with 10.6% Euro V, 2.2% Euro IV and 1.4% Euro III and earlier. For vans, there was less variation and data was very consistent between sites. 54.3% of vans were Euro 6 with 30.7% Euro 5, 12.6% Euro 4 and 2.3% Euro 3. 0.1% were

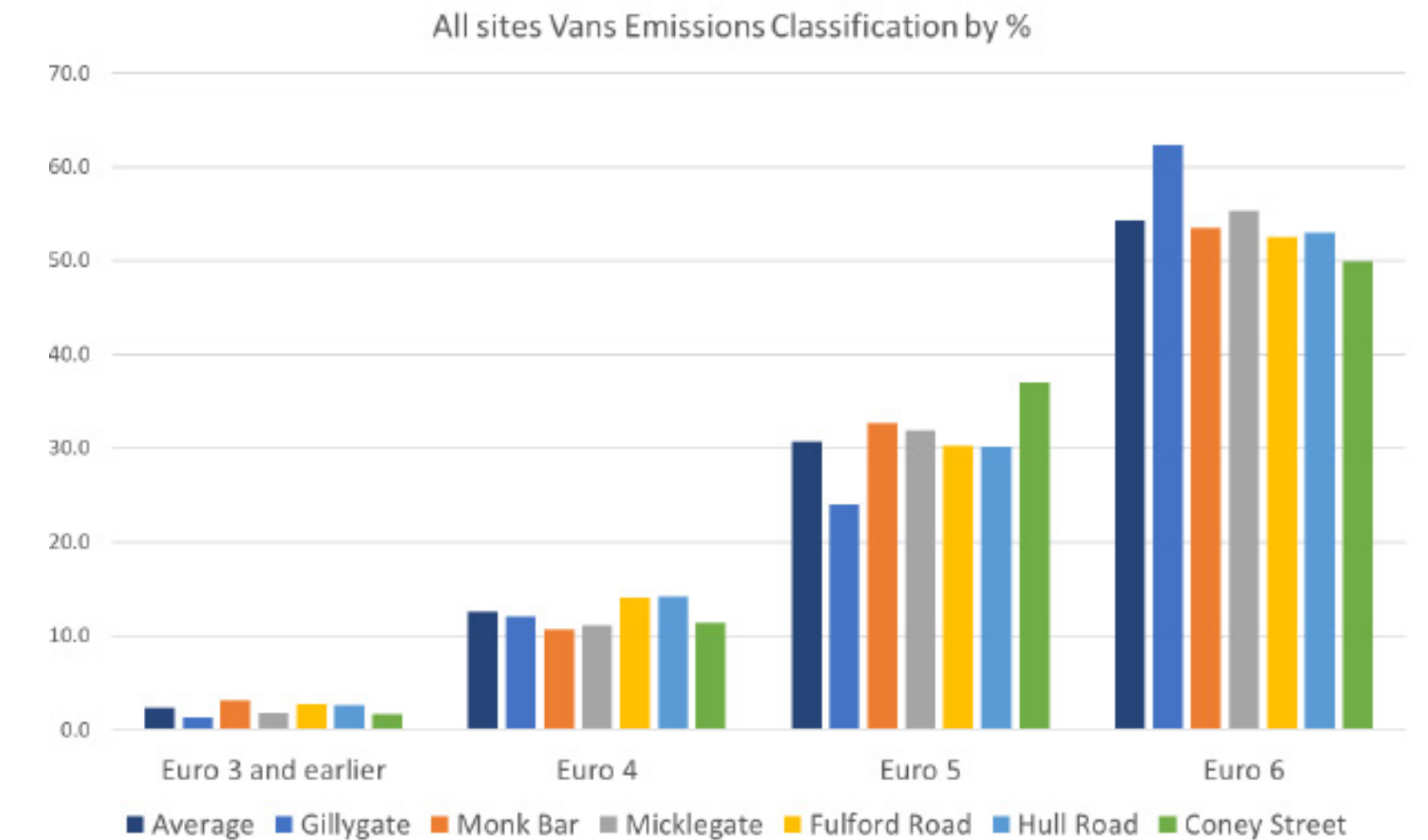
foreign vehicles that were unidentifiable. This shows that the majority of vehicles are compliant with the latest emission standards.

- / Across all sites, the highest industry classification percentage for trucks was Food retail (21.9%) followed by Building/Building services (18.9%) and Waste (15.7%). For vans the highest percentage was Building/Building services (12.6%) followed by Food retail (6.9%) and Post and parcels (4.5%). The remaining percentage not shown is 'General' which includes general haulage and unmarked vehicles and made up 31.6% of trucks and 63.9% of vans.

