

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

To: Councillor Dew (Executive Member)

Date: Thursday, 17 May 2018

Time: 2.00pm

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

AGENDA

Notice to Members – Post Decision Calling In:

Members are reminded that, should they wish to call in any item* on this agenda, notice must be given to Democracy Support Group by **4:00pm on Monday 21 May 2018**.

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

Written representations in respect of items on this agenda should be submitted to Democratic Services by **5.00pm on Tuesday 15 May 2018**.

1. Declarations of Interest

At this point in the meeting, Members are asked to declare:

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

which they may have in respect of business on this agenda.

2. Minutes

(Pages 1 - 8)

To approve and sign the minutes of the meeting held on 12 April 2018.

3. Public Participation

At this point in the meeting, members of the public who have registered to speak can do so. The deadline for registering is **5.00pm** on **Wednesday 16 May 2018**. Members of the public can speak on agenda items or matters within the Executive Member's remit.

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

Filming, Recording or Webcasting Meetings

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

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

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

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

4. Annual Review 2017/18 Traffic Regulation Order Representations (Pages 9 - 48)

The Executive Member is asked to consider the representations made during the formal advertising period for a set of Traffic Regulation Orders (TRO's) and determine the course of action to take for those items objected to (list in Annex A). These proposals were approved for advertising by the Executive Member for Transport and Planning at the September 2017 meeting.

5. Lumley Rd / St Luke's Grove Ward Committee Scheme, Parking Restrictions - Traffic Regulation Order (Pages 49 - 86)

This report provides details of objections raised to the recent advertisement of no waiting and no stopping restrictions in Lumley Road and St Luke's Grove, Clifton. It also reports the receipt of a petition requesting that residents' parking is offered as an alternative to the advertised restrictions.

6. North York Bus Improvement Scheme (Pages 87 - 136)

This Decision Session paper sets out a scheme to improve the reliability of bus services on Wigginton and Haxby Roads and requests permission from the Executive Member to go out to consultation on the scheme with local residents, businesses and other effected stakeholders.

7. York Road, Haxby Pedestrian Crossing Petition (Pages 137 - 146)

This report acknowledges receipt of a 1052 signature petition requesting the provision of a zebra or pelican crossing on York Road, Haxby. The report also seeks approval for officers to investigate whether a formal crossing would be appropriate using the current guidance and if so, whether there is a suitable location for such a crossing on the section of road in question.

8. Urgent Business

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

Democracy Officers:

Catherine Clarke and Louise Cook (job share)

Contact details:

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

For more information about any of the following please contact the Democratic Services 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 własnym języku. (Polish)

Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)

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

 **(01904) 551550**

City of York Council

Committee Minutes

Meeting	Decision Session - Executive Member for Transport and Planning
Date	12 April 2018
Present	Councillor Dew

70. Declarations of Interest

The Executive Member was asked to declare, at this point in the meeting, any personal interests, not included on the Register of Interests, or any prejudicial or disclosable pecuniary interests that he might have had in respect of business on the agenda.

The Executive Member declared a personal interest in relation to item 9 (*Local Bus Services to Wheldrake and villages to the South East of York*) due to having previously been employed in the bus industry and receiving a pension from FirstGroup. Officers clarified that the bids had been anonymised in order to avoid any potential conflict of interests.

71. Minutes

Resolved: That the minutes of the Decision Session held on 15 March 2018 be approved and signed by the Executive Member as a correct record.

72. Public Participation

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

Paul Hepworth was not able to attend the meeting. He sent a written representation on behalf of Cycling UK in relation to item 4 (*Fossgate Experimental Traffic Regulation Order*), suggesting that contraflow cycle facilities at Fossgate be installed on a trial basis.

John Pybus, landlord of the *Blue Bell* at Fossgate, spoke in relation to item 4, supporting the reversal order at Fossgate. He commented on the reduction in traffic after the introduction of the reversal order and on increased safety on the street. He also elaborated on unresolved issues such as the disabled parking in the area and the uneven road surface which prevented the business owners from putting the tables and chairs on the road during summer period.

Cllr Craghill also spoke in relation to item 4, in support of the reversal order. She suggested that the reversal remained temporary so that the consultations could be organised in order to deal with all the outstanding issues. She also spoke in relation to item 8 (*Removal of Parliament Street Fountain and Saint Sampson Square Toilets*), expressing her disappointment that the fountain had not been made operable over the past eight years, taking into account the low financial investment needed for its restoration. She called for explicit reasons for the proposed removal to be given and for the Parliament Street improvement plan to be presented.

Sian Wiseman, representing the Earswick Parish Council, spoke in relation to item 7 (*Strensall Road Speed Limit – Update*), supporting the approval of the speed reduction to 40mph for safety and consistency reasons. She commented on the increased traffic on Strensall Road and the need to alleviate the residents' concerns. She mentioned that the feasibility study to construct the cycle path in the area did not recommend pursuing the project due to its costs. She also added that the road was frequently used by children on the way to Huntington School as there was no footpath or kerb along most of its length.

Cllr Doughty also spoke in relation to item 7, supporting the reduction of speed to 40mph. He presented evidence demonstrating that there had been instances of road accidents in that sector within the past three years. He also added that Strensall was now of size of a small town, with numerous agricultural vehicles on site and residential houses where residents had difficulties with accessing their properties. He also commented on dangers of cycling within the 60mph zone and on the fact that the proposal of speed reduction had received support from ward councillors and numerous residents.

Cllr Mercer then spoke in relation to item 9 (*Local Bus Services to Wheldrake and villages to the South East of York*), supporting a proposal to procure a reduced service replicating route 18, highlighting that this was, however, a short-term solution. She added that route 36 did not cater for the needs of workers as it did not provide services before 9.15am and requested that future arrangements covered the services on Friday evenings and Saturdays.

Two written representations (available online) had been received in advance of the meeting: one from Cllr D'Agorne in relation to item 4 (*Fossgate Experimental Traffic Regulation Order*) and one from Foxwood Residents' Association in relation to item 10 (*Highway Maintenance Delivery Report for 2017/18*).

73. Fossgate Experimental Traffic Regulation Order

The Executive Member considered a report setting out representations made during the six-month period of the Fossgate Experimental Traffic Regulation Order (TRO). The report asked the Executive Member to decide how this scheme should proceed.

The Officers confirmed that part of the capital budget had been allocated to the refurbishment of Fossgate and the report on its physical infrastructure would be presented to the Executive Member in the future.

The Executive Member highlighted that the decision related exclusively to making the reversal order permanent. Some of the issues highlighted in public participation would, therefore, be considered at a later stage. With this in mind, it was then

Resolved: That the Experimental Traffic Regulation Order (the reversal of the one way and change to the access restriction in Fossgate) be made permanent.

Reason: Because the experiment has achieved the objective of reducing the volume of through traffic. In addition, there has been very little in the way of representations against the experiment.

74. St Aelred's Safe Routes to School Parking Restrictions - Traffic Regulation Order

The Executive Member considered a report presenting responses received following the advertisement of no stopping restrictions in Penyghent Avenue and Darnbrook Walk, forming part of a 'safe routes to school' scheme for St Aelred's Primary School. The report sought approval for the advertised restrictions.

There was no Officer update to the report and it was

Resolved: That the scheme be approved as shown in Annex B of the report.

Reason: To regulate parking at the junction of Penyghent Avenue / Darnbrook Walk in order to improve the route to school for pupils and encourage safer walking.

75. Turner Close & Huntington Road: Proposed Amendment to the Traffic Regulation Order

A report seeking permission to advertise waiting restrictions on the recently adopted development of Turner Close and additional restrictions on Huntington Road was presented to the Executive Member.

There was no Officer update to the report and it was

Resolved: That a proposal to amend the York Parking, Stopping and Waiting Traffic Regulation Order be advertised, in order to:

- (a) introduce waiting restrictions on Turner Close as outlined in Annex A of the report;
- (b) introduce waiting restrictions on Huntington Road to remove parked vehicles as outlined in Annex A;

- (c) introduce Give Way markings at the access points highlighted in Annex A.

Reason: To remove obstructive parking and improve sight lines for residents of Turner Close, the customers of the vets and Spar/Post Office, and to improve access for the ambulance service.

76. Strensall Road Speed Limit - Update

The Executive Member considered a report presenting the results of an investigation into reducing the speed limit on the rural road between Earswick and Strensall to 40mph and asking the Executive Member to decide whether the speed limit should be reduced.

The Executive Member asked for an update should the option to reduce the speed limit be pursued. The following was then noted:

- the implementation of a change to the speed limit may reduce the speeds in the area but significant layout changes/physical measures would be needed to be certain the speeds would reduce;
- there were two potential implementation routes available: experimental or permanent TRO. An experimental TRO could be introduced (and removed) more quickly; a permanent TRO would need to be advertised in advance and all objections would need to be considered prior to the decision-making process;
- the impact of an experimental TRO would be kept under review throughout the experimental period of up to 18 months. After six months, any objections would be considered and the vehicle speeds would be reviewed. Subject to consideration of any objections and the 85th percentile speed being below the Association of Chief Police Officers Speed Enforcement Policy Guidelines for a 40mph area in **both** directions, the order could be made permanent. Otherwise, a decision to reinstate the current arrangements would need to be made or consideration to the implementation of further measures would need to be given;

- physical measures could be introduced during the experimental audit period.

The Executive Member thanked the Officers for their update and it was

Resolved: That the progression of Option 2

To reduce the speed limit to 40mph, creating a consistent speed limit from Earswick to Strensall

be approved, under condition of using an Experimental Traffic Regulation Order for its implementation.

Reason: To enable any objections to be reviewed and the impact of the speed limit changes to be understood and kept under review during the experimental period.

77. Removal of Parliament Street Fountain and Saint Sampson Square Toilets

A report outlining options for the redundant Parliament Street fountain and St Sampson Square toilet block, recommending that both be removed and the fountain replaced by a temporary feature was presented to the Executive Member.

In response to comments made during public participation, the Officer clarified that the annual running cost for the fountain was £10k per year. It was also clarified that the report recommended the removal of the redundant features; any permanent replacement proposals would be brought forward at a later stage.

The Executive Member queried whether there was no risk of potential antisocial behaviour associated with the temporary floral display (i.e. stealing flowers). He also suggested that seats be installed as part of any future bids. It was then

Resolved: That Option 3

To remove the toilet block and fountain replacing the Fountain with an intermediate floral display and to establish a task and finish group to bring forward proposals for the use of the space created by the removal of the fountain. These proposals will be brought back to the Executive Member.

be approved.

Reason: To improve the public realm of Parliament Street and support the economic growth of the city.

78. Local Bus Services to Wheldrake and villages to the South East of York

The Executive Member considered a report responding to the decision by East Yorkshire Motor Services (EYMS) to discontinue the route 18 bus service and presenting options for the replacement of this service, in order to retain bus links between the city centre and villages to the south east of York.

The Officer provided a post-procurement update to the report (available online) and confirmed that CYC would need to allocate addition funding of £5,000 to retain the operation of this service for the following three months or approximately £20,000 for a full year (pending a further tender and with no change to contributions from neighbouring local authorities). It was also confirmed that any tenders exceeding the budget pre-allocated to the Executive Member by the Full Council would need to be approved by Executive. It was then

Resolved: (a) That the award of a short-term (3 month) contract for the service outlined at option B be agreed.

(b) That a full procurement exercise, to secure best value for money from the

service and to ensure that it is delivered with a vehicle meeting the latest emissions standard, be undertaken. If this is beyond the current budget, it will be brought to a future decision session.

(c) That the use of a Euro IV emissions vehicle for the short-term contract be agreed, in light of the short notice and duration of this contract.

Reason: To ensure the continued operation of a local bus service to Wheldrake and other villages to the south east of York.

79. Highway Maintenance Delivery Report for 2017/18

The Executive Member considered a report providing a review of the highway maintenance programmes undertaken over the past financial year.

Civil Engineering Supervisor and Flood Risk Manager provided a summary of the report, highlighting deliverables achieved during the period of particularly harsh weather conditions over Winter 2017/18 and recent government cuts. The Executive Member reiterated his appreciation of the hard work of all frontline staff, especially the programmes of regular and on-demand road inspections.

Resolved: That the report be noted.

Reason: To keep the Executive Member informed about the highway maintenance delivery 2017/18.



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

17 May 2018

Report of Corporate Director of Economy and Place

Annual Review 2017/18 Traffic Regulation Order Representations

Summary

1. To consider the representations made during the formal advertising period for a set of Traffic Regulation Orders (TRO's) and determine the course of action to take for those items objected to (list in Annex A). These proposals were approved for advertising by the Executive Member for Transport and Planning at the September 2017 meeting.

Recommendation

2. It is recommended:
 - i. To implement the restriction as advertised (see Annex B):

St Olave's Road (x2),	Moorcroft Road,
Barbican Mews,	Farrar Street,
Pasture Farm Close,	St Leonard's Place,
Windsor Drive / Ripley Gr,	Dodsworth Avenue (x5),
Melrosegate (near Harington Ave),	Redmires Cl. / Ebsay Dr,
Esk Drive,	White Rose Way Lay-by
St James Place	

Reason: To resolve the concerns put forward in the original request for restrictions.

- ii. To implement a lesser restriction than advertised (see Annex C):

Copmanthorpe Ln/ Kirkwell	Main Street, Fulford,
St Saviourgate R43,	Clifton Moor industrial estate

North Field Lane

Reason: To try to resolve the issues brought to our attention and to respond to the concerns put forward during the advertising period.

- iii. To uphold the objection and take no further action or to include in the next review for further investigation (see Annex D):

Barlow Street,

Railway Terrace,

Shipton Road / Manor Lane

Barley Rise, Strensall (shops)

Geldof Road

Reason: To respond the concerns put forward in during the advertising period.

Background

3. At the September 2017 Executive Member for Transport and Planning meeting approval was given to advertise a large batch of proposed waiting restrictions. In addition several other minor items from other decisions were advertised at the same time.
4. A large majority of these items were raised as a concern by members of the public for investigation. Generally a minimal set of restrictions is put forward to try to resolve specific site issues rather than instigating widespread reviews of all potential issues in an area that could result if wholesale changes to the parking availability are made.
5. It should also be noted that our role is to aid the flow of traffic, improve safety and resolve obstruction issues rather than provide parking facilities for vehicle owners. Parking is and always has been the vehicle owners responsibility not the highway authority's, hence loss of parking opportunity is not something that we can resolve.
6. Of the 211 items advertised, 24 were objected to and there were a total of 95 representations made. The other items have proceeded to the implementation stage of the process. The items objected to are listed in Annex A and show which of the following Annexes B, C and D they are discussed in, in more detail.
7. A précis of the main areas of objections for each item along with officer comments, a plan of the area and a recommended course of action is in Annexes B, C and D

Consultation

8. The proposed changes to the Traffic Regulation Order were put out for consultation in the usual way (advertised in the local press, on street, to organisations and details delivered to adjacent properties). This exceeds the legal requirements.
9. Objections to the proposals put forward have to be considered before decisions are taken on how to proceed.

Options for Consideration

10. For each item the options that can be considered are:
11. Option 1 – Proceed as proposed and implement the restrictions as advertised. These are shown in Annex B.
12. Option 2 – Approve a lesser restriction to that advertised (which would not require re-advertising). These are shown in Annex C
13. Option 3 – Approve for re-advertising a different set of proposals that are more extensive than the previous proposal. This option has not been put forward for any item.
14. Option 4 – uphold the objection and take no further action. These are shown in Annex D.

Council Plan

15. The above proposals contribute to the Council Plan of:
 - A prosperous city for all,
 - A council that listens to residents

Implications

16. This report has the following implications:

Financial – None

Human Resources – None

Equalities – None.

Legal – None

Crime and Disorder – None

Information Technology - None

Land – None

Other – None

Risk Management - None.

Contact Details

Authors:

Alistair Briggs
Traffic Team Leader
Transport
Tel: (01904) 551368

Chief Officer Responsible for the report:

Neil Ferris
Corporate Director of Economy and Place

Report Approved: ✓

Date 10.4.18

Specialist Implications Officer(s)

None.

Wards Affected:

All

For further information please contact the author of the report.

Background Papers: The full text of the objections made for each item.