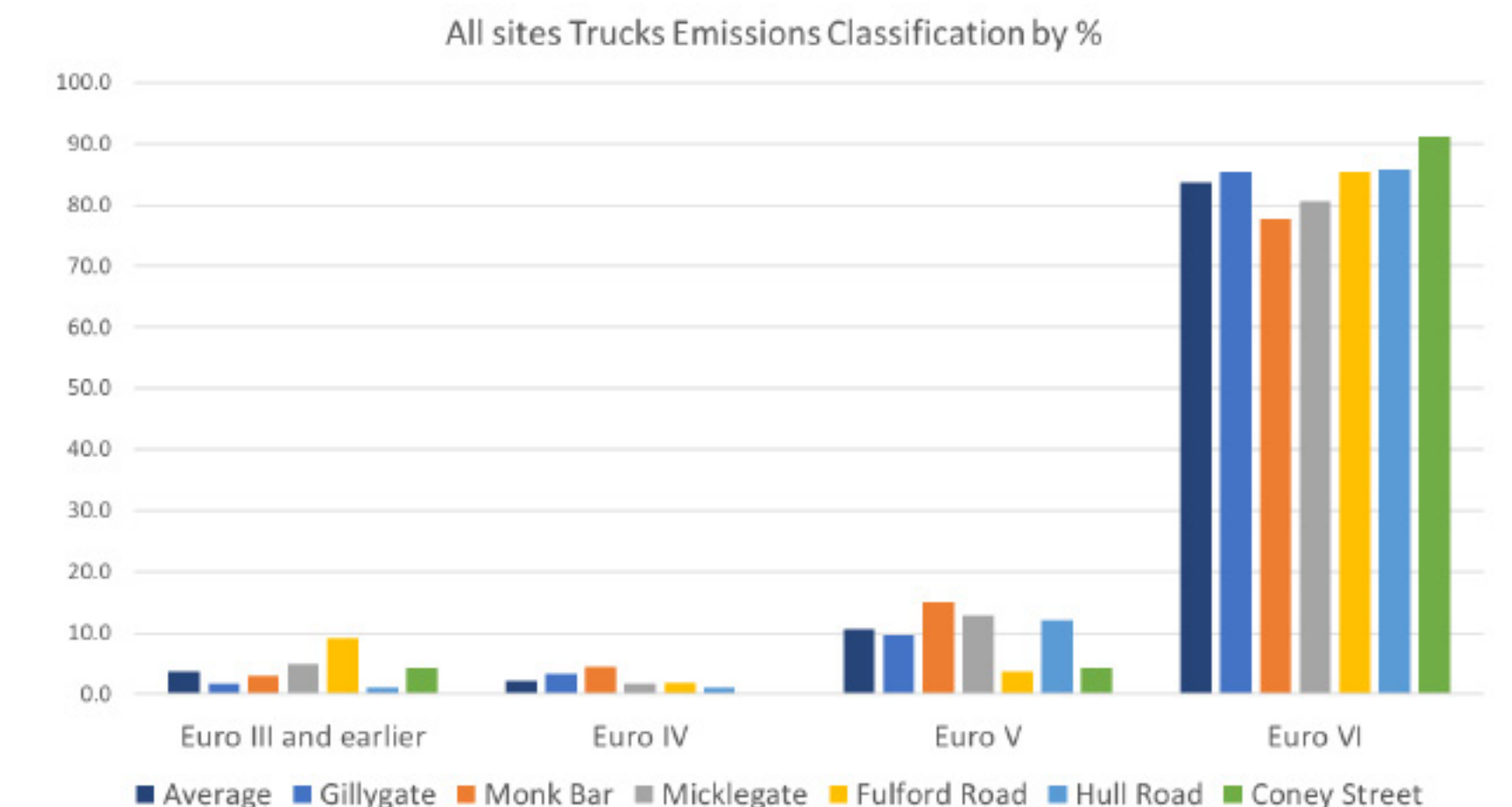
- / For food couriers, the data shows that, other than Micklegate where figures are around equal, pushbike food couriers were a clear majority across the city. Overall, 75% were pushbike couriers and 25% moped or motorcycle. As a general observation, it was noticeable that most moped couriers were using newer vehicles, mainly using those with post-2019 registration plates.

Food courier cars could not be recorded as part of the SGVC as these could not be identified. These are, however, covered in the fast-food delivery market study.

Euro VI LGV introduced 2016



Euro VI HGV introduced 2014



Roving surveys

Another survey which was conducted for the study was a 'Roving Survey'. The Roving Surveys the team walked round counting and writing down observations of the vehicles in the city centre. In addition to counting the vehicles, the Roving Surveys also provided more opportunities to engage with a range of businesses, haulers and drivers of delivery and service vehicles.



Key findings from the roving surveys included:

- / Over the course of both mornings we observed approximately a vehicle a minute, as well as 8 different industry sectors. The most common was General, with 38% of vehicles on Day 1 and 41% of vehicles on Day 2 having no identifiable markings as to which operator they were from and being categorised as General.
- / 9 companies were seen during both roving surveys in the city centre, highlighting that a significant amount of freight traffic in York city centre is regular with similar daily patterns.
- / The oldest vehicle seen was a 51 plate (2001) rigid V7 belonging to a market trader. Despite being 20 years old the vehicle was in a tidy condition for its age. The vehicle was parked in an approved parking bay on Foss Islands Road and was also seen parked in the same space during the middle of the day on 17th August.

- / We also observed no vehicles entering Coney Street pedestrian area after 10.15am, with the bollards restricting vehicle access being put in just before 10.30am.
- / The data collated revealed the daily freight movements began early with commercial waste collection and retail deliveries, along with food & drink vehicles also being delivered relatively early. Service vans were the next to arrive followed by parcel vans. The only electric vehicle observed was one of the two new CYC '21 plate Dennis eCollect RCVs.



Shop front surveys



During the SGVC survey from 17th to 19th August 2021, a shop front survey was undertaken with the objective to comprehend what the current commercial environment is for York city centre and the freight generated. The type of shops was recorded against 11 different retail categories, some example categories were; food establishments including cafes and restaurants, banks, health and beauty shops and empty retail premises. Key findings include:

- / The most popular premises in York City centre are cafes, restaurants, and pubs, with a total of 29% of the shops surveyed being in this category. The streets surveyed with the highest number of food premises included Fossgate / Franklins Yard (43%) and Castlegate (71%).
- / The survey also highlighted the number of empty units currently in York. The survey showed there are 78 available retail units, 9% of the 843 total premises counted in

the survey. The five areas with the highest number of empty units were located along Feasgate (42%), Piccadilly (36%), Spurriergate / Coney Street / Lendal (22%), Blake Street / Davygate / Parliament Street (16%) and Market Street (15%)

- / The 9% of vacant premises in York city centre is significantly lower than the high street national average of 13.7% reported by the Local Data Company (LDC) in Q4 2020. There are several explanations for York experiencing a lower vacancy rate. For example, pension fund owners have been selling large vacant shops which are then being bought by local developers and investors. Also, landlords are currently open to negotiating leases and with the current business rate reliefs smaller units are not staying vacant due to new businesses starting-up and independent shops expanding in York.

Additional data

/ AECOM also produced a model to help estimate the number of parking bays that would be required based on the current make-up of shops within the city centre that were surveyed as part of the shop front analysis. This uses survey data compiled on the number and categories of shops on different streets and makes calculations based on assumed trips, assumed delivery windows and assumed dwell times to come up with an overall figure. Based on the above, it was estimated that for the streets surveyed, the City of York would require approximately 45 delivery bays to facilitate deliveries to the city centre.

/ The current fast-food delivery movements taking place in York has also been investigated. Observations included that for cars making these deliveries the vehicles were relatively old, with vehicles including those as old as 2004 plate being driven. For motorcycles and mopeds, vehicle age was newer, ranging from 2018-2021. Other observations included that bicycles were another

popular mode of transportation used by takeaway couriers and that Deliveroo was the most seen delivery platform livery, ahead of Just Eat.

/ ANPR surveys were undertaken at four locations from 24 – 27 August 2021 to inform the fleet fuel profile and age compositions. Careful selection of locations across 4 strategic sites in York ensured that an effective insight into vehicles travelling into and out of the city could be captured. Locations were along the A19 (Shipton Road), A1036 (Tadcaster Road York), A19 (Main Street) and A1079 (Hull Road)

/ Findings for the ANPR survey included that the trend for cars and LGVs were towards newer Euro 5 and 6 engines, The HGV fleets were also predominantly Euro V and VI, although the rigid fleet was slightly older than the articulated, which is consistent with trends recorded in other cities and understood to be related to a larger component of owner-operator vehicles and longer retention of these vehicle types in the fleet.

Air quality analysis overview

This section provides a summary of data presented in the separate air quality baseline and report issued to CoYC. The air quality baseline report presents the existing air quality and trends in the City of York, along with a detailed breakdown of road transport emissions sources, and contribution from regional backgrounds. Key findings include:

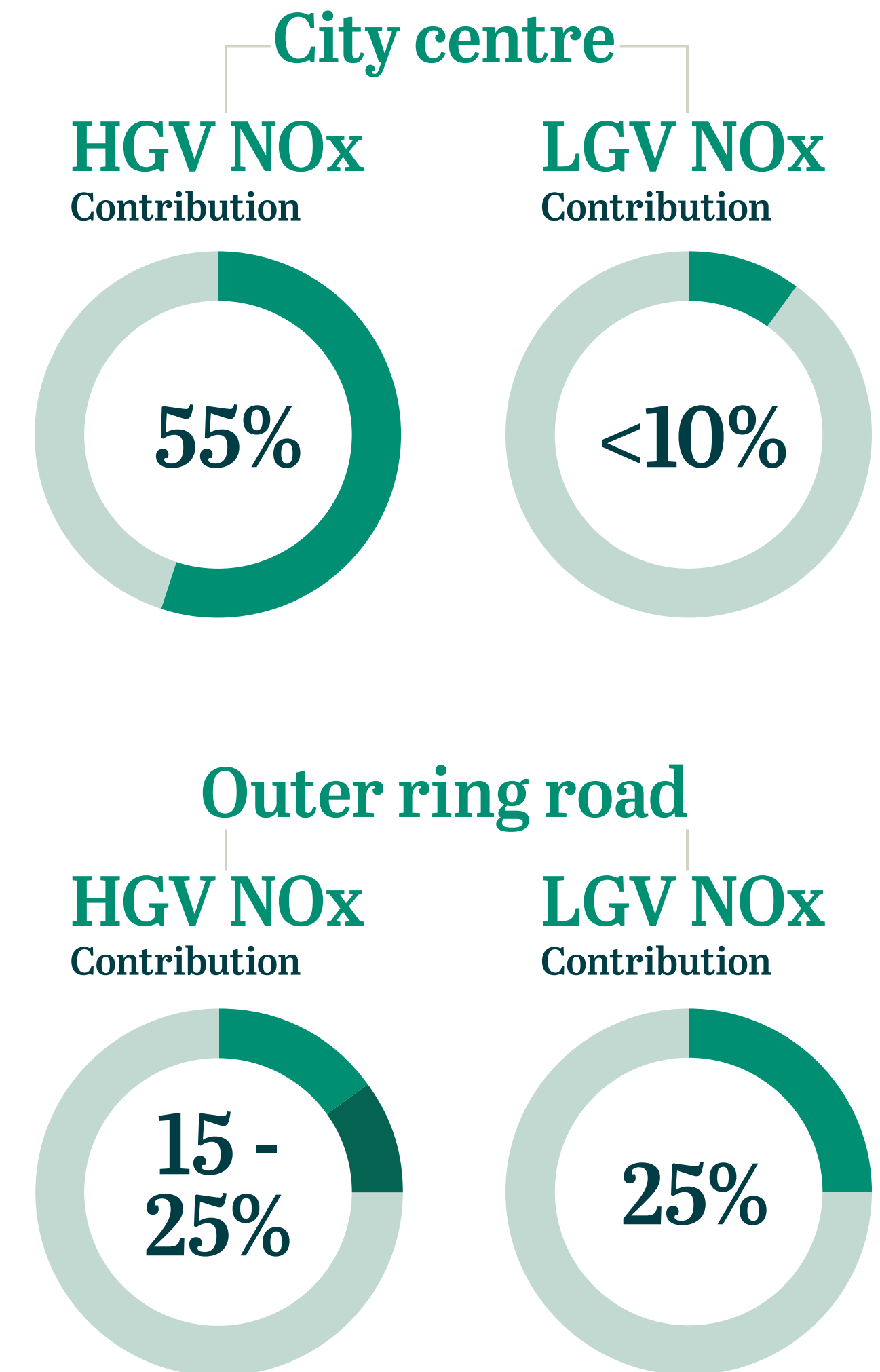
/ Whilst NOx emissions from private cars continue to make up a large proportion of the transport emissions across the AQMA and wider city, NOx emissions from LGVs and HGVs are still significant in certain areas, with HGVs in particular contributing disproportionately to elevated pollution levels in some areas of York.