Annexes:

- Annex A List of proposals objected to.
- Annex B Sites with recommendation to proceed as proposed
- Annex C Sites with recommendation to proceed with a lesser restriction
- Annex D Sites with recommendation for no further action

List of Proposals Objected to**Proceed as proposed**

Location	Ward	Representations	Annex
St Olave's Road	Clifton	2	B
St Olave's Road	Clifton	3	B
Moorcroft Road	Dringhouses & Woodthorpe	1	B
Barbican Mews	Fishergate	1	B
Farrar Street	Fishergate	1	B
Pasture Farm Close	Fulford & Heslington	3	B
St Leonard's Place	Guildhall	2	B
Windsor Drive / Ripley Gr.	Haxby & Wigginton	3	
Dodsworth Avenue	Heworth	5	B
Melrosegate near Harington Avenue	Hull Road	2	B
Redmires Cl. / Ebsay Dr.	Rawcliffe & Clifton Without	1	B
Esk Drive	Rural West	1	B
White Rose Way Lay-by	Rural West	3	B
St James Place (Lidl)	Westfield	1	B

Proceed with a reduced restriction

Location	Ward	Representations	Annex
Copmanthorpe Ln/ Kirkwell	Bishopthorpe	2	D
Main Street, Fulford	Fulford & Heslington	3	C
St Saviourgate, R43	Guildhall	5	C
The Village, Wigginton	Haxby & Wigginton	2	C
Clifton Moor industrial estate	Rawcliffe & Clifton Without	20	C
North Field Lane	Rural West	2	C

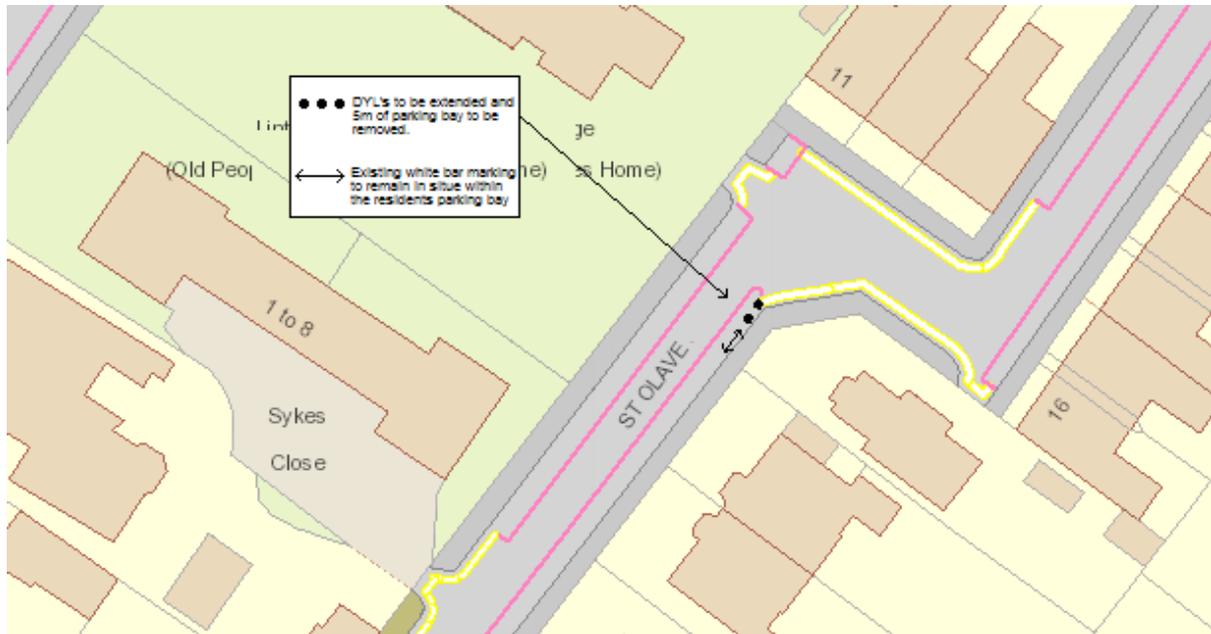
No further action

Location	Ward	Representations	Annex
Barlow Street	Holgate	19	D
Railway Terrace	Holgate	1	D
Shipton Road / Manor Lane	Rawcliffe & Clifton Without	1	D
Barley Rise shops	Strensall	4 + petition	D
Geldof Road	Huntington & New Earswick	3	C

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Sites with Recommendation to Proceed as Proposed

Proposal for St. Olave's Road



Removal of one resident parking space close to the corner to improve visibility for drivers.

2 objections (one from local councillor)

Précis of objection main points

- Parking bays in this area are heavily used and will put pressure on elsewhere.
- The parking bay requires drivers to slow down and be more careful when going round the corner.
- The yellow line shown outside Nos. 11 to 15 is incorrect, this length is residents parking bays and the end one creates more visibility issues than the one being considered.

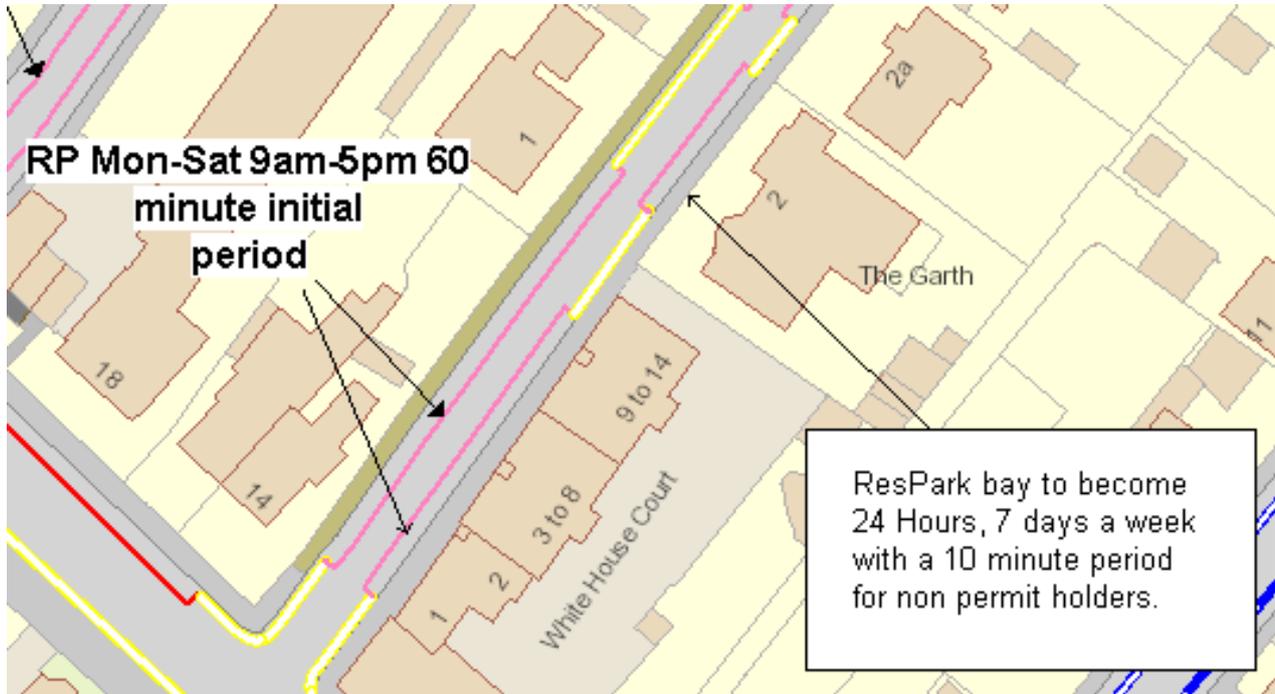
Officers Comments

- This is correct.
- This view is not shared by all and is why the concern was originally raised by a local resident.
- Our records at this location do not match what is on site and will be corrected in due course. If additional restrictions are required they will be advertised in the usual manner.

Recommendation

Implement the 5m of double yellow lines as proposed and investigate the restrictions outside Nos. 11 to 15 and take forward amendments as necessary.

Proposal for St. Olave's Road



Change the restriction from Monday to Saturday, 9am to 5pm with 60 minute max. non-permit parking to 7 day 24 hour 10 minute max. non-permit parking.

One objections and two letters of support

Précis of main points

- Have never had an issue with parking even on football match days.
- Will lead to increased expense for residents having to buy additional visitor tickets.
- Support, should make it easier for residents with mobility issues
- Support, sometimes unable to use permit to park due to non-permit holders

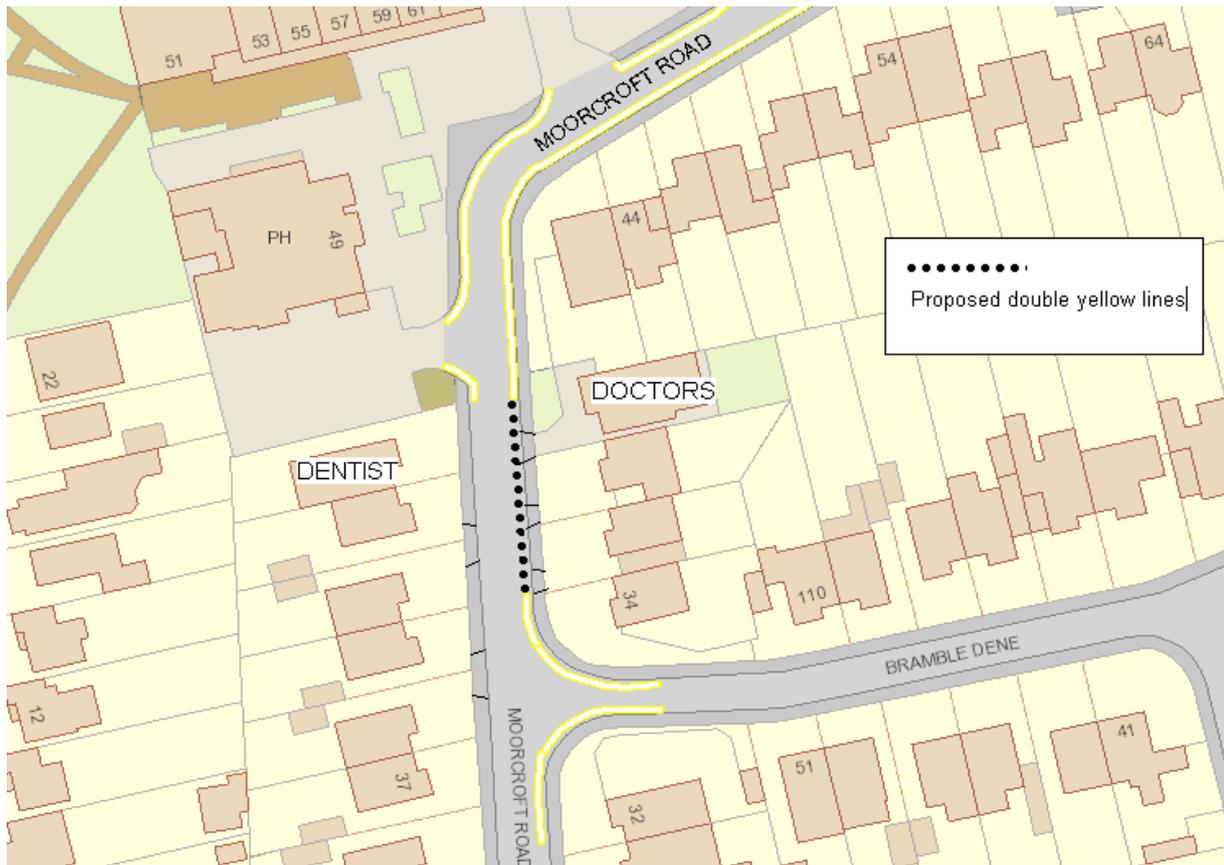
Officers Comments

- Noted, however this view is not shared by all.
- There will still be a Mon- Sat daytime only, 60 minutes max stay parking bay close by.
- Noted, this is likely.
- Noted, the proposal should improve parking opportunity for local residents

Recommendation

Implement the proposal as advertised.

Proposal for Moorcroft Road



Double yellow lines on east side to join with existing

One objection

Précis of objection main points

- This will relocate the parking further down Moorcroft Road or into Bramble Dene.
- The main problem is when parking takes place on both sides of the road.
- Blue badge holders will still be able to park on the restrictions.
- The restriction would be better on the opposite side of the road.

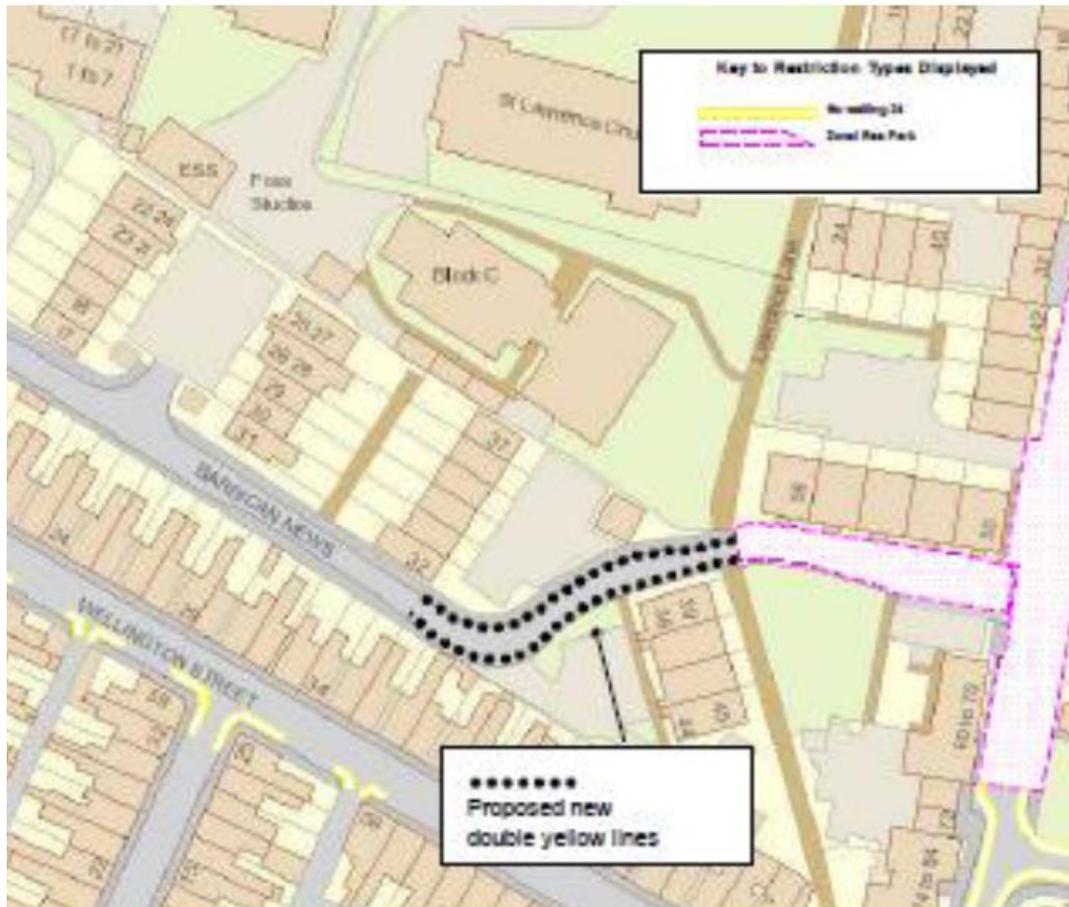
Officers Comments

- This is quite likely though some will use the parking behind the nearby shops.
- Noted.
- Correct.
- Parking here is thought to be more intermittent.

Recommendation

Implement as advertised.

Proposal for Barbican Mews



Introduce double yellow lines as indicated above.

One comment from Ward Councillor

Précis of comments

Would like the restrictions to be more extensive to prevent footways being blocked and entrances obstructed.

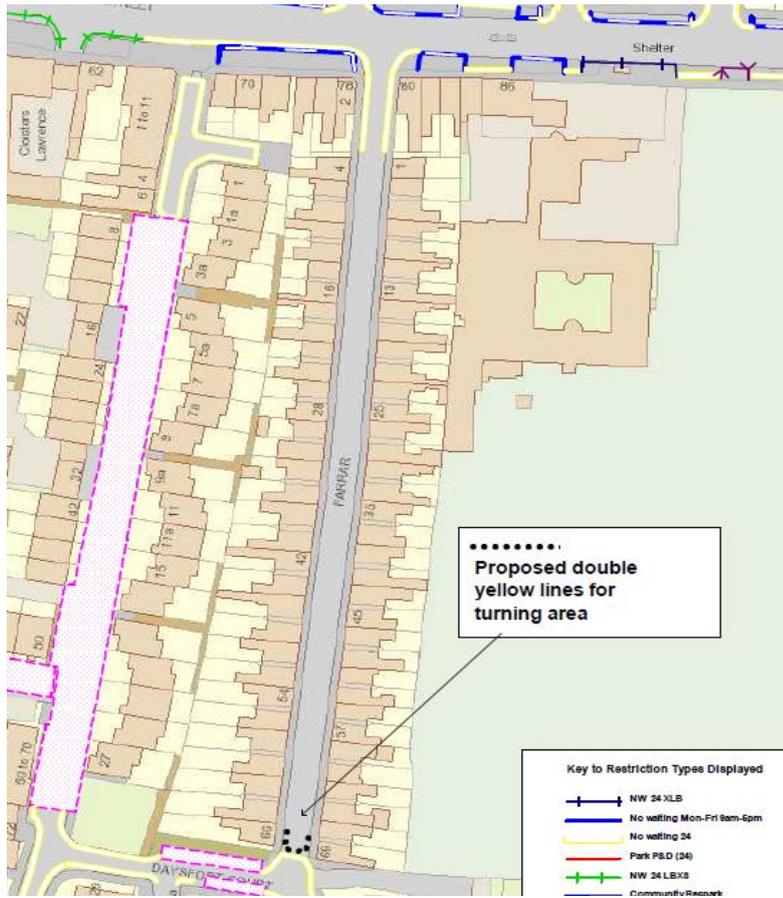
Officers Comments

The restrictions are aimed at keeping parking clear of the corner where visibility is restricted.

Recommendation

Implement as advertised and consider including on the next review if complaints / problems persist.

Proposal for Farrar Street



5m of double yellow lines at the end of the streets to better enable turning.

One objection

Précis of objection main points

Following completion of the nearby redevelopment works parking is not a problem in the street. The turning area will not be used by many as there are turning opportunities along the street.