/ The source contributions for NOx and PM pollutants are broadly similar, as expected, although cars tend to contribute a comparatively higher proportion of PM2.5.

/ Additionally, HGVs are a significant emission source on the majority of major roads including the outer ring road, key routes into York, and the inner ring road / AQMA, where they contribute between 15 – 25% of the total road NOx emissions, although there are a few areas around the city centre where HGVs are more significant and contribute up to 55% of the total road traffic NOx emissions.

/ Due to the relatively lower flows of HGVs in relation to cars, these larger vehicles are contributing disproportionately to pollution levels in a number of areas. LGVs are responsible for less than 10% of road traffic NOx emissions on the majority of roads but are more significant in certain areas such as the outer ring road and on key arterial routes, representing up to 25% of total road traffic emissions.

/ Measures to reduce emissions from HGVs and LGVs will be an important part of City of York Council's ongoing strategy for air quality improvement, especially in the city centre AQMA.



Stakeholder Engagement

Engagement was carried out with delivery operators to better understand how deliveries are currently made and received within York and to better understand their challenges and views on improving emissions in York and how they can contribute towards this. The engagement was conducted with a range of delivery operators of different scales and industries and offered a variety of views for consideration as part of the study. It was positive that the majority of operators were keen to be surveyed and there was a general willingness to be part of the freight forum. Logos of companies surveyed and sample suggestions on how to improve air quality in York are shown on this page.

In addition, driver and business surveys were also carried out, both as part of the site survey in York as well as follow-up phone calls. A majority of drivers and businesses surveyed wished to provide some sort of positive response and these responses provided essential intelligence.



- / Improve the domestic and freight movement relationship, as freight tends to be isolated when routes are managed
- / Enhance the Park and Ride as residents do not have the space for private electric vehicle charging
- / Reduce the number of stops on the bus to have a more direct route, as walking can be quicker than the bus in York



- / A mixture of public and private electric charging points
- / Also need a mix of soft and hard approaches to improve air quality
- / Micro-mobility solutions will play a key role going forward



- / Improve technology of e-cargo bikes to include refrigerated capacities
- / Provide more provisions for cyclists in York



- / Capturing grams of carbon produced per parcel on its journey
- / Working collaboratively with different parties, for example if the council mentioned they had barges to use for deliveries, Amazon would work with the council to test these initiatives



- / Measures to improve the cycle network in York
- / Introduce more electric charging points
- / Look into more incentives for people to switch to electric vehicles



- / More focus on cycling – for example, implement more food deliveries by bike, and a ‘Boris Bike Scheme’ would be a good strategy for the city



- / Not a good idea to use bus lanes for deliveries due to the potential impact on the movement of buses and may add to the traffic issues
- / Rail would be a good alternative but there is an absence of railheads and good connections to the ports



- / Understanding whether there are currently safe storage spaces for e-bikes in York
- / Understanding which commodities are best delivered on e-bikes



- / Cargo bikes can be highly effective but also unwieldy
- / Can rent and share vehicles

Review of low-emission transport providers

AECOM has conducted a desktop review of low emission transport providers, a literature review of best practices in low-emission delivery options and provided a series of UK and international best practice case studies which showcase how other regions are tackling emissions from freight vehicles.

There are several examples of local or regional firms that exclusively provide low-emission last mile transport solutions with either the whole or part of their operations in York.



Company	Types of operations	Low-Emission Transport Modes Used	Area of Operation
Green-Link	Courier services including urgent documents and postal deliveries	Electric vehicles, load-carrying cycles and trailers	York, Luton, and Darlington
York Collective	Courier services	Cycles	York
Royal Mail	Postal service	Electric Vans & Electric Rail	Nationwide
Centrica	Vans used for energy services	Electric Vans	Nationwide
Warburtons	Baked Food Deliveries	Trucks	Nationwide (low emission truck currently only around London)
DPD	Parcel delivery	Electric Vans	Nationwide
DHL	Parcel delivery	Electric Vans	Nationwide
Amazon	Parcel delivery	Electric Vans	Nationwide
WEGO Couriers	Courier services including local and UK-deliveries and fast-track rail	Electric Vans and Express Rail	Nationwide
Green Couriers	Courier services as well as road haulage, warehouse storage and distribution	Cycles and low-emission motorcycles, cars and vans	Nationwide
Indigo Couriers	Courier services	Vans	Nationwide
Intercity Rail Freight	Express Rail Freight	Rail	Various UK routes
Eversholt Rail	Express Rail Freight	Rail	Various UK routes
Zedify	Courier services including for local businesses, carriers and ecommerce	Bicycles, Tricycles and Vans	Several UK cities
Pedivan	Courier services	Tricycles	London
Pedal and Post	Courier services, mail collections, document exchanges, medical deliveries and storage	Bicycles and Tricycles	Oxford

Literature review of current best practice

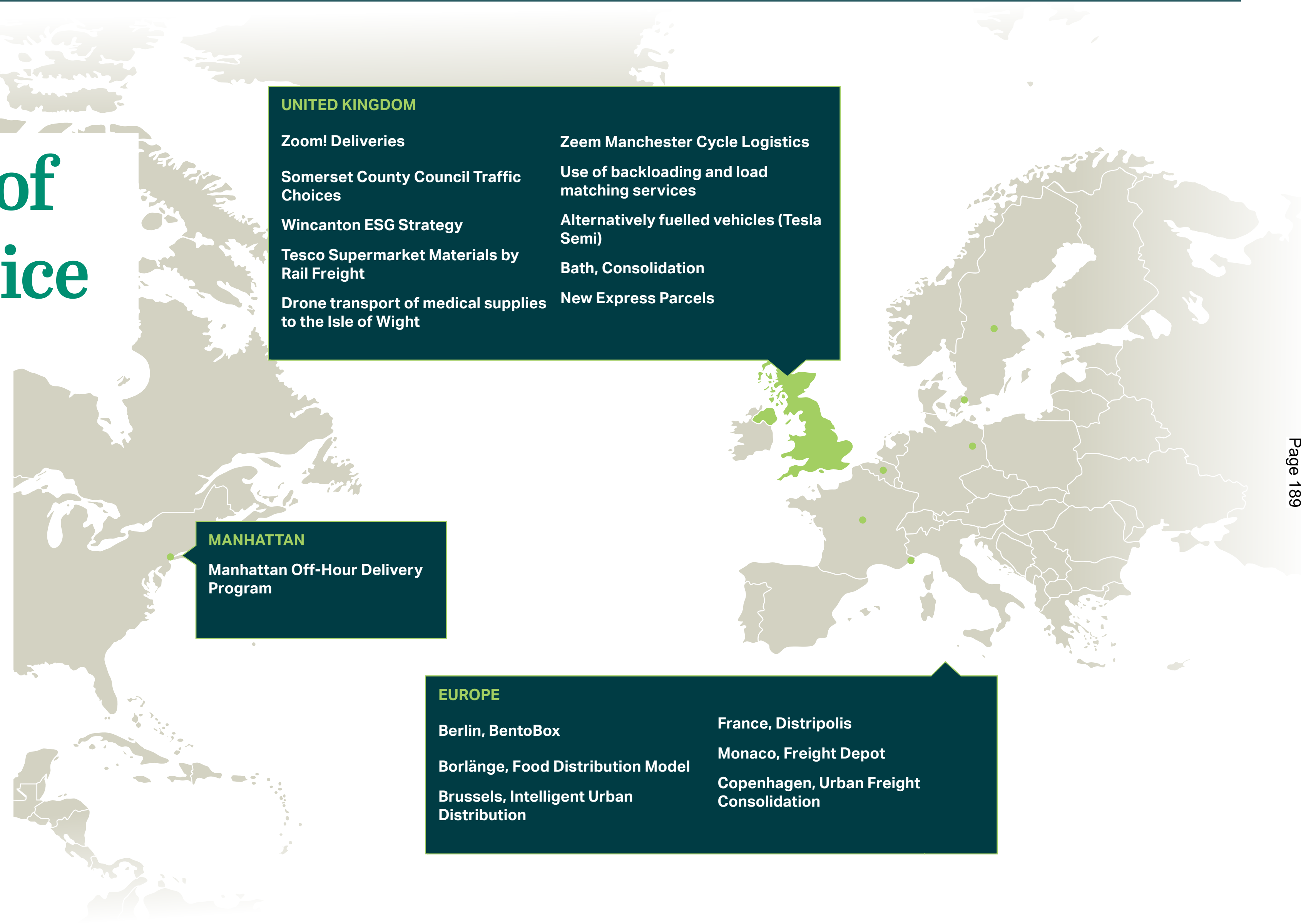
A literature review of best practice alternative last mile delivery solutions across the UK and internationally has been conducted to gain a comprehensive insight into existing best practice. This highlights how other cities, towns and regions across the world are reducing emissions from freight vehicles. Examples include:

- / Amsterdam's 'shared microhubs' and e-freight bikes (Netherlands)
- / Bristol-Bath Freight Consolidation Centre (BBFCC) (UK)
- / Edinburgh's fleet of electric minivans (UK)
- / Bordeaux's Nearby Delivery Areas (France)
- / Parma's EcoCity urban distribution centre (Italy)

- / Business owned UCC serving Paris (France)
- / Nijmegen's inner-city service (Netherlands)
- / Berlin's KoMoDo trial (Germany)
- / Dublin's pedestrian friendly deliveries (Ireland)
- / London's cream of the crop logistics hub (UK)

Several case studies have also been produced, best practice split by 10 UK case studies and 7 International case studies. These have been identified and selected as there are similarities to characteristics in York and therefore could be implemented in similar ways.

The case studies shown within this section are displayed on this map.