Officers Comments

The street is very narrow and some vehicles are having to reverse down the street.

Recommendation

Implement as advertised.

Proposal for Pasture Farm Close



Three representations

Précis of objection main points

The proposal does not go far enough.

The proposal will limit parking for nearby businesses.

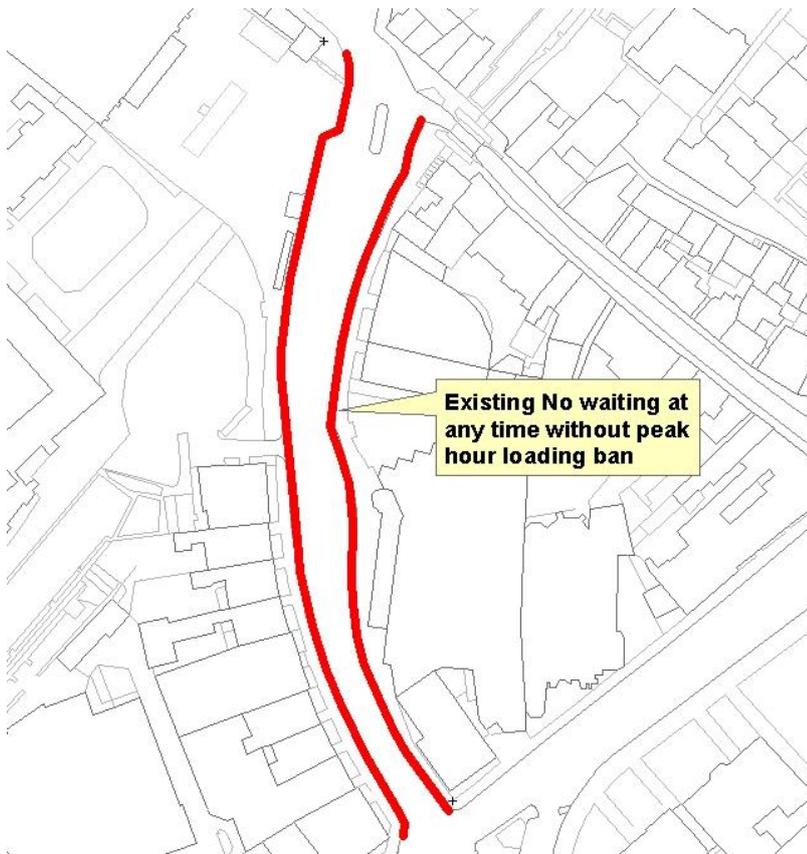
Officers Comments

This minimal set of restrictions was put forward to clear the junction as an interim measure prior to consultation on a residents parking scheme being carried out. Additional proposals may be recommended as part of the residents parking consultation.

Parking close to the junction is not recommended.

Recommendation: Implement the proposal as advertised.

Proposal for St. Leonard's Place



A peak hour loading ban on both sides for its whole length

Two objections

Précis of objection main points

It is already very difficult for residents to gain temporary access to their homes for unloading.

The major causes of obstruction are the weight of traffic, the traffic lights at each end and buses.

Delivery companies don't give precise times.

For performances at the Theatre that start at 11am the load in for the show starts at 8am, hence the proposed restriction will cause problems and may also affect the catering operations.

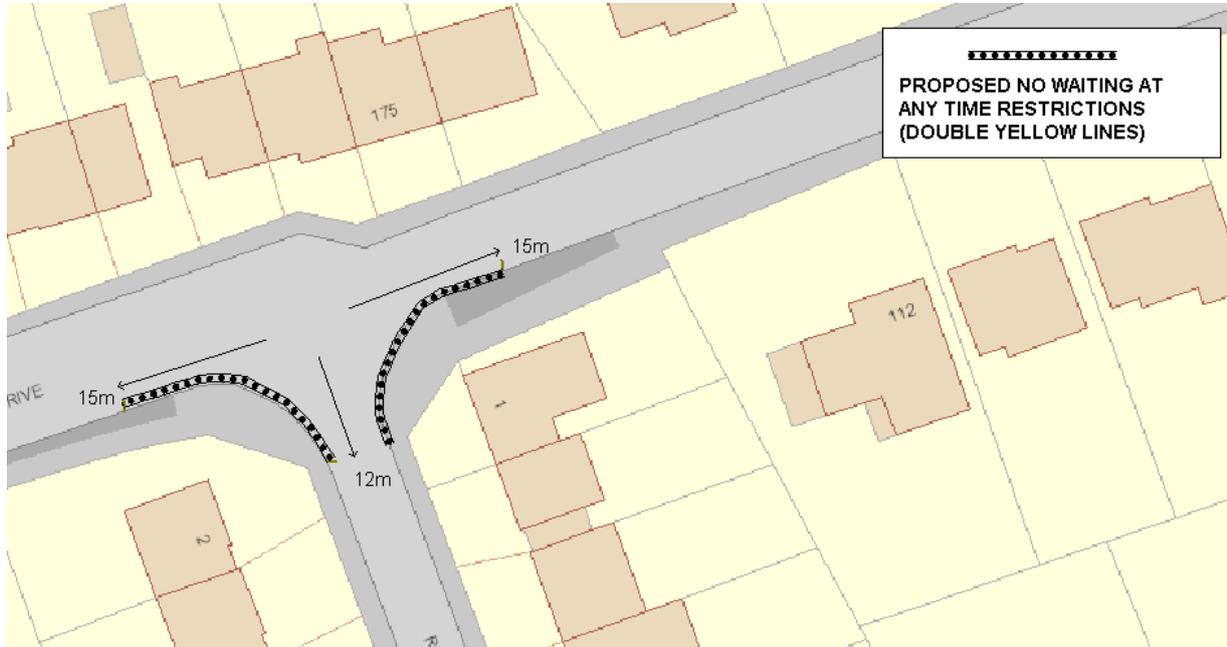
Officers Comments

Most sections of the inner ring road have a peak hour loading ban. Whilst not a persistent everyday occurrence any loading activity that takes place on this busy stretch of inner ring road does cause a disproportionate level of disruption that quickly impacts on the surrounding streets and delays other road users.

Works carried out from the carriageway during the morning peak hour creates congestion for many other road users and affects bus timetable reliability.

Recommendation: Implement as advertised.

Proposal for Windsor Drive / Ripley Grove



Double yellow lines at junction

Three objections

Précis of objection main points

This is no longer a problem since the proposal letters were issued.

Similar parking takes place at many junctions in the area where action isn't proposed.

It is a waste of money

Not aware of any accidents

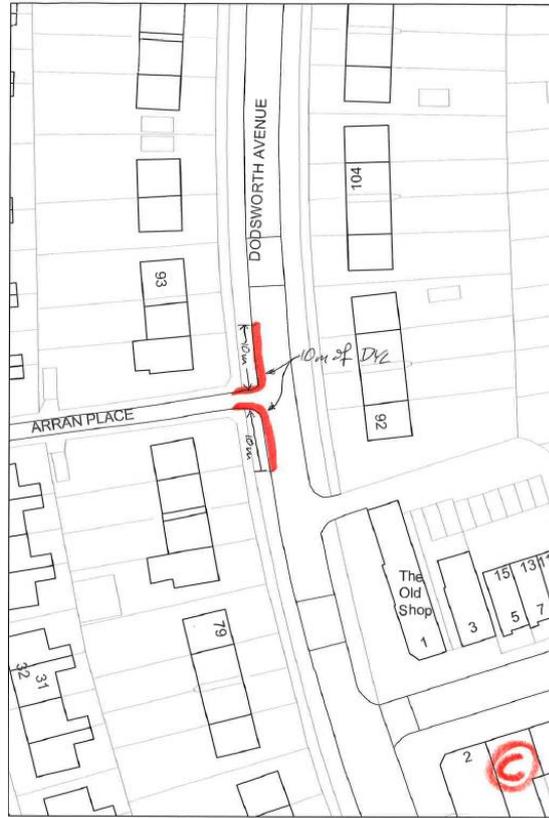
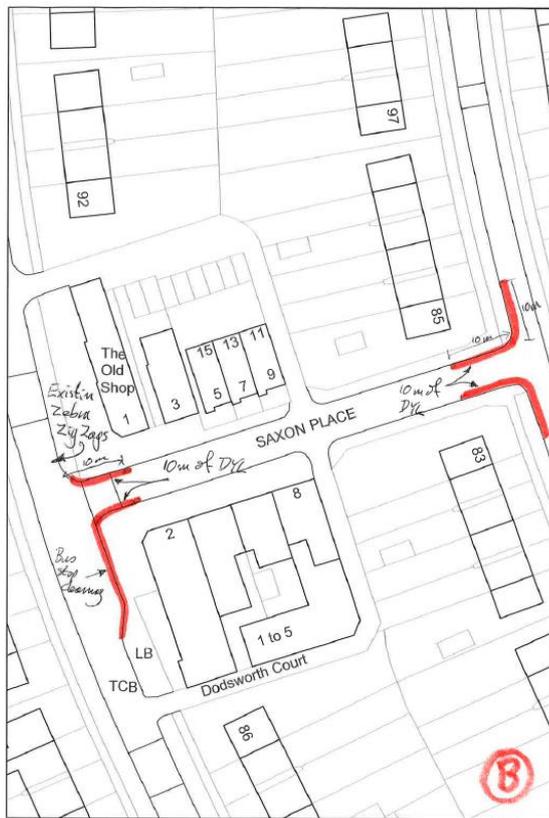
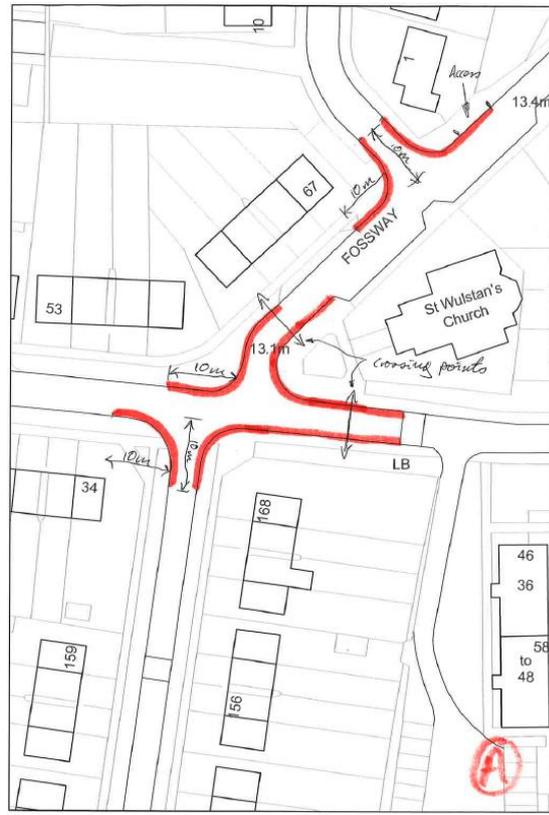
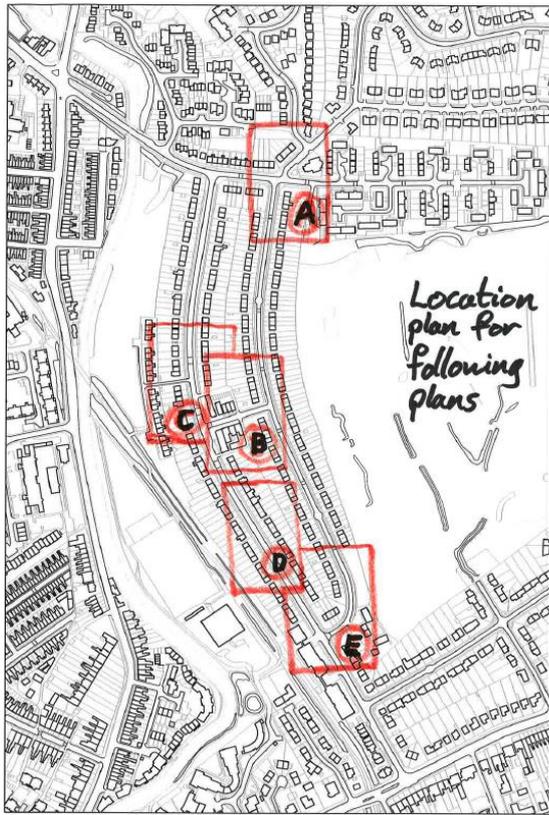
Officers Comments

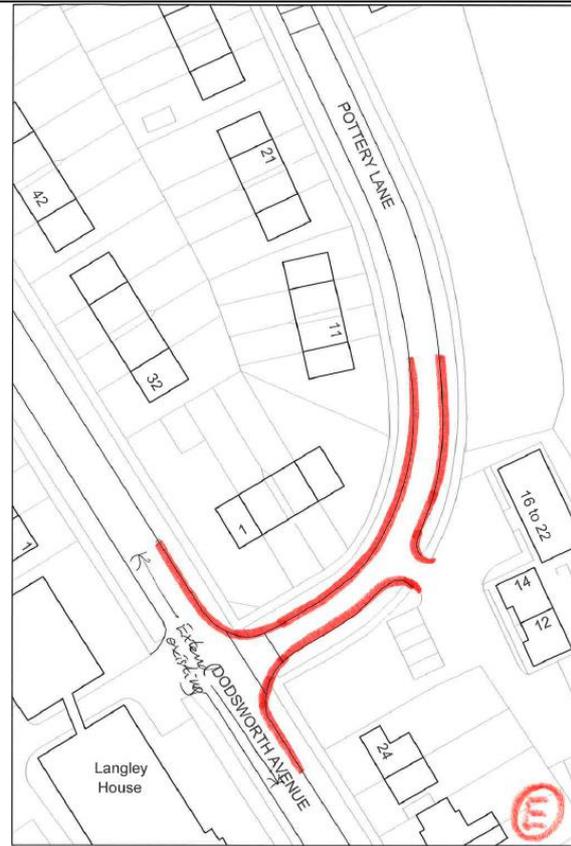
Observations indicate that this is an intermittent problem in a residential area.

Recommendation

Implement as advertised.

Proposal for 5 locations in the Dodsworth Avenue area





Double yellow lines at 5 locations

Five objections

Précis of objection main points

Fairway View / Pottery Lane - Does not want yellow lines outside their property because family park there.

Dodsworth Avenue – extend the proposals 150m on the odd number side of the avenue.

Dodsworth Avenue – the proposals don't go far enough.

Pottery Lane – not aware of a problem here, it's a waste of money.

Dodsworth Avenue – the proposals don't go far enough. Needs to return to the drawing board.

Officers Comments

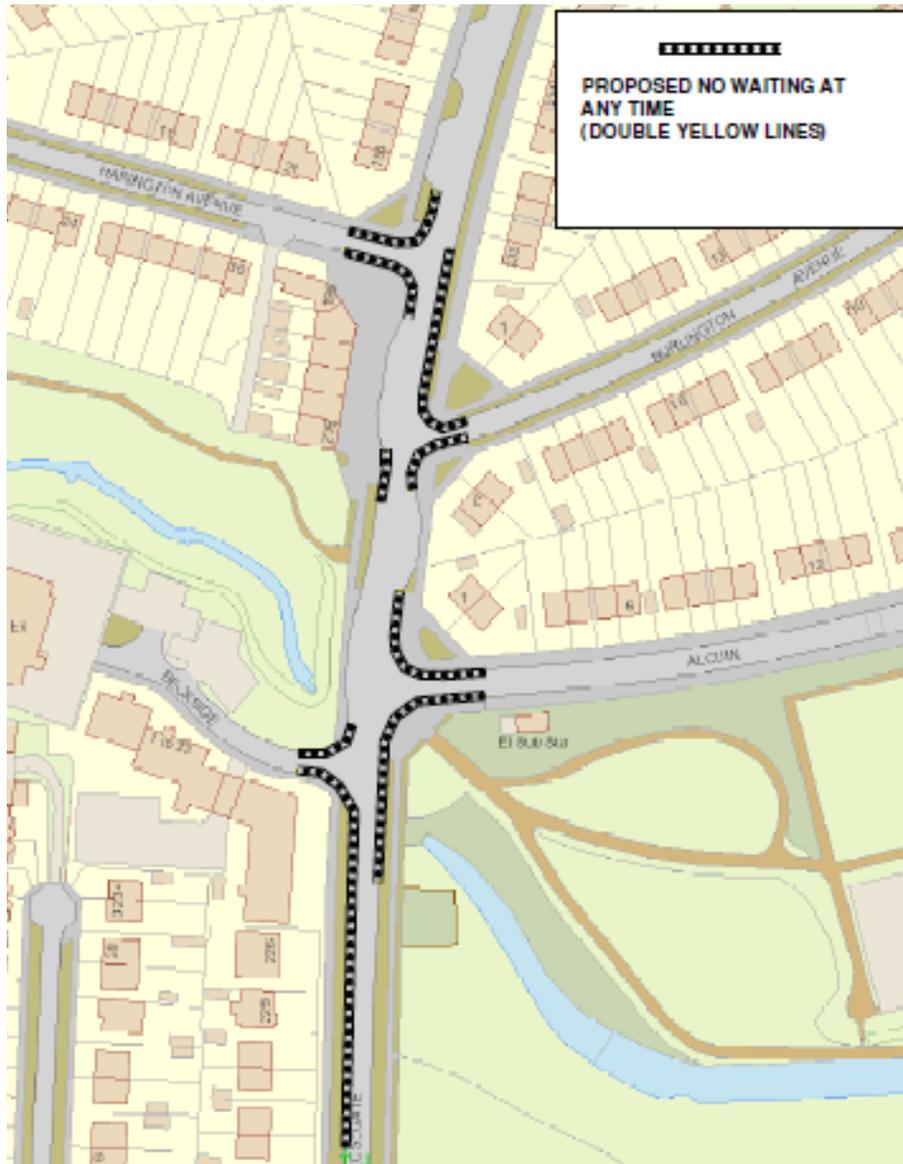
Wide spread parking in this area was highlighted as requiring some attention by the local residents association.