UNITED KINGDOM

- Zoom! Deliveries
- Somerset County Council Traffic Choices
- Wincanton ESG Strategy
- Tesco Supermarket Materials by Rail Freight
- Drone transport of medical supplies to the Isle of Wight
- Zeem Manchester Cycle Logistics
- Use of backloading and load matching services
- Alternatively fuelled vehicles (Tesla Semi)
- Bath, Consolidation
- New Express Parcels

MANHATTAN

- Manhattan Off-Hour Delivery Program

EUROPE

- Berlin, BentoBox
- Borlänge, Food Distribution Model
- Brussels, Intelligent Urban Distribution
- France, Distripolis
- Monaco, Freight Depot
- Copenhagen, Urban Freight Consolidation

Conclusion and proposed solutions

Following the identification and review of best practice examples, this section sets out a list of potential solutions which can be used by CoYC to help inform the proposed pilot project which is expected to run for 12 months during 2022. The pilot project will test solution/s to reduce vehicle-based emissions from HGVs and LCVs.

We have presented six pilot solutions, with CoYC keen to explore four of these as pilot solutions. These four are as follows:



Solution 1: Scenario 1a) Pedestrian Portering service

This would see deliveries arrive via one or two large vans or HGVs per day at 3 - 4 micro consolidation hubs located around the city centre. Delivery to each hub could potentially be made once in the morning and once in the afternoon each day. Once at the hub the parcels would be sorted and then transferred to a network of pedestrian porters who would deliver parcels by foot to addresses within the city centre.

Solution 2: Scenario 2a) Light freight deliveries by Rail

By using former or existing passenger trains and allocating space for light freight (parcels) and delivering these goods directly to the station by rail. These goods would then be sorted at the station for final delivery by zero-emission vehicles. This scenario could be achieved in partnership with Network Rail and a third-party distribution firm such as Orion who are looking to launch this service from the Midlands to Scotland in the near future. There are two other companies also interested in using converted passenger rolling stock as parcel trains.

Solution 1: Scenario 1b) Zero-emission deliveries

In a similar manner to scenario 1a, this would see deliveries made twice a day to 3 - 4 smaller hubs or even a larger central micro-hub. The difference with this option would be that the goods would be delivered by zero-emission vehicles for the last mile. This could be in the form of cargo bikes or micro-electric vehicles such as an e-trike or electric-assisted trolley.

Solution 3: Food deliveries consolidation

As York is a popular tourist destination, its food and drink industry is vital to its success. There are many food and drink deliveries as identified by AECOM's SGVC surveys in York, therefore one obvious solution to cut emissions from HGVs and LCVs would be to examine food and drink deliveries and look for logistics efficiencies. There would need to be a fine balance to ensure that York's bars and restaurants are not affected by changes in delivery patterns that would impact their operation and the services they offer.

Options Assessment

The scenarios of 1a Pedestrian portering service, 1b Zero-emission deliveries, 2a Light freight deliveries by rail and 3 Food deliveries consolidation have been further analysed with regards to impact on air quality.

The below table presents a summary of the annual mean NO₂ impacts of each of the intervention option scenarios. The interventions option scenario 1b (zero-emission deliveries) was predicted to have the largest change in predicted annual mean NO₂ concentrations

with as much as -1.26 µg/m³ change predicted at receptor K5 (kerbside location at 11 Gillygate), on Gillygate with a number of similar level of changes predicted at other locations on the same street. Option 2a (light freight deliveries by rail) had a broader overall beneficial impact, improving annual mean NO₂ concentrations at Gillygate, Blossom Street Lawrence Street, and other areas of AQMA, however by a lesser change in concentration than Option 1b.

Intervention Option Scenario	Largest annual mean NO ₂ impact and location	Impact on areas of concern
1a	-0.91 µg/m ³ change at receptor K5 (kerbside location at 11 Gillygate), on Gillygate	Most beneficial on Gillygate, with notable improvements at the junction of Blossom Street and Nunnery Land, on Foss Islands Road, and other areas of AQMA
1b	-1.26 µg/m ³ change was predicted at receptor K5 (kerbside location at 11 Gillygate), on Gillygate	Especially beneficial on Gillygate, with notable improvements at the junction of Blossom Street and Nunnery Land, on Foss Islands Road, and other areas of AQMA
2a	-0.8 µg/m ³ change at monitor C58 on Fulford Road	Some improvement on Gillygate, Blossom Street Lawrence Street, and other areas of AQMA
3	-0.73 µg/m ³ change at monitor 110 on George Hudson Street	No impact on areas of concern, although improves conditions in AQMA on George Hudson Street



Additional solutions to reduce HGV and LGV movements

In addition to the solutions identified for the pilot scheme, there are several other initiatives outside of the pilot that we recommend CoYC consider. These include:

1. The use of backloading and load matching services
2. Dedicated Cycle logistics paths
3. Incentivising and encouraging

greater take-up of city centre parcel locker boxes for parcel drop off or collection

4. Review options to deliver smarter during quieter periods of the day or week
5. Encourage best practices from hauliers in York.