The proposals are a minimal set of restrictions aimed at keeping junctions clear and providing increased passing opportunity for large vehicles without significantly impacting on local residents and their visitors.

If problems persist additional measures can be considered.

Recommendation Implement as advertised and review at a later date if problems / complaints persist.

Proposal for Melrosegate



Double yellow lines - see plan

Two objections

Précis of objection main points

That the restrictions are insufficient and should cover both sides of the road because of accidents that have happened at this location and the subsequent congestion.

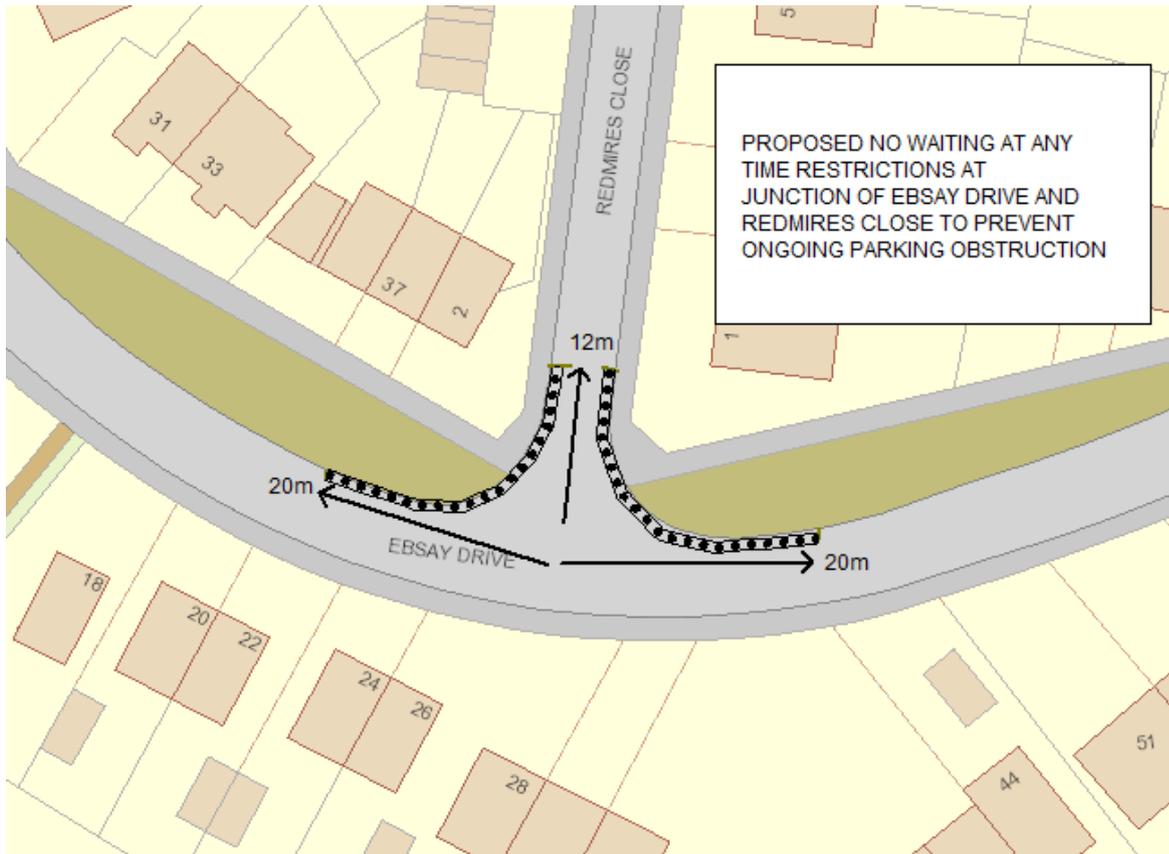
Officers Comments

Additional restrictions can be considered at a later date if problems persist.

Recommendation

Implement the restriction as advertised.

Proposal for Redmires Close / Ebsay Drive junction



12m Double yellow lines

One objection

Précis of objection main points

The problem was due to one resident who has left the area.

The proposal will make it more difficult for friends and relatives to visit.

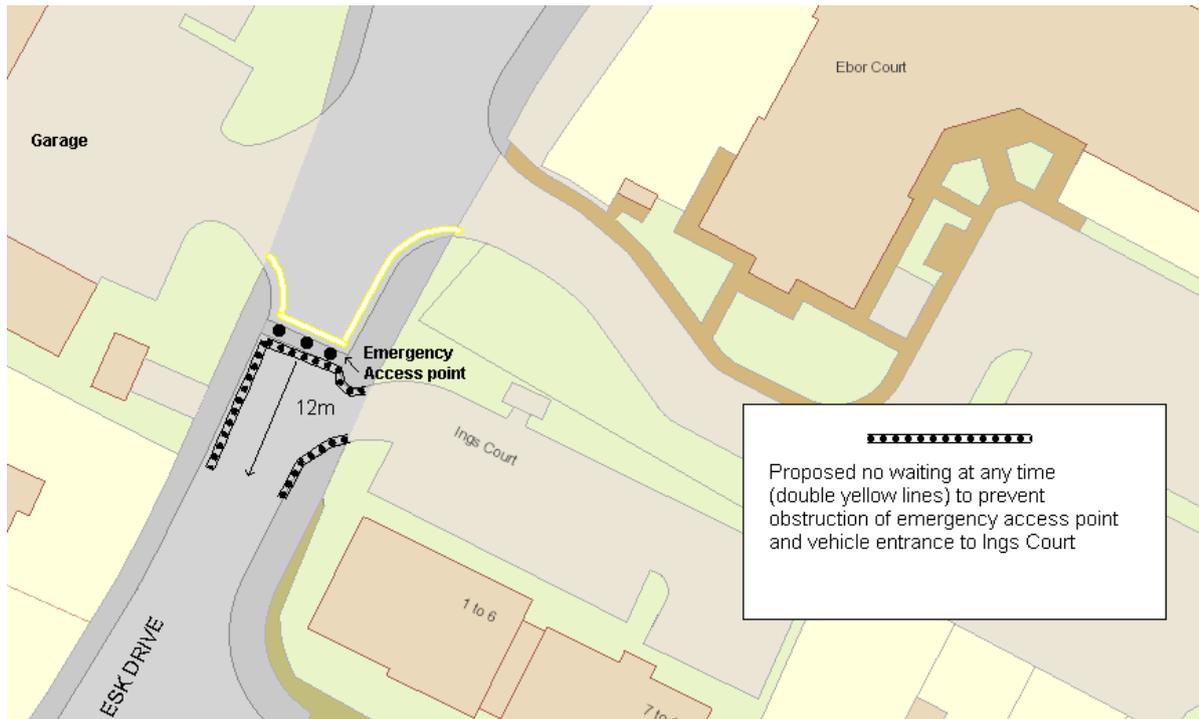
Officers Comments

Observations indicate that this is an intermittent problem in a residential area.

Recommendation

Implement as advertised.

Proposal for Esk Drive



12m of double yellow lines on both sides at the point closure.

One objection - from the Parish Council

Précis of objection main points

The Parish Council feels strongly that the continued introduction of small restrictions in a piecemeal fashion is pointless. What is needed is a strategic change for business staff and customers.

Yellow lines do nothing to resolve the parking issue for business premises.

The section by section method of solving issues only exacerbates the issues for businesses.

Development of business parks should consider the impact of there being no bus route.

The cycle paths are frequently blocked by parked cars and the path

Officers Comments

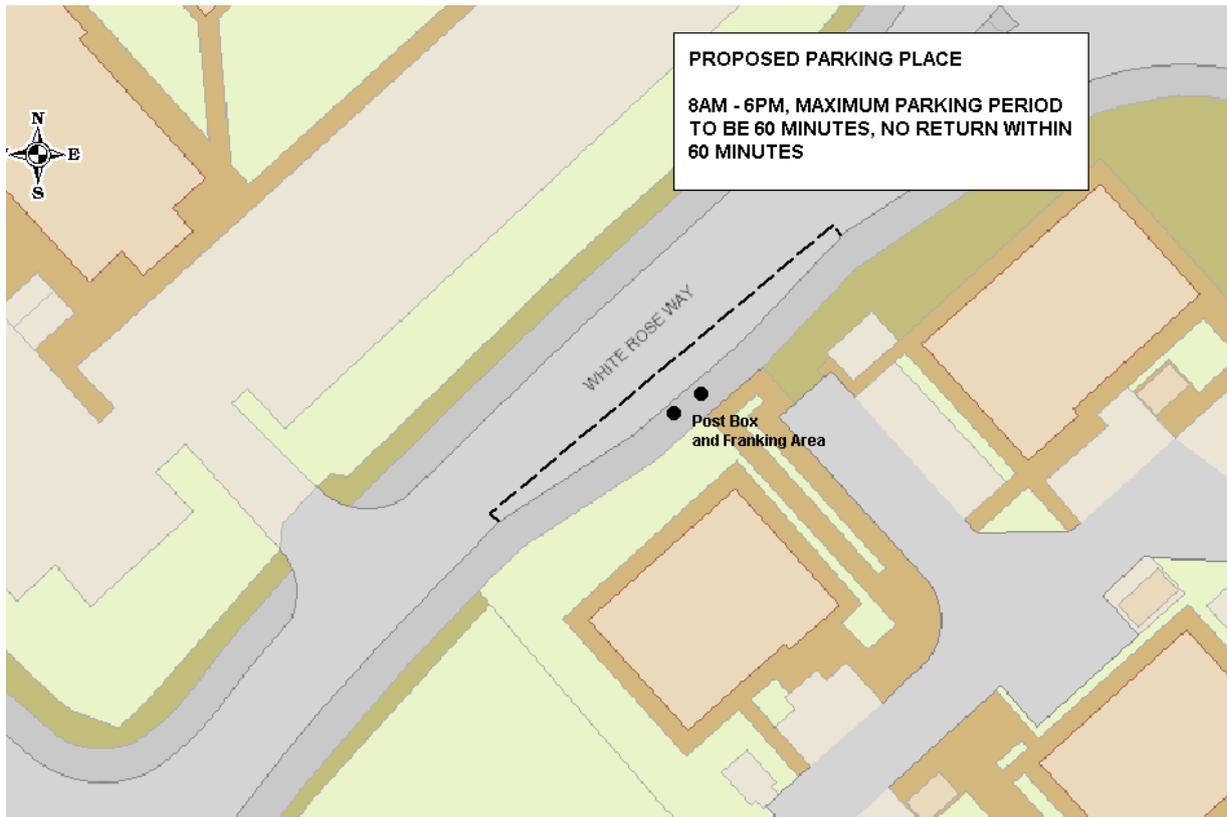
The annual review process is used to tackle issues raised mainly from the local community. If a strategic review was carried out there would almost certainly be significantly more restrictions put forward to ensure issues such as the highway code 10m form a junction was formally implemented. It should also be noted that the highway authority role is to reduce obstruction and congestion, not provide parking facilities for vehicle owners.

Noted

If these are brought to our attention as causing a problem then restrictions will be put forward to resolve the

<p>over the Ouse and railway is narrow and not lit.</p> <p>There's no acknowledgement that the other side of the bollards at Esk Drive is completely blocked.</p> <p>The Parish Council suggests free use of the park and ride and a shuttle during AM and PM peak hours.</p> <p>Businesses complain that it takes 30 to 40 minutes to access the A1237. A possible solution would be peak hour traffic lights.</p>	<p>issues. The cycle lane over the Ouse is outside the scope of this review.</p> <p>There are already restrictions on the other side of the closure point.</p> <p>This is outside the scope of the annual review.</p> <p>This is outside the scope of the annual review.</p>
<p>Recommendation</p> <p>Implement as proposed.</p>	

Proposal for White Rose Way (ind'l estate) Lay-by York Business park



1 hour limited parking bay in lay-by between 8am to 6pm no return in 1 hour

Three objections – including the Parish Council

Précis of objection main points

Parish Council comments as for Esk Drive item.

Business from Tudor Court with 30 staff - The proposals will exasperate an already existing problem for them and other businesses in the area.

Officers Comments

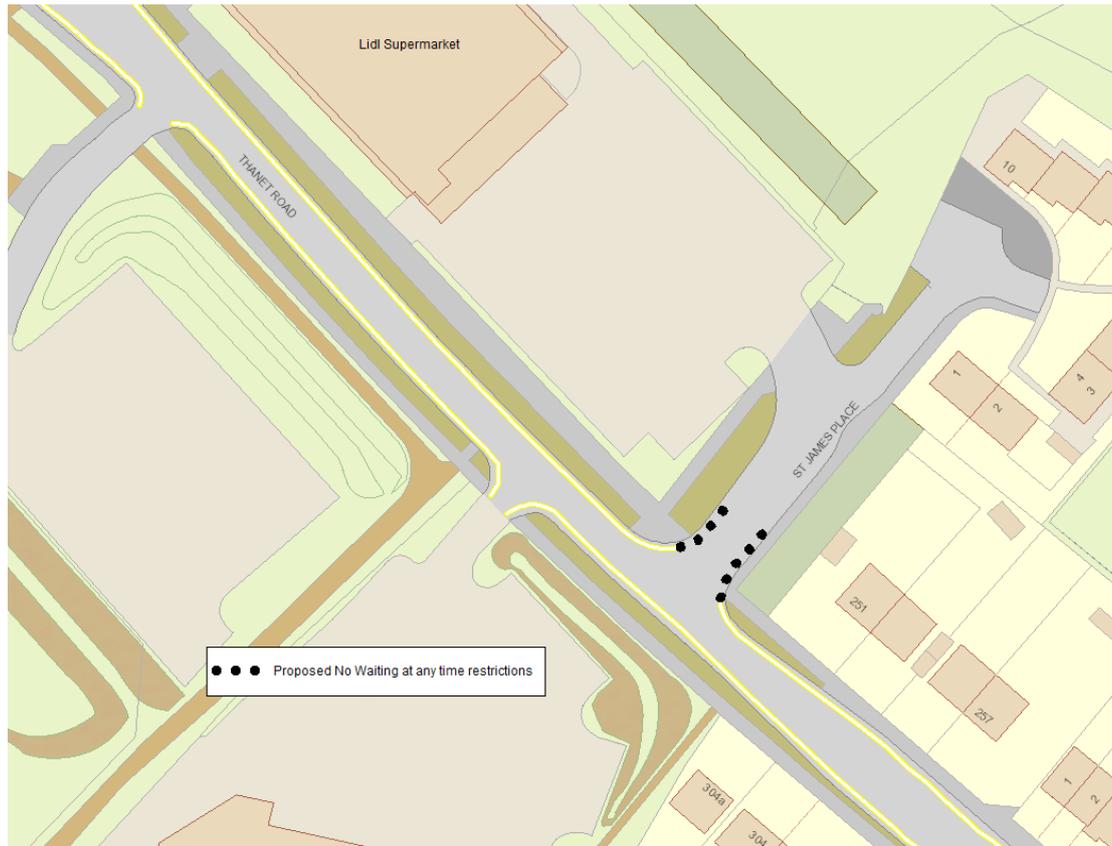
Comments as for Esk Drive.

The proposal will enable use of the lay-by by visitors to the area attending meetings and the like.

Recommendation

Implement as proposed.

Proposal for St. James Place



10m DYL's on both sides at entrance

One objection

Précis of objection main points

Objects to there being no action taken at the same time to prevent vehicles parking on the footway or relocating into the residential area

Officers Comments

Concern noted however this is a minimal set of restrictions in line with the highway code in order to help ensure vehicles do not obstruct entry in to or exit from the street and is unlikely to impact on residents.

Recommendation

Implement as proposed.

Sites with Recommendation to Proceed with a Lesser Restriction

Proposal for Copmanthorpe Lane / Kirkwall (middle item of the three shown on the plan below)



Double yellow lines to help keep vehicles clear of the private road (New Lane)

Two objections to the New Lane element of the proposal

Précis of objection main points

There is much concern expressed about the impact this will have on the ability of residents to park close to their property and that the lines will create an area where deliveries can take place which would obstruct a driveway.