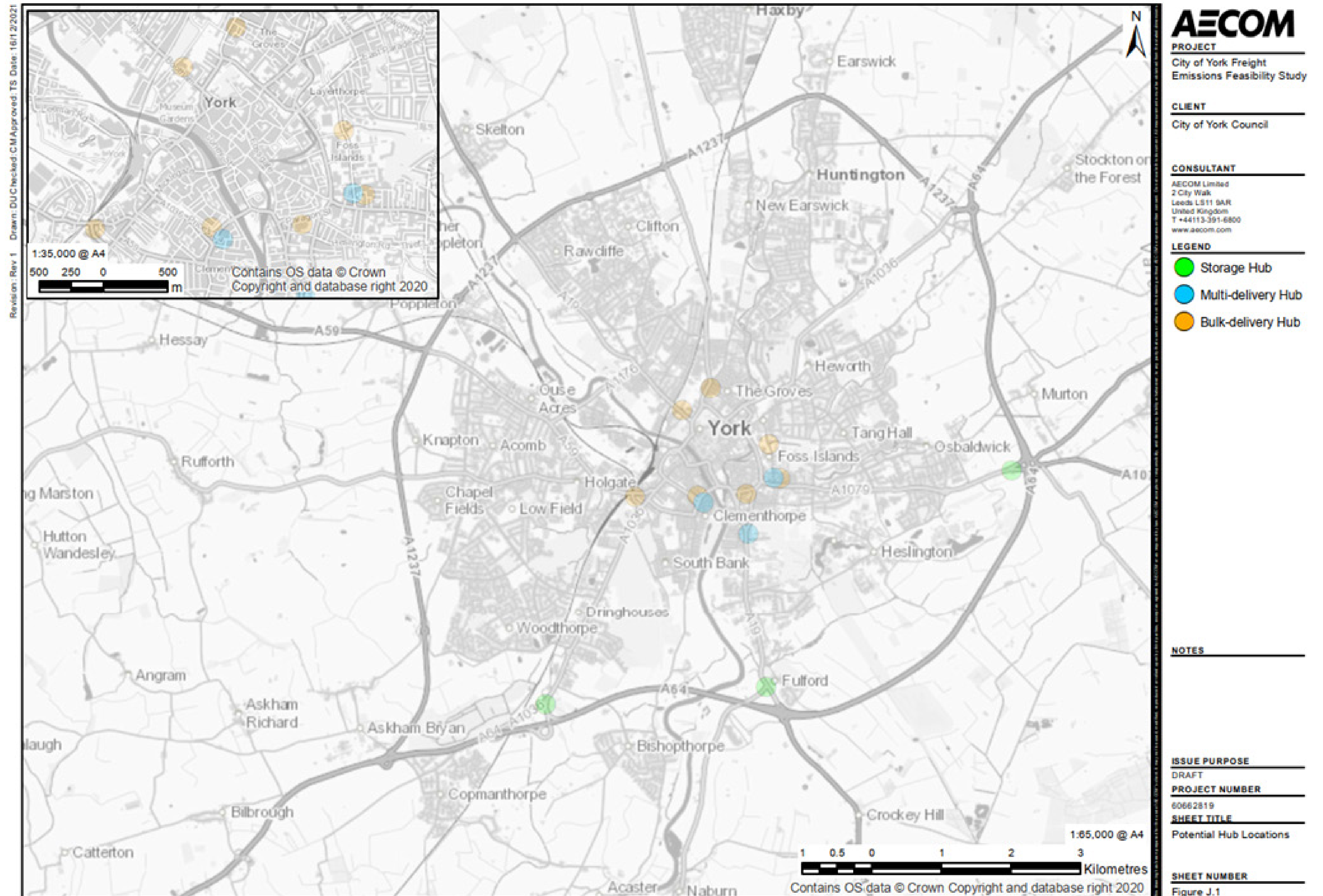
We view some of these initiatives as relatively easy “quick win” solutions for CoYC to introduce that will reduce the number of trips from freight vehicles.

Preliminary review of potential hub locations

The following map indicates potential locations that may be suitable in terms of emissions for:

- a. Bulk delivery / distribution hub;
- b. Multiple delivery consolidation / distribution hub; and,
- c. Storage hub, or just-in-time facility providing storage for the city centre.

These potential locations consider only the effects on the air quality and emissions, and at this stage do not consider the practicalities of implementing a hub.



About AECOM

AECOM is the world's trusted infrastructure consulting firm, delivering professional services throughout the project lifecycle — from planning, design and engineering to program and construction management. On projects spanning transportation, buildings, water, new energy and the environment, our public- and private-sector clients trust us to solve their most complex challenges. Our teams are driven by a common purpose to deliver a better world through our unrivaled technical expertise and innovation, a culture of equity, diversity and inclusion, and a commitment to environmental, social and governance priorities. AECOM is a *Fortune 500* firm and its Professional Services business had revenue of \$13.3 billion in fiscal year 2021. See how we are delivering sustainable legacies for generations to come at aecom.com and [@AECOM](https://twitter.com/AECOM).

This page is intentionally left blank



Decision session

21 June 2022

Executive Member for Transport

Report of the Director of Environment, Transport and Planning

Maximising the use of York's Park and Ride sites with review of on-street parking

Summary

1. The report seeks approval from the Executive Member to scope out the possibilities on introducing charges for on-street parking on Knavesmire road to deter commuter parking and encourage shift to the Park and Ride at Askham Bar. The nature and duration of the trial will be determined when scoping the work;
2. A paper with the results of the scoping exercise will be brought to a future decision session where a proposal for a trial of the suggested measures will be presented for decision.

Recommendations

3. The Executive Member for Transport is recommended to:

To approve the scoping of a trial for charges for on-street parking on Knavesmire road with the results reporting back to a future decision session to initiate a trial;

Reason: *To ensure commuter journeys are intercepted at the park and ride stops to reduce carbon, improve air quality and reduce unnecessary car journeys within the outer ring road.*

Background

4. York has a strong Park and Ride offer and commuters generally find the locations, cost and the bus services acceptable which has enabled the offer to develop over time. More recently the introduction of electric buses has increased the City's

environmental credentials and increased the attractiveness of the offer. However, these are some areas of the City that fall between the Outer and Inner ring road that still encourages commuter traffic due to free and accessible on-street parking.