Officers Comments

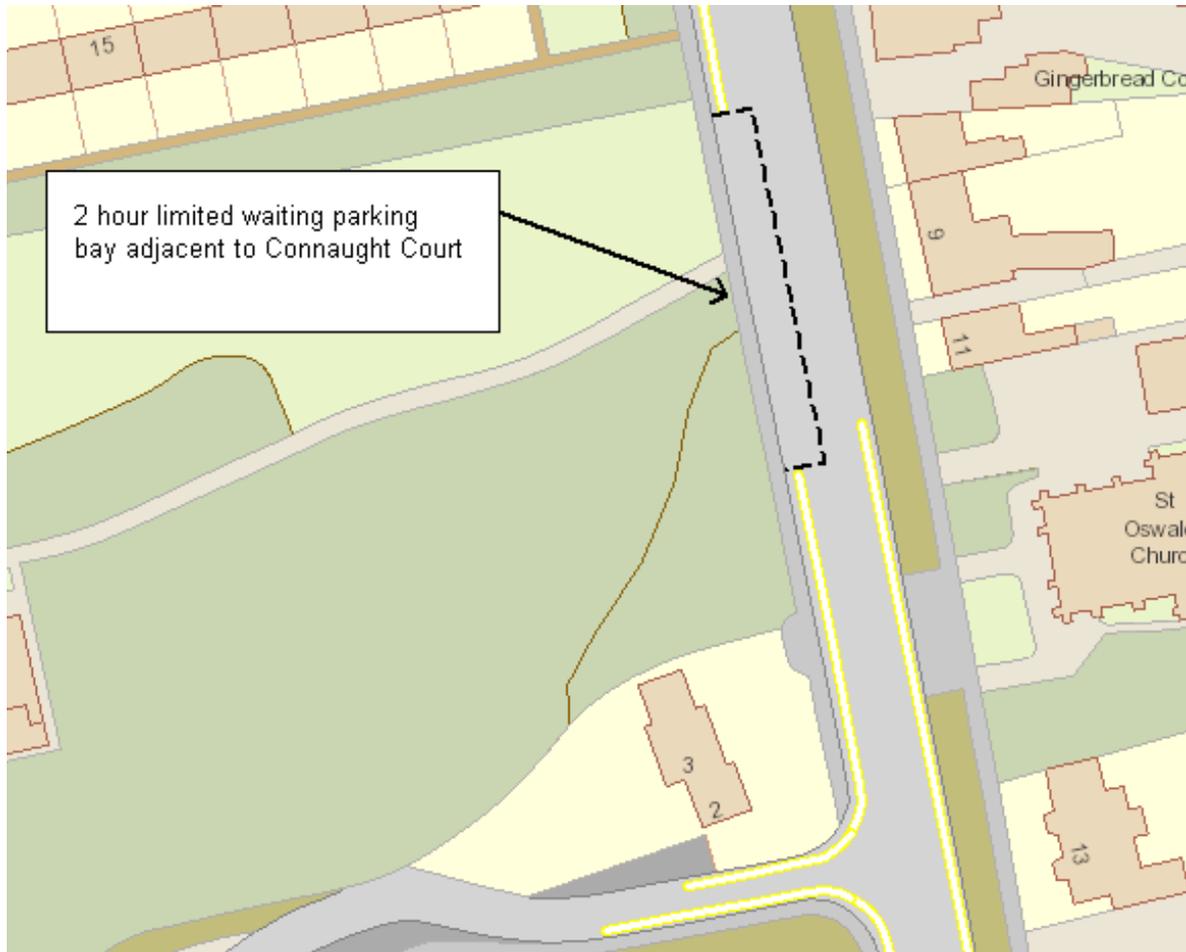
Due to the low vehicle numbers and speeds on the lane there do not appear to be any compelling safety concerns that require the introduction of restrictions.

Recommendation

Implement the proposals as advertised at the Kirkwell and Temple Road junctions

Drop the proposal at the New Lane entrance and take no further action.

Proposal for Main Street, Fulford



2 hour limited parking on west side

3 objections

Précis of objection main points

- 2 hours isn't long enough for visiting some local facilities.
- The long term parking will transfer to the other side of the road.

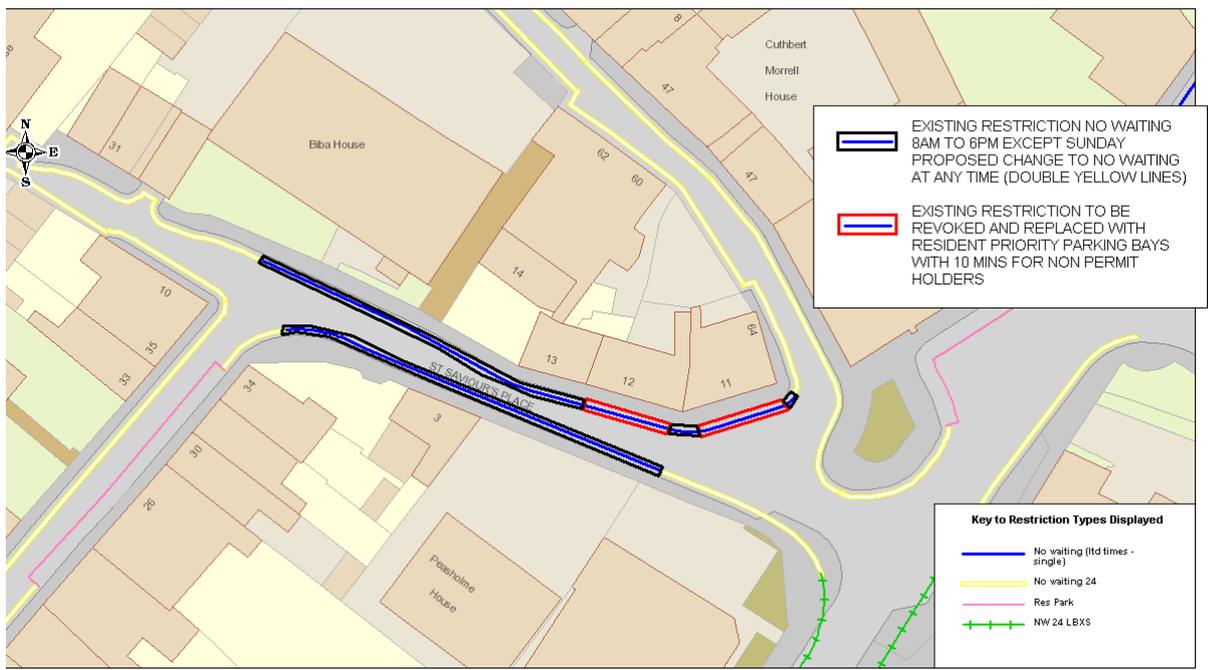
Officers Comments

- The maximum stay and hours of operation can be relaxed.
- There may be some transfer of parking

Recommendation

Extend the maximum stay to 3 hours and only operate 8am to 6pm Monday to Friday.

Proposal for St. Saviourgate



Single
to
double

yellow lines on both sides and additional Residents Parking bay for 4 vehicles.

NOTE: The single yellow line on the south side is already marked as a double hence this element of the proposal is to bring the restriction in the TRO in line with what is on street.

Five objections

Précis of objection main points

The extension of the restrictions into the evening and Sunday will create difficulties for local residents, especially those without off street parking in the new Biba House.

In support of the proposals because vehicles parked at the narrowest point impede traffic flow

Officers Comments

Concerns noted.

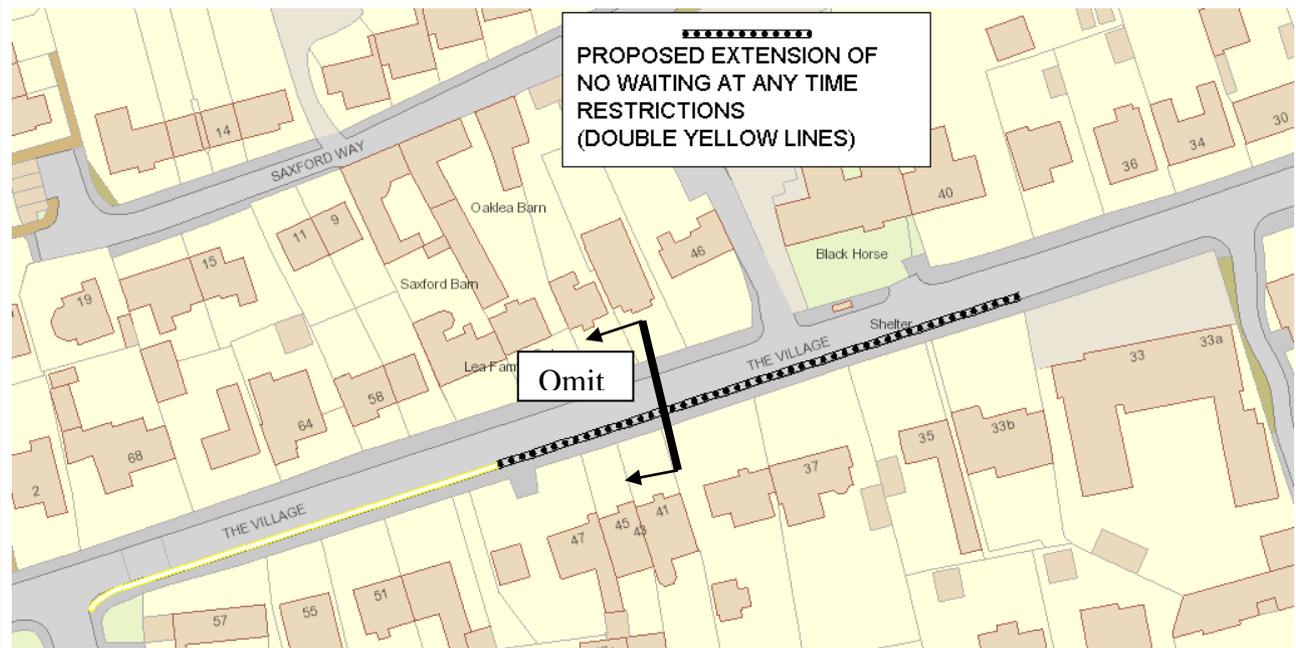
Noted

Recommendation: Implement the proposal on the south side as advertised and as is already on street.

Implement the new residents parking bays as proposed

Reduce the proposal on the north side (see plan) in order to create a passing place.

Proposal for The Village, Wigginton



Double yellow lines on South side

Two representations

Précis of objection main points

Parish council in support of the proposal.
Does not have the ability to provide off street parking at their property.

Officers Comments

Noted.
Whilst some vehicles remaining on the carriageway may create some delays they will also help to reduce traffic speeds.

Recommendation

Introduce a reduced length of restriction as indicated.

Proposal for Clifton Moor industrial estate - East area



Two objections and 3 letters of support

Précis of objection main points

East area – one objection

The proposals reduce the parking opportunity for staff who have no option but to use their own vehicle.

The proposed waiting restrictions will make parking more difficult than it already is.

3 letters of support.

Clifton Moor Business Association report there is no consensus view from their members.

Officers Comments

Vehicles parking too close to the corners and accesses are creating difficulties throughout the day for other road users.

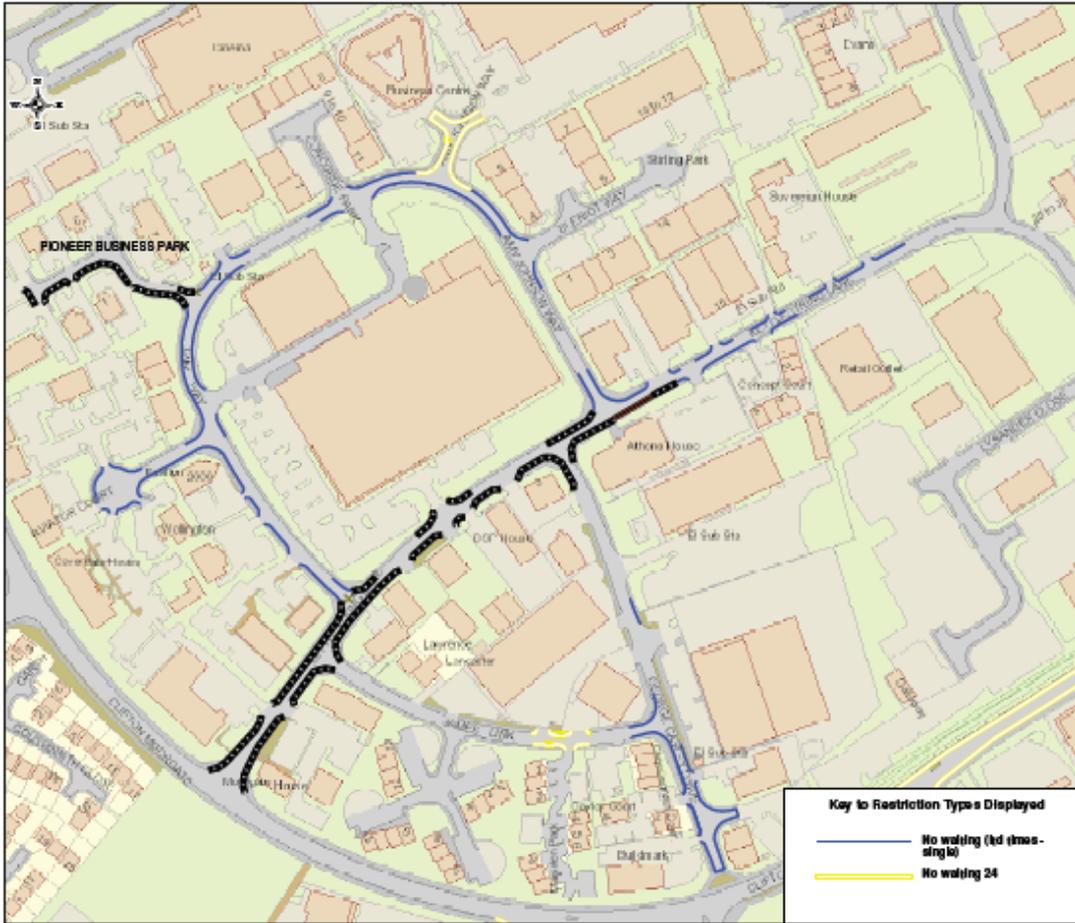
Noted

Noted

Noted

Recommendation: Implement as advertised

Proposal for Clifton Moor industrial estate - West area



PROPOSED RESTRICTION	
	NO WAITING AT ANY TIME (DOUBLE YELLOW LINES)
	EXISTING SINGLE YELLOW TO CHANGE TO DOUBLE YELLOW LINES
	PROPOSED PARKING PLACE FOR MARKED POLICE VEHICLES
Kaitiaki Lane Area	
Scale:	1 : 1000
Date:	07/04/2017
Drawn by:	
Checked by:	

Twenty objections

Précis of objection main points

West area –

Visitor parking is not allowed in the Eco Centre. Nearby parking is vital for patients attending for treatment.

Insufficient parking at the Eco Centre and the proposals will either force me out of business or have to move away.

The proposals will make the parking here even more difficult than it already is.

Fully agree with the proposed

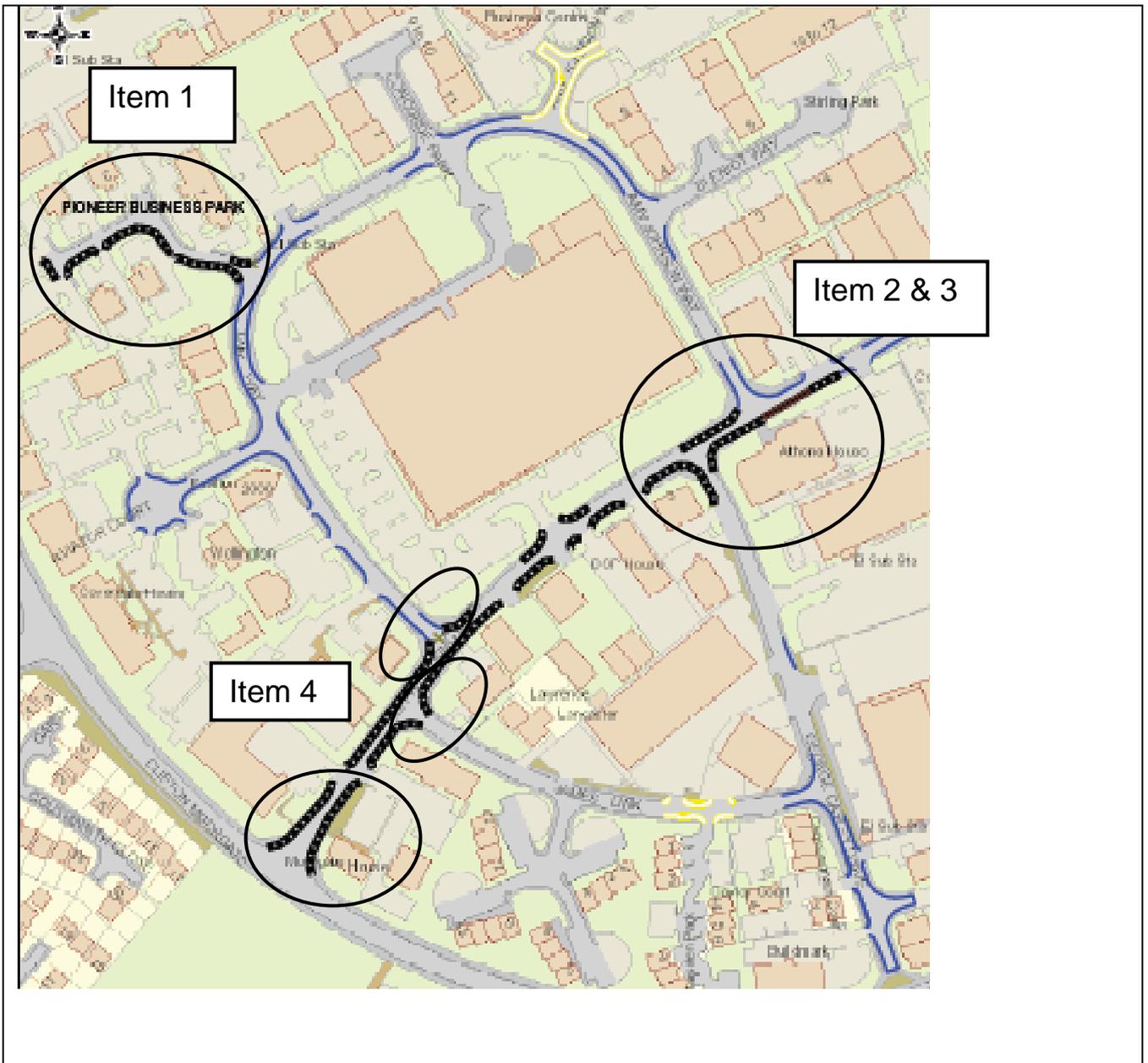
Officers Comments

Parking on the carriageway in the vicinity of the Eco Centre is already restricted using single yellow lines that prohibit parking between 8am and 6pm. Hence the proposal to convert these to double yellow lines should have no further impact on local business / customers ability to park.

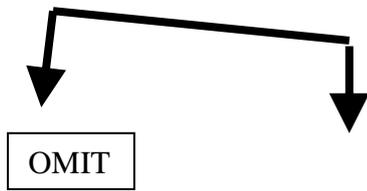
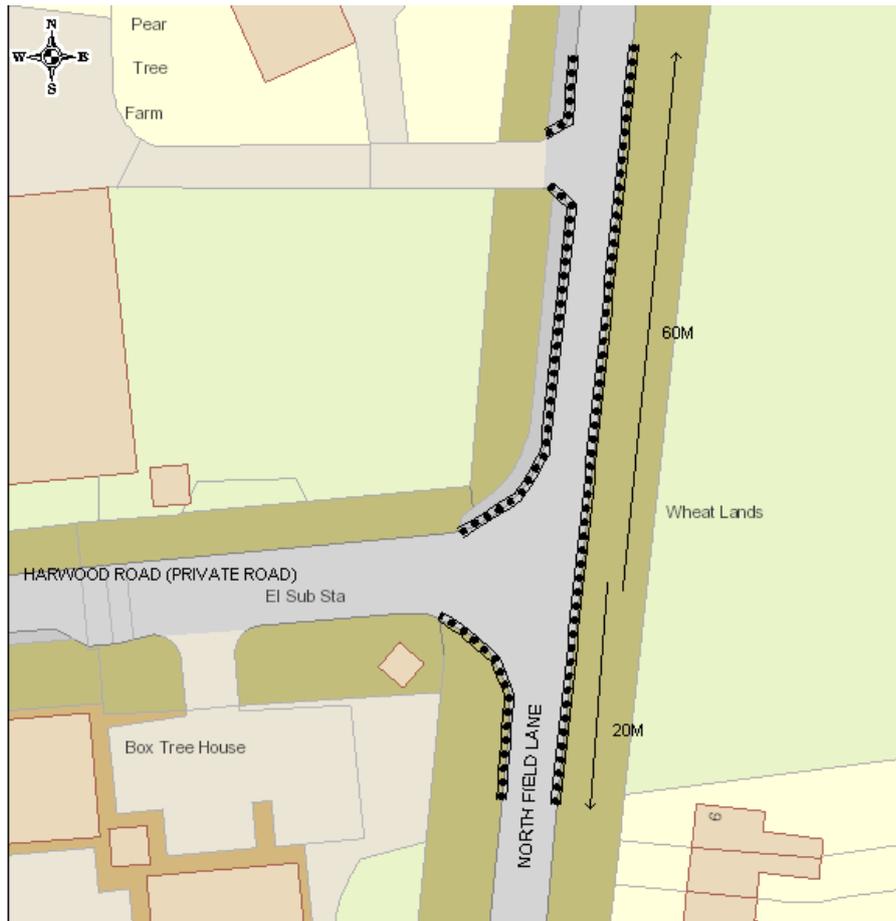
The proposed entirely new restrictions are aimed at preventing the current widespread use of footway parking that takes place close to corners and accesses.

<p>changes in the Pioneer business park area. Would like more double yellow lines on the north east side of Amy Johnson Way.</p> <p>Concerned the parking will still cause visibility problems when exiting a car park.</p> <p>Clifton Moor Business Association report there is no consensus view from their members.</p> <p>Several almost identical responses: Works in a small business in the Eco centre. There are no more parking permits available and the proposed restrictions are too extreme and would create many issues and problems for the people working in and visiting this area. Parking would relocate to the residential area or busy main road. rely on customers visiting their premises and there's no practical alternative to driving.</p> <p>Suggests:</p> <p>keeping the restrictions to near dangerous junctions or on one side of the road only,</p> <p>spaces for staff permit holders only,</p> <p>More car parks for staff and visitors</p> <p>Although there are issues with traffic and access the proposals will cause more problems than they solve and deter businesses from this area.</p> <p>Clients need to be able to park nearby. The proposals would have a catastrophic impact on business.</p> <p>2 x Would like to remain able to park</p>	<p>Noted</p> <p>This could be considered in subsequent reviews if problems occur.</p> <p>Noted</p> <p>Noted – see comments above</p> <p>Noted</p> <p>This would not resolve the problems</p> <p>We are unable to provide car parks.</p> <p>Noted.</p> <p>Parking on the footway is not acceptable</p>
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<p>on George Cayley Drive after 6pm.</p> <p>Have lots of patients visiting the Eco centre who have to park close by and there is insufficient parking at the centre.</p>	<p>Noted.</p> <p>We are unable to provide additional parking at the centre</p>
<p>Recommendation</p> <p>Implement:</p> <ol style="list-style-type: none"> 1. The proposed no waiting at any time restrictions. 2. The proposed police vehicle parking bay 3. The proposed no waiting at any time at the Amy Johnson Way / Kettlestring Lane / George Cayley Drive junction 4. The proposed no waiting at any time restriction at the Kettlestring Lane / junction with Clifton Moorgate and 10m either side of James Nicholson Link and Amy Johnson Way. <p>Drop the proposal to change the existing 8am to 6pm restrictions to no waiting at any time.</p> <p>Drop the remaining proposals for no waiting at any time restrictions on Kettlestring Lane (except those indicated in items 2, 3 and 4)</p>	



Proposal for North Field Lane



Two objections

Précis of objection main points

The parking along the road has been the only means of slowing traffic down that frequently hurtle along. The road is also used by cyclists and pedestrians, including small children. The speed restriction should also be reconsidered and lowered (20mph for example) or use speed humps.

Officers Comments

The proposals are aimed at making it possible for large vehicles to access premises.

<p>Lives on the opposite side of the road to the businesses. Vehicles only enter from the north so the restrictions south of the entrance are not needed.</p>	<p>Noted.</p>
<p>Recommendation</p> <p>Reduce the extent of the proposals to just North of the junction as indicated on the plan.</p>	

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Sites with Recommendation for No Further Action

Proposal for Barlow Street.



5m of double yellow lines on both sides of Barlow Street at both junctions.

19 objections

Précis of objection main points

All the objectors stress that parking is extremely tight in this area and these restrictions will be a big inconvenience for local residents.

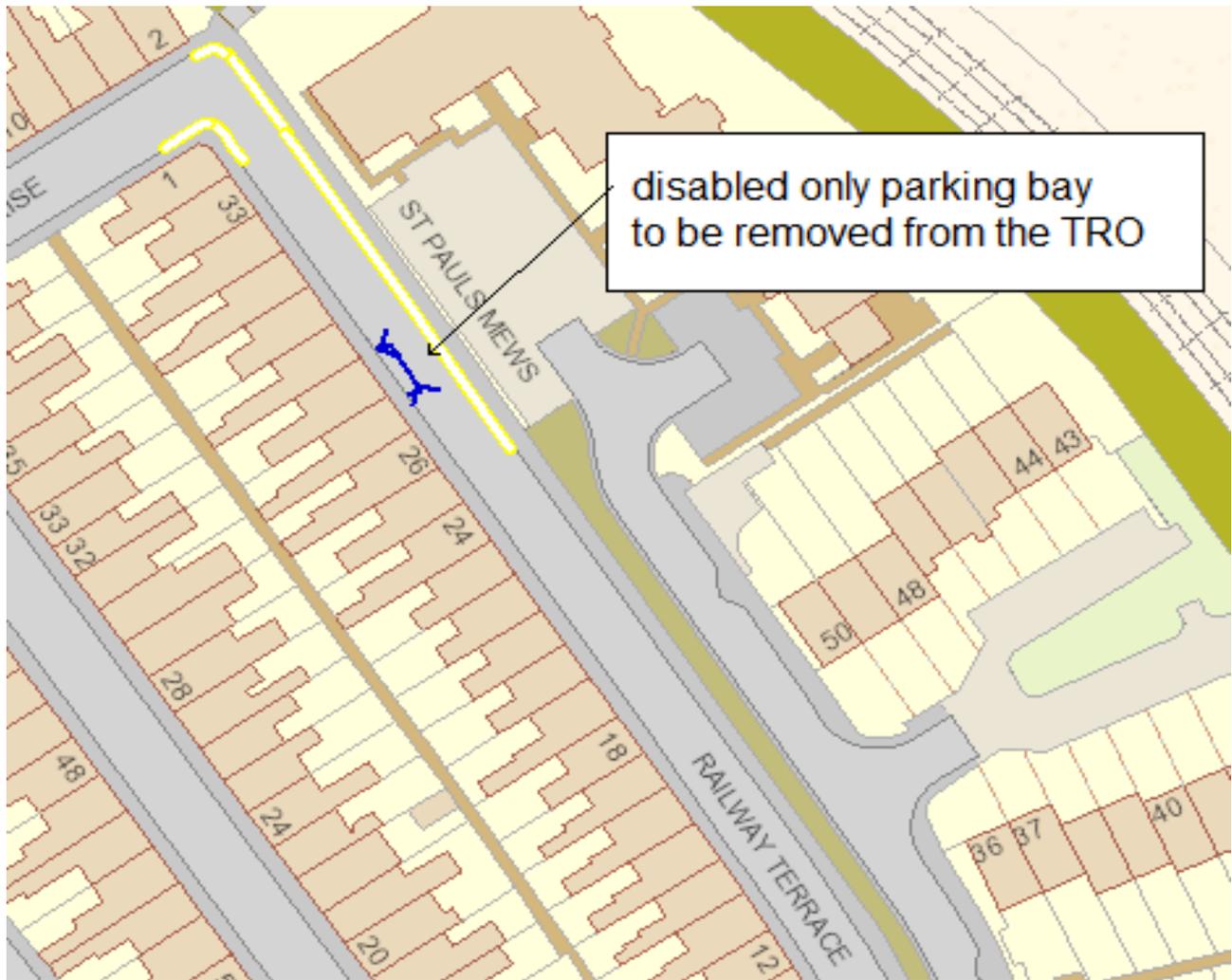
Officers Comments

The proposal was in response to a complaint and was put forward as 5m rather than 10m as stated in the Highway code. However because the roads here are wider than is usual for terraced streets there don't appear to be difficulties for large vehicles.

Recommendation

Take no action at this time but review if further complaints are made.

Proposal for Railway Terrace



Remove disabled bay from TRO outside No 28

One objection

Précis of objection main points

The new resident of an adjacent property has a blue badge and uses the bay.

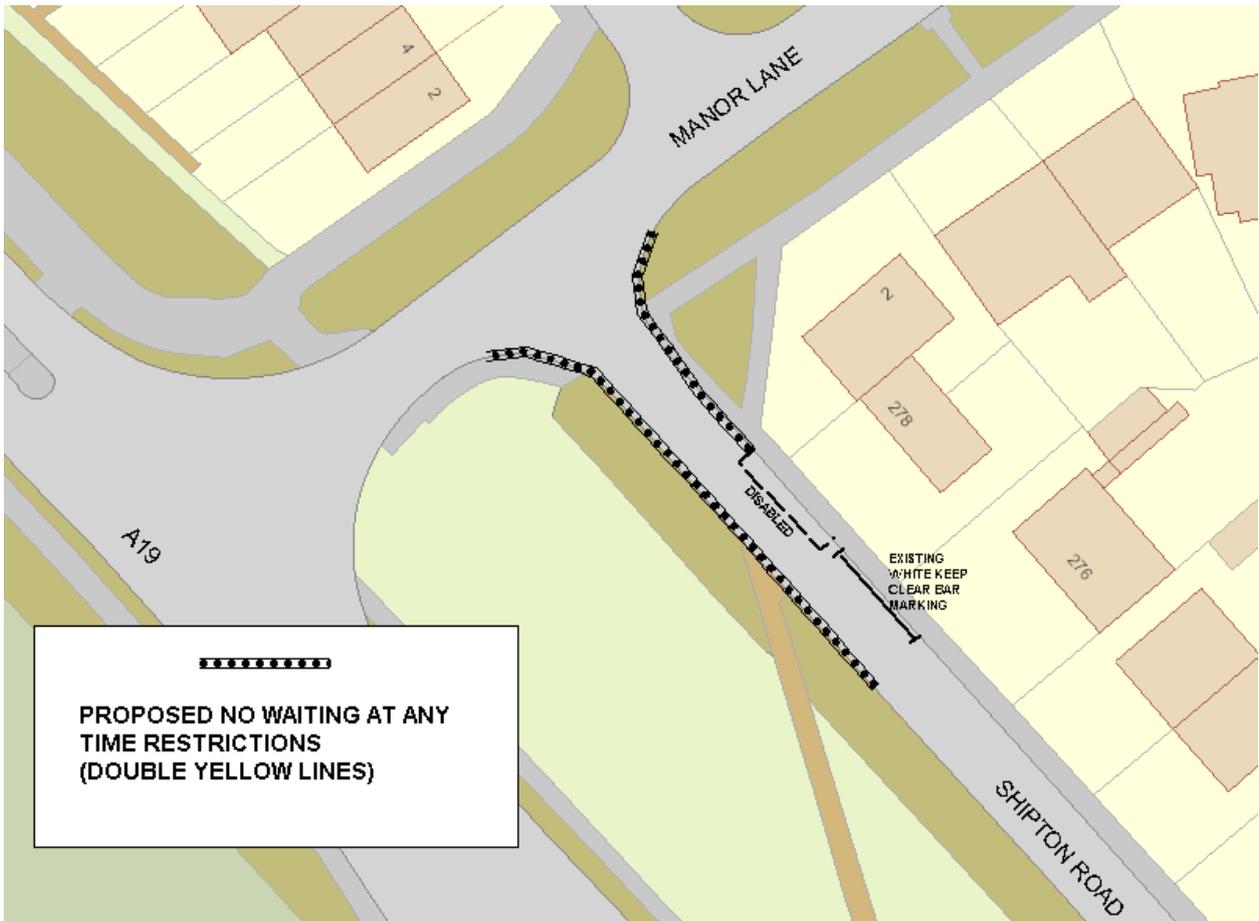
Officers Comments

Noted. However, to date they have not demonstrated that they have a badge and vehicle registered to this address. If there are further complaints this item may have to be reviewed.

Recommendation

Drop the proposal and take no further action.

Proposal for Shipton Road / Manor Lane



Double yellow lines on both sides of Shipton Road access road

One objection

Précis of objection main points

Objects to:

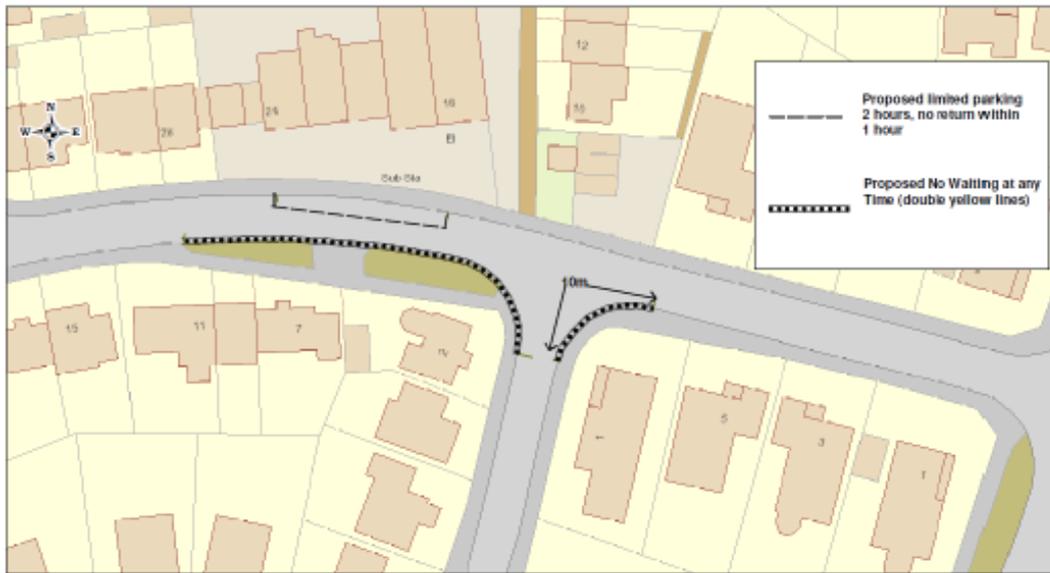
- The loss of 2 acceptable parking spaces.
- A well used community resource
- That's also used by utility companies.
- Will lead to increased traffic risks and damage to the grass verges in front of the property.
- The proposal will worsen an existing safety hazard.