5. It had been identified anecdotally that some commuters have been bypassing the Park and Ride sites in private cars and parking in on street locations around the City. The Council in February 2022 signed off a line in the budget to support this work looking charges for on-street parking in the City centre where this currently doesn't exist to deter commuter parking.
6. The Parking Services have done some initial analysis around this and concluded that Knavesmire road was subject to this kind of usage and could be used in a trial in order to attempt to change behaviours.



Figure 1

7. Figure 1, above, shows the geography of Knavesmire road. It is approximately 2km closer to the City centre off Tadcaster road and as such is a more appealing walk into the City than the Askham Bar Park and Ride site. There is on street parking available at no charge.
8. It is not a popular location for resident parking as it is removed from the housing in South Bank at the North section. The available road width and its relative ease of access to the City centre down Tadcaster road make this a popular stretch for coach parking and

also for Light Goods Vehicles (LGVs) and Heavy Goods Vehicles (HGVs).

Trial

9. In order to test the viability of this road and to test various elements for other parts of the City, it is proposed that a scoping study is done in order to outline the optimal arrangements for on-street parking on Knavesmire road and to identify any risks with taking this approach.
10. It is proposed that consultation is conducted with the race course, the sports club, coach companies, residents and resident associations, cycle and walking groups and other to gather an evidence base to look at the impacts.
11. The introduction of charging in this area could have some consequential effects. The intention is for displacement to happen to the Park and Ride and incentives could be offered to drivers to move there.
12. Displacement elsewhere may have an impact on resident on-street parking in other locations. The displacement may leave Knavesmire road, which is relatively long, wide and straight, clear and increase driver speeds causing risks for pedestrians and cyclists, so the design will have to be carefully considered and there may be opportunities to improve access for cyclists.
13. This will all be built into the evidence base and considered in a follow up report in the late summer that will seek to provide options around charging and mitigations around displacement and safety measures in order to put in place an experimental traffic regulation order (ETRO) and run a trial of on-street charging on Knavesmire road.

Council Plan

14. Considering this matter contributes to the Council Plan in the following areas:
 - Getting around sustainably

Implications

15. Financial

There was a saving of £20k identified in the budget from additional car parking revenue from introducing charges at such locations. It will be some time before a scheme is introduced which delays any saving however this is a small level of income compared to overall car park income budget which is regularly monitored and reported to Executive.

16. Human Resources (HR)

There are no HR implications around the decisions in this report.

17. Legal

The Council has the power to make an Experimental Traffic Regulation Order (ETRO) under Section 9 of the Road Traffic Regulation Act 1984 for the purposes of carrying out an experimental scheme of traffic control and which may include provisions:

- a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising
- b) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians)
- c) for any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995 (air quality).

Before the Council can make an ETRO, it must consult with relevant bodies in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. It must also publish notice of its intention in a local newspaper and make copies of the Order available for inspection for the duration of the effect of the Order. An ETRO can continue in force for a maximum of 18 months. The Secretary of State may, at the request of the Council, extend the order to continue in force for a further period not exceeding 6 months from the date it would otherwise cease.

The Council is under a duty contained in section 16 of the Traffic Management Act 2004 ("the Act") to manage their road network with a view to securing the expeditious movement of traffic on the authority's road network, so far as may be reasonably practicable

while having regard to their other obligations, policies and objectives. This is called the network management duty and includes any actions the Council may take in performing that duty which contribute for securing the more efficient use of their road network or for the avoidance, elimination or reduction of road congestion (or other disruption to the movement of traffic) on their road network. It may involve the exercise of any power to regulate or co-ordinate the uses made of any road (or part of a road) in its road network. Section 17 of the Act imposes a duty upon to Council to make such arrangements as they consider appropriate for planning and carrying out the action to be taken in performing the network management duty.

Section 18 of the Act requires that the Council shall have regard to guidance of the appropriate national authority about the techniques of network management or any other matter relating to the performance of the duties imposed by sections 16 and 17 of the Act. The proposals described in this report are considered to ensure that the Council fulfils those duties in accordance with the aforementioned statutory guidance, which includes 'Traffic Management Act 2004: network management to support recovery from COVID-19'.

18. **Equalities**

19. The Council needs to take into account the Public Sector Equality Duty under Section 149 of the Equality Act 2010 (to have due regard to the need to eliminate discrimination, harassment, victimisation and any other prohibited conduct; advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it and foster good relations between persons who share a relevant protected characteristic and persons who do not share it in the exercise of a public authority's functions).

20. A full EIA has not been undertaken at this point. If the recommendation in the report is approved and a full Equality Impact Assessment will be developed in due course.

21. **Crime and Disorder**

There are no implications around the decisions in this report.

22. **Information Technology (IT)**

There are no implications around the decisions in this report.

23. **Property**

There are no implications around the decisions in this report.

24. **Other**

There are no other implications identified.

Risk Management

- Can't find a viable solution to introduce onstreet parking;

Contact Details

Author:

Dave Atkinson
Head of Highways and
Transport,
Highways and Transport

**Chief Officer Responsible for the
report:**

James Gilchrist
Director of Transport, Planning and
Environment

**Report
Approved**



Date 13/6/2022

Specialist Officers

Finance

Patrick Looker
Finance Manager

Legal

Heidi Lehane
Senior Solicitor

Wards Affected: Micklegate

All

For further information please contact the author of the report

Background Papers: N/A

Abbreviations:

ETRO – Experimental Traffic Regulation Order