Officers Comments

The problem associated with parking appears to be isolated cases.

Recommendation: Drop the proposal and take no further action at this time.

Proposal for Barley Rise, Strensall



Three representations – 1 in support and 2 objecting, including a 41 signature petition

Précis of objection main points

The Parish council support the proposal.

Objects because it is due to the shops increasing their size by using the car park area. This should not result in residents not being able to park outside their own property.

Have had no issues with people parking on their side of the road or across their driveway.

The business that requested this for consideration has been sold.

The shops have their own forecourt for parking.

The hairdressers and dentist customers can take longer than the proposed maximum time allowed

Petition signed by 41 residents

Officers Comments

Noted

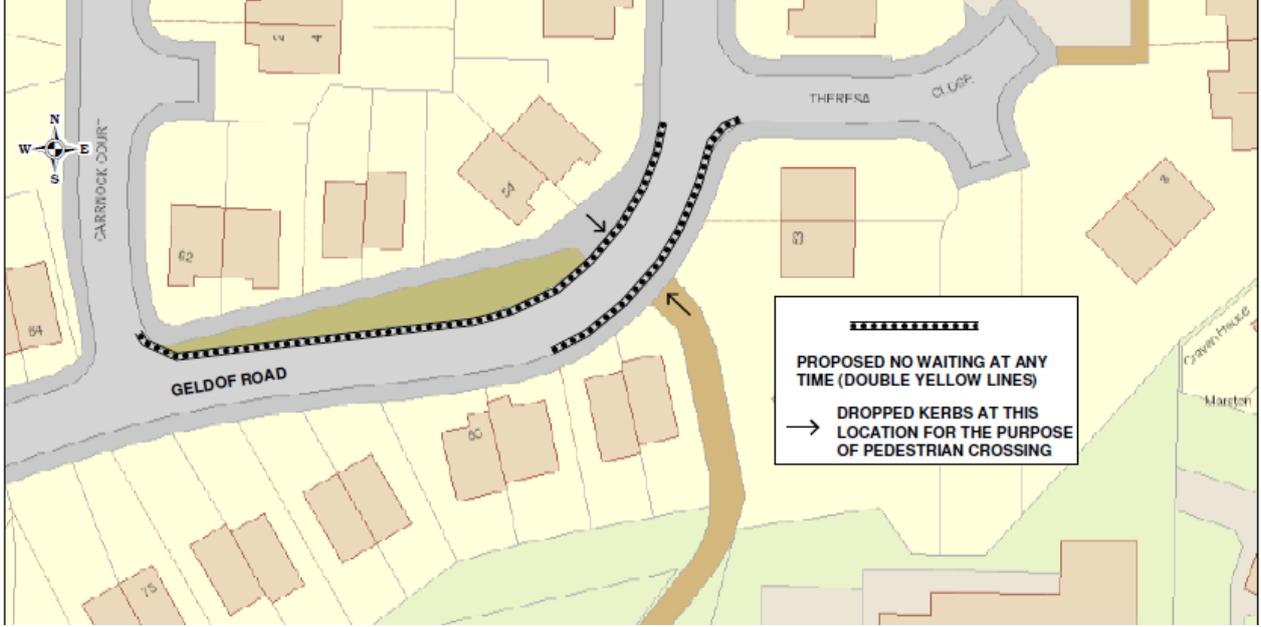
Noted

Noted

Noted

Noted

objecting to the proposals.	Noted
Recommendation: Take no further action at this time.	

Proposal for Geldof Road	
	
Double yellow as shown	
Three objections	
<p>Précis of objection main points</p> <p>The cars parked here act as a deterrent for speeding vehicles.</p> <p>The angle and gradient of the driveway prevents vehicle use.</p> <p>Suggests closing the road at Victoria Way.</p> <p>The proposals will make parking worse in the nearby cul de sac.</p> <p>Their driveway is only big enough for one car and they have 2 vehicles.</p>	<p>Officers Comments</p> <p>Noted.</p> <p>There is potential for this to happen.</p> <p>Noted</p>
Recommendation: Take no action at this time but reconsider if further concerns are raised.	

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

17 May 2018

Report of Corporate Director of Economy and Place

**Lumley Rd / St Luke’s Grove Ward Committee Scheme, Parking
Restrictions – Traffic Regulation Order (TRO)**

Summary

1. This report provides details of objections raised to the recent advertisement of no waiting and no stopping restrictions in Lumley Road and St Luke’s Grove, Clifton. It also reports the receipt of a petition requesting that residents’ parking is offered as an alternative to the advertised restrictions.

Recommendations

2. The Executive Member is asked to approve:
 - i) Option 2: Acknowledge receipt of the petition and objections. Offer the residents of both streets a final ballot on the options of either providing residents parking or implementing the proposals as advertised (**Annex D**) with the minor amendments shown in **Annex F**. Pre-approve the next step dependent on the result of the vote as set out below:
 - a) If residents’ parking is favoured, approve advertisement of the Traffic Regulation Order (TRO) with any objections reported back to Executive Member Decision Session.
 - b) If the restrictions scheme is favoured approve making of the order and installation of the restrictions.

Reason: To provide residents an opportunity to make an informed decision as to how they would like to address the parking problems in their streets following receipt of a petition calling for residents parking.

Background

3. Clifton Ward Councillors approached the Transport team after receiving complaints about damaged verges and missed bin collections on Lumley Road due to the level of on street parking.
4. Lumley Road is close to St Peter's School and within easy walking distance of the hospital and therefore experiences inconsiderate / antisocial parking by commuters and visitors to both establishments. This has caused issues for waste collections, deliveries and school run traffic accessing Clifton Green School (Lumley Road serves a pedestrian access to the school). The ward committee is seeking to address the problem and requested that proposals be developed.
5. A number of options were drawn up and a meeting was held with residents in September 2016. This meeting helped to shape the scheme by gauging residents' feelings towards various proposals and enabled the development of a final option for consultation. At this stage ward members responded positively to the scheme and requested that the brief be widened to include St Luke's Grove to reduce the chance of simply displacing the problem to the adjacent street. This was considered sensible and a scheme was developed for wider consultation.

Proposals

6. The scheme which was issued for consultation (**Annex A**) proposed the rationalisation of on-street parking and the introduction of waiting restrictions on both Lumley Road and St Luke's Grove. To offer protection to verges signs have been incorporated onto bollards where possible and extra bollards are provided at the junction of Lumley Road and St Luke's Grove.
7. Consultation took place in July/August 2017. The consultation letter stated that the proposals needed the support of at least 50% of local residents in order to be progressed. In total, we received 46 responses out of 60 (a 77% response). 32 of the 60 households (53%) supported the proposals whilst 13 (22%) objected. One offered no opinion (2%).
8. Despite this overwhelming response in favour of the proposals, there were a few concerns raised which needed further consideration. These were as follows:

- Approved full width dropped kerb vehicle crossings for No.17, 19 and 21 Lumley Road, which coincided with the proposed location for parking bays.
 - The proximity of one of the parking bays to the junction potentially hindering turning movements of larger vehicles at the junction.
 - The lack of restrictions in the St Luke's Grove turning head, which provides an emergency access onto Burton Stone Lane and is occasionally blocked by inconsiderate parking.
9. Ward members have supported the scheme throughout the process and following the results of the consultation they were advised of the issues and how they impacted the original proposals. Members were keen to move the scheme forward without delay and so it was suggested that an amended scheme be prepared taking into account the residents comments and concerns. This is shown in **Annex B**.
10. The members reviewed the amended proposal and were happy to support moving the scheme to the Traffic Regulation Order (TRO) advertisement stage, without the need for further consultation outside of the regulatory process.
11. Details of the revised proposal were submitted to the Assistant Director for Transport, Highways and Environment (**Annex C**).
12. Approval was granted to advertise the TRO to allow the introduction of the proposed parking restrictions. If objections were received, these were required to be reported to Executive Member via a Decision Session report. The scheme could be progressed if no objections were received.

Traffic regulation Order Advertisement

13. The Traffic Regulation Order was advertised between 9th February and 2nd March 2018 with a notice in the local press, notices posted on street and letters delivered to all residents of Lumley Road and St Luke's Grove and two residents of Burton Stone Lane whose vehicle access is from Lumley Road. This equates to 60 properties in total and is consistent with the original consultation exercise. A copy of the letter is provided as **Annex D**.
14. Responses were received from 38 residents (63% response).
- 32 objected to the proposals (53% of the total number of households)

2 wrote in support of the scheme (3%)

4 raised queries but did not explicitly object to the proposals (7%)

22 provided no response (37%)

15. The response level to the TRO was slightly lower than the initial consultation. This may be due to the TRO process only inviting objections. However, objection to the scheme has increased with a majority of residents now not favouring the scheme, in contradiction to the results of the original consultation.

16. The reasons for objection are outlined below with officer responses:

i) Majority of the proposed bays are not big enough to fit two cars.

Officer response: The proposed bays are designed as per UK guidance on parallel parking bays (6m in length, 2m wide). The provision of larger bays that are unable to fully accommodate two vehicles may lead to vehicles parked over driveways with the potential to causing an obstruction.

ii) Yellow lines across driveways stop residents parking here.

Officer response: To ensure the scheme works as intended and to keep the street free for access by residents, visitors and deliveries etc. it is necessary to restrict the areas available for parking including across residents driveways.

iii) Restrictions in the turning head on St Luke's Grove leave residents of numbers 30 and 33 nowhere to park. Photos provided by the residents (**Annex E**) show how parking occurs at present.

*Officer response: Both properties have off street parking for a single vehicle but for convenience the residents choose to park on street. On-street parking directly in front of a property is not a guaranteed amenity but in this case as no concerns have been raised with regard vehicles struggling to turn a compromise could be to reduce the restrictions to allow this parking to continue. A proposed amendment to the advertised restrictions is provided as **Annex F**, which would allow on street parking for 1 vehicle at each property operating on a first come first served basis. Whilst still allowing emergency access via the alleyway to Burton Stone Lane.*

- iv) Imposition of double yellow lines down the one side of St Luke's Grove will only lead people clamouring to park on the opposite side.

Officer response: The restriction was designed to maintain access along the street after reports of vehicles unable to complete deliveries and missed refuse collections. Whilst this will lead to parking on one side of the street only, vehicles will only be able to be parked where they do not cause an obstruction to the footway, resident's driveways or the free passage of vehicles. At 4.3m wide St Luke's Grove is not wide enough to provide marked parking bays and maintain a suitable running lane for traffic. The design is a compromise due to the narrow width available.

- v) The lack of on street parking to be provided on Lumley Road inconveniences anyone with two or more cars.

Officer response: The majority of properties along both streets have some off-street parking provision. If the residents want to keep the street clear to ensure access is maintained then it may be necessary for additional vehicles to be parked away from the property. The scheme provides 8 on-street parking spaces which are available on a first come first served basis at all times. Additional space is available Mon – Sat 5pm – 8am and all day Sunday when the single yellow lines are not enforceable.

- vi) Visitors including health care professionals may not be able to park in the street of the house they are visiting and may have to walk.

Officer response: This is correct, however, emergency vehicles are exempt from waiting restrictions. Additionally loading and unloading can still be undertaken on double or single yellow lines.

- vii) Plan is a major change to what was originally consulted on and no further consultation has been carried out.

Officer response: The scheme advertised under the TRO (Traffic Regulation Order) is an amended version of the scheme which was originally consulted upon. The reasons for these amendments are detailed in the background section of the report and were covered in the letter issued to residents notifying them of the TRO advertisement. The scheme was progressed directly to TRO to avoid further delays to the scheme and was approved by the ward

members and the Assistant Director for Transport, Highways and Environment.

- viii) The proposals penalise residents and owners.

Officer response: The proposals seek to reduce the amount of inconsiderate on-street parking to ensure that the street is not obstructed by parked vehicles. To achieve this there will have to be some disruption to the level on street parking residents currently have.

- ix) Resident's parking was not offered as an option.

Officer response: Residents parking had been previously balloted for in 2014 and was turned down by the residents at the time. Residents parking schemes cannot be reconsidered for 3 years after an unsuccessful ballot. Therefore at the time of scheme inception (Summer 2016) residents parking could not be considered as an option and was therefore not investigated.

- x) Proposed plan will reduce property prices and make it difficult to sell or rent properties.

Officer response: The proposals seek to reduce the amount of on-street parking to ensure that the street is not obstructed by parked vehicles. Officers are not qualified to say if a reduction in on street parking through parking restrictions would increase or decrease property values.

- xi) Proposed plan doesn't cover Sundays when rugby games are played at the football ground.

Officer response: The decision to not restrict parking on a Sunday was based on feedback from the initial residents meeting and was not raised as a concern during initial consultation. The new stadium at Monks Cross is due to open in Summer 2019 meaning no rugby matches will be played here thereby removing the parking demand and allowing residents to park more freely during these times.

- xii) Proposal doesn't stop anyone parking on the grass verges.

Officer response: The scheme seeks to encourage users not to park on the verges through the use of marked bays and bollards

where appropriate. This helps to reduce street clutter and retain the grass as suitable soak away drainage. If verge parking is still an issue following the introduction of the proposals this would need to be reviewed again.

17. As part of the TRO responses a petition was received (**Annex G**) which states:

“The undersigned of each property (who is an owner/resident) as identified is:

- a) Opposing the proposed plan as put forward for the reasons given in the petition. By opposing we ask that the proposed plan as advertised on 9th February 2018 is rejected.*
- b) Where indicated has provided a suitable alternative by way of a Residents Parking Permit zone.”*

The petition was signed by 31 residents with 24 of these residents indicating they were in favour of residents parking. However, it should be noted that the residents were not provided with any information regarding how a residents parking scheme might look or the ongoing costs to them if it were installed.

18. To reiterate the points made in paragraph 16 comment ix) residents of both Lumley Road and St Luke’s Grove were balloted in 2014 on a proposal to provide a residents priority parking zone. The scheme was not supported at the time and was not progressed. Background papers are provided in **Annex H**. This option could not be reconsidered as part of this scheme but as a significant amount of time has passed since the first vote then it could be offered as an option if the Executive Member considers it reasonable.

Ward Councillors

19. Ward councillors have been kept informed of the development of the scheme and have supported the proposals throughout this process. As the works are funded through the Clifton Ward Committee budget they have not provided comments for inclusion in this report as it could be considered a conflict of interest. They have however expressed that they are keen to introduce measures which solve the initial problems brought to them by the community and which are supported by the majority of the residents.

Options

20. The following options are provided for consideration by the Executive Member:
- Option 1: Do nothing.
 - Option 2: Acknowledge receipt of the petition and objections. Offer the residents of both streets a final ballot on the options of either providing residents parking or implementing the proposals as advertised (**Annex D**) with the minor amendments shown in **Annex F**. Pre-approve the next step dependent on the result of the vote as set out below:
 - a) If residents' parking is favoured, approve advertisement of the TRO with any objections reported back to Executive Member Decision Session.
 - b) If the restrictions scheme is favoured approve making of the order and installation of the restrictions.
 - Option 3: Acknowledge receipt of the petition and objections, but approve the scheme as shown in **Annex D** with reductions to the extent of the restrictions as shown in **Annex F** and reject the call for residents parking.
 - Option 4: Approve the scheme with any amendments to the restrictions the Executive Member feels necessary.

Analysis

21. Doing nothing would not address the problems with inconsiderate parking residents are experiencing. Therefore, option 1 is not supported by officers.
22. The advertised restrictions (**Annex D**) have received objections from just over half the residents, which should be considered and so option 3 is not recommended.
23. However, the majority of the objections were received in the form of a group submission which calls for residents parking to be considered as an alternative. Officers are concerned that those residents who signed up to the petition may not be fully aware of how residents parking would need to be implemented on street and the ongoing costs associated with such a scheme.

24. Option 2 proposes that a final round of consultation is undertaken to allow residents to choose between the proposals in Option 3 or a residents parking scheme. This will ensure that residents can make an informed decision as to how they would like to tackle the problems they brought forward.
25. The response to the two stages of consultation has resulted in no clear steer from residents as to how they wish to proceed. A final consultation with limited options should serve to clarify which way the residents would prefer to control parking in the affected streets.
26. The implications of this option are added time and cost. However, Ward Councillors are supportive of finding a solution which the majority of residents can agree on and have committed to funding these next stages of consultation if Option 2 is approved.

Council Plan

27. The recommendations in this report relate to the Council Plan priority “a council that listens to residents”. Giving residents a chance to vote on the two options which are now available demonstrates that the Council are delivering a service which works in partnership with the local community to try and solve the problems they have experienced.

Implications

28. The following implications have been considered:
 - **Financial** – The investigation and consultation process has so far cost £3,500k, the costs of proceeding with the recommendations in this report are estimated to be between £4k and £7k dependent on the outcome of the ballot and can be covered by the budget available from the Ward Committee.
 - **Human Resources (HR)** There are no HR implications.
 - **One Planet Council / Equalities** - There are no One Planet Council / Equalities implications.
 - **Legal** - There are no legal implications.
 - **Crime and Disorder** There are no crime and disorder implications.
 - **Information Technology (IT)** There are no IT implications.
 - **Property** There are no property implications.

Risk Management

29. In compliance with the Council's risk management strategy, the following risks associated with the recommendations in this report have been identified and described in the following points:

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

External – The recommendation creates a risk to the future of any scheme if there isn't a majority in favour of one of the schemes offered for ballot.

Both are considered minor risks and no mitigation measures are recommended.

Contact Details

Author:

Ben Potter
Engineer
Transport

Tel No. 01904 553496

Chief Officer Responsible for the report:

Neil Ferris
Corporate Director – Economy and Place

Report Date 30.04.18
Approved

Specialist Implications Officer(s) List information for all

Wards Affected: Clifton

All N/A

For further information please contact the author of the report

Background Papers:

Officer in Consultation – 25/11/2014, Approval requested to take no further action regarding a recent request (petition) for Residents'

Priority Parking in Lumley Road and St Luke's Grove following consultation with residents.

Annexes

Annex A – Consultation Plan and Letter (20 July 2017)

Annex B – Amended scheme plan

Annex C – Assistant Director Decision Sheet

Annex D – TRO Advertisement Letter, Notice and Plan

Annex E – Residents photos sent in support of objection

Annex F – Amended turning head restrictions – St Luke’s Grove

Annex G – Petition

Annex H – OIC Report Nov 2014 Residents’ Parking Lumley Rd & St Luke’s Grove

Abbreviations

TRO – Traffic Regulation Order

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Economy and Place Directorate

West Offices
Station Rise
York YO1 6GA

Our Ref: BP/160005/EC/01
20 July 2017

To: The Resident

RESIDENTS CONSULTATION **Parking Restrictions for Lumley Road and St Luke's Grove**



To try to combat antisocial parking and improve access for local residents a parking restriction scheme has been developed for Lumley Road and St Luke's Grove. The scheme comprises:

Lumley Road

- Marked bays which are available for parking at all times, with “no waiting at any time” restrictions (double yellow lines) between to protect access to resident's vehicle crossings.
- The remaining lengths of the road will be subject to a “no waiting Mon-Sat 8am-5pm” restriction (single yellow line) to allow residents some flexibility for parking in the evenings and on Sundays. Associated signing would be provided on oversize bollards to help protect verges.

- Standard size heritage timber bollards on the junction with St Luke's Grove to protect the verge.

St Luke's Grove

- "No waiting at any time" restrictions (double yellow lines) on one side of the street to allow vehicle access whilst retaining some parking.

A plan is attached reference TP/160005/EC/01 which illustrates the proposals.

To allow you to comment on the scheme, a reply form is attached along with a freepost envelope. The deadline for returning the form is Friday 11 August. If the scheme is to go ahead it will need the support of local residents, therefore a positive response from at least 50% of the returned reply forms will be required for the scheme to progress. If you do not return your form your views cannot be considered. Only one reply form should be returned per household

If the proposals are approved, a traffic regulation order would be required for the changes to the parking restrictions. This would be advertised in the local press and by posting notices on site.

I look forward to receiving your comments.

Regards,

Ben Potter
Engineer, Transport Projects

REPLY FORM - PLEASE RETURN IN THE FREEPOST ENVELOPE PROVIDED

F.A.O. Ben Potter, Transport Projects, Eco-Building, Hazel Court



RESIDENTS CONSULTATION
Parking Restrictions for
Lumley Road and St Luke's Grove

Please complete and return in the freepost envelope provided. The deadline for returns is **Friday 11 August 2017**.

Name

House Number

Street (please delete as applicable)
Lumley Rd / St Luke's Grove / Burton Stone Lane

Please tick one box only:

I support the proposed scheme

I object to the proposed scheme

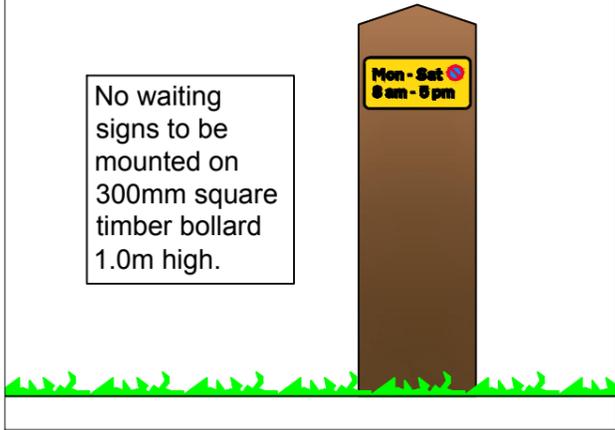
Comments

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Key

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

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




C:\CAD\Lumley Rd.dwg

**Lumley Road / St Lukes Grove Ward Committee Scheme
Parking Restrictions Proposals**

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

REV	AMENDMENTS	DATE	TP/160005/EC/01	SCALE	NTS	A3
			Drawn B Potter	Checked --	DATE	11/07/2017

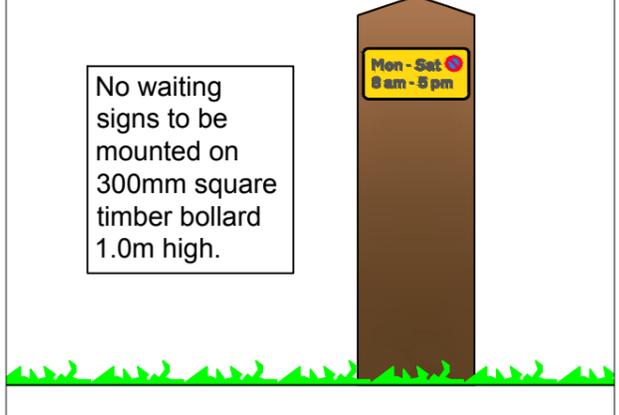
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ANNEX B

Key

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

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




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

Lumley Road / St Lukes Grove Ward Committee Scheme Parking Restrictions Proposals - Amended following consultation

REV	AMENDMENTS	DATE	TP/160005/EC/02	SCALE	NTS	A3
A	Added approved vehicle crossings. Altered parking bay layout and DYL provision on St Luke's Grove.	Nov 17				
		Drawn	B Potter	Checked	--	DATE 07/11/2017

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Decision: Request approval to advertise Traffic Regulation Order in relation to Lumley Rd / St Lukes Grove, Ward Committee scheme. No. 44

Type of Decision: Officer	Key	N	Non-Key	Y
----------------------------------	-----	---	---------	---

Portfolio Area that decision relates to:			
Leader (inc Fin & Perf)	<input type="checkbox"/>	Culture, Leisure & Tourism	
Deputy L (inc ED & CE)	<input type="checkbox"/>	Adult Social Care & Health	
Environment	<input type="checkbox"/>	Education, Children & YP	
Transport and Planning	<input checked="" type="checkbox"/>	Housing and Safer Neigh.	

Background
 Due to its proximity to St Peter's School and an easy walking route to the hospital Lumley Road experiences inconsiderate / antisocial parking by commuters and visitors to both establishments. This has caused issues for waste collections, deliveries and school run traffic accessing Clifton Green School. The ward committee is seeking to address the problem and requested that proposals be developed.

Full details of the scheme proposals and consultation results are attached as **Annex A -**

Implications: Crime & Disorder	<input type="checkbox"/>	Equalities	<input type="checkbox"/>	Other:
Human Resources	<input type="checkbox"/>	Legal	<input checked="" type="checkbox"/>	Highways
Financial	<input checked="" type="checkbox"/>	ITT	<input type="checkbox"/>	Property

Decision Date: 21 December 2017

Wards Affected:						
All Wards	<input type="checkbox"/>	Fishergate	<input type="checkbox"/>	Holgate	<input type="checkbox"/>	Rural West York
Acomb	<input type="checkbox"/>	Fulford & Heslington	<input type="checkbox"/>	Hull Road	<input type="checkbox"/>	Strensall
Bishopthorpe	<input type="checkbox"/>	Guildhall	<input type="checkbox"/>	Huntington & New Earswick	<input type="checkbox"/>	Westfield
Clifton	<input checked="" type="checkbox"/>	Haxby & Wigginton	<input type="checkbox"/>	Micklegate	<input type="checkbox"/>	Wheldrake
Copmanthorpe	<input type="checkbox"/>	Heworth	<input type="checkbox"/>	Osbalwick & Derwent	<input type="checkbox"/>	
Dringhouses & Woodthorpe	<input type="checkbox"/>	Heworth Without	<input type="checkbox"/>	Rawcliffe & Clifton	<input type="checkbox"/>	

Comments/Observations:

Decision:

- Approval is granted to advertise the Traffic Regulation Order for the scheme as shown in drawing no. TP/160005/EC/02 to allow the introduction of the proposed parking restrictions. Any objections received should be reported to the Executive Member for Transport and Planning via a Decision Session report. If no objections are received the scheme can proceed to implementation.

Decision Made by: James Gilchrist, Assistant Director Transport, Highways and Environment in consultation with the Executive Member for Transport & Planning.
Contact Details: Directorate of Economy and Place, West Offices
Tel No: 01904 552547, email: james.gilchrist@york.gov.uk

On behalf of: Neil Ferris, Corporate Director of Economy and Place

To be implemented by: Ben Potter

On Completion – Signed off by:

Date: 21 December 2017

A handwritten signature in black ink, appearing to be 'J Gilchrist', written over a white background.

James Gilchrist
Assistant Director Transport Highways and Environment



Economy and Place Directorate

West Offices
Station Rise
York YO1 6GA

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

Contact: Ben Potter
Telephone: 01904 553496
Email: ben.potter@york.gov.uk
Our Reference: BP/170123/TRO/01
Date: 9th February 2018

Dear Occupier

Proposed Restrictions – Lumley Road and St Luke's Grove, York

As you may recall in 2017 residents were consulted on proposals to introduce parking restrictions on Lumley Road and St Luke's Grove. The majority of the responses were positive, but some issues with certain elements of the scheme were raised. These have been considered and the proposals have been slightly amended to reflect these concerns. This version of the scheme has now proceeded to the advertisement phase of the process. Therefore, it is proposed to introduce the following restrictions in Lumley Rd and St Luke's Grove:

- 'No Waiting at any time' restrictions referred to in paragraph 1 of the Notice to minimise obstruction and maintain safety at all times.
- 'No Waiting 8am to 5pm Monday to Saturday' restrictions referred to in paragraph 2 of the Notice to minimise obstruction and maintain safety during these hours.

The above restrictions are set out in the accompanying plan. Should you require any further information in regard to this item then please contact highway.regulation@york.gov.uk

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

Yours faithfully

Ben Potter
Engineer
Transport Projects

Enc. Documentation

Cc – Cllr Danny Myers & Cllr Margaret Wells

Corporate Director Economy and Place: Neil Ferris

CITY OF YORK COUNCIL
NOTICE OF PROPOSALS
THE YORK PARKING, STOPPING AND WAITING (AMENDMENT) (NO 14/30)
TRAFFIC ORDER 2018

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

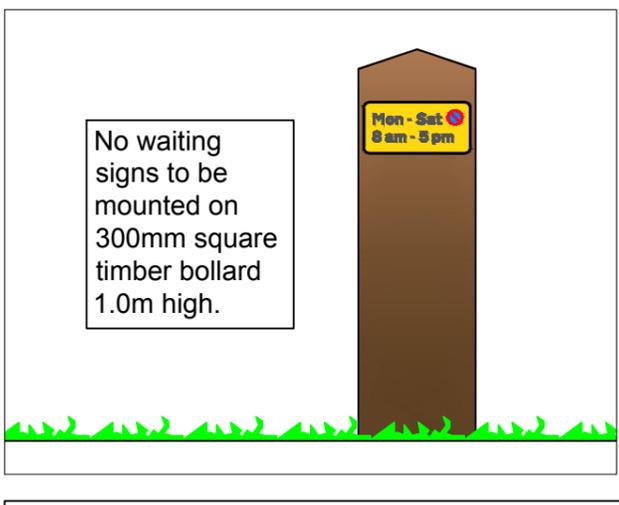
1. Introducing 'No Waiting at any time' restrictions in York as follows:
 - (a) Lumley Road, on its:
 - (i) south west side, from the projected south eastern property boundary line of No. 9 Lumley Road north west for 65.5 metres;
 - (ii) south west side, between points 71.5 metres and 83.5 metres north west from the projected south eastern property boundary line of No. 9 Lumley Road;
 - (iii) south west side, between points 89.5 metres and 94.5 metres north west from the projected south eastern property boundary line of No. 9 Lumley Road;
 - (iv) north east side, between points 30.5 metres and 41 metres north west from the projected north western kerblines of Burton Stone Lane;
 - (v) north east side, between points 47 metres and 56.5 metres north west from the projected north western kerblines of Burton Stone Lane;
 - (vi) north east side, between points 62.5 metres and 68.5 metres north west from the projected north western kerblines of Burton Stone Lane (terminal point of existing 'No Waiting at any time' restrictions);
 - (vii) north east side, between points 10 metres and 17 metres north west from the projected centreline of St Luke's Grove (terminal point of existing 'No Waiting at any time' restrictions);
 - (viii) north east side, between points 23 metres and 34 metres north west from the projected centreline of St Luke's Grove;
 - (ix) north east side, between points 40 metres and 50 metres north west from the projected centreline of St Luke's Grove;
 - (b) St Luke's Grove, on its:
 - (i) north west side, between points 10 metres (terminal point of existing 'No Waiting at any time' restrictions) and 97.5 metres north east from the projected north eastern kerblines of Lumley Road;
 - (ii) both sides and turning head, from a point 139.5 metres north east from the projected north eastern kerblines of Lumley Road north east for the remainder of its length and across the north eastern end of the carriageway.
2. Introducing 'No Waiting 8am to 5pm Monday to Saturday' restriction in Lumley Road, York, on its:
 - (a) south west side, between a point 18.5 metres north west from the projected north western kerblines of Burton Stone Lane (terminal point of existing 'No Waiting at any time' restrictions) and the projected south eastern property boundary line of No. 9 Lumley Road;
 - (b) north east side, from a point 50 metres north west from the projected centreline of St Luke's Grove north west for the remainder of its length.

A copy of the draft Order, Statement of Reasons for making it and relevant maps can be inspected at the Reception, West Offices, Station Rise, York, during normal business hours. Objections or other representations specifying reasons for the objection or representation should be sent to me in writing to arrive no later than 2nd day of March 2018.

Dated 9th February 2018

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

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



Existing verge areas approved for dropped kerb vehicle crossing

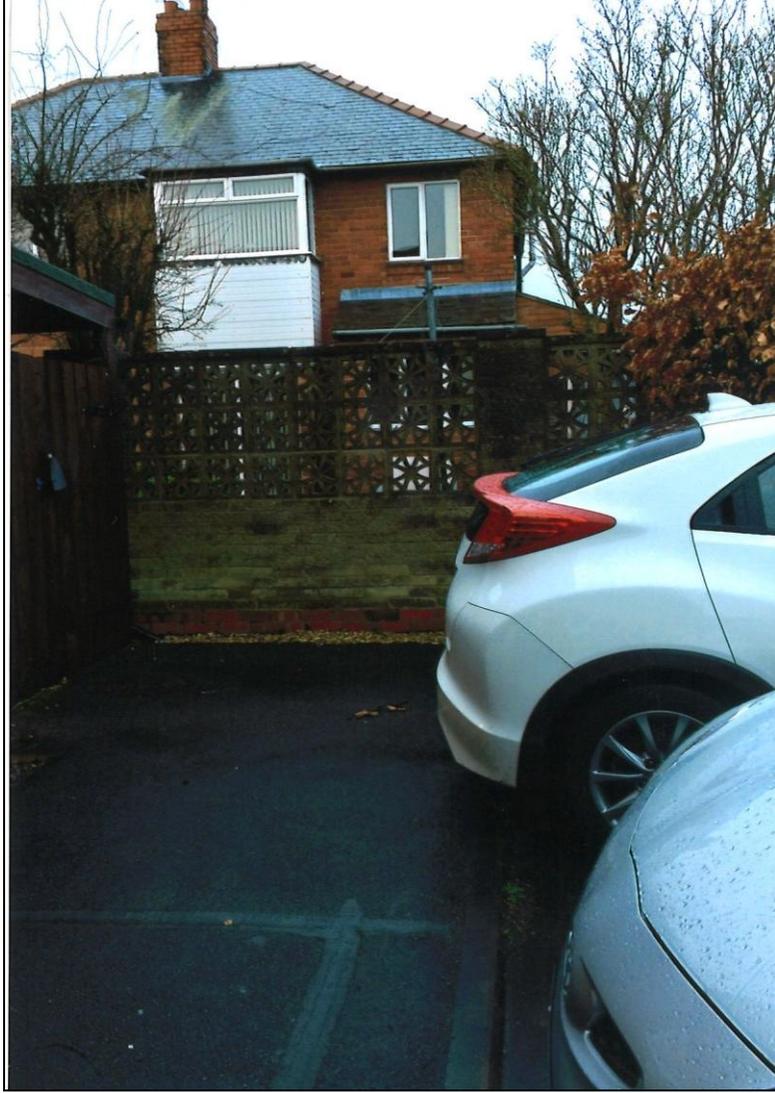
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 <p>Highways - Transport Projects and Delivery Team Eco Depot, Hazel Court, James Street, York, YO10 3DS www.york.gov.uk</p>		<h3>Lumley Road / St Lukes Grove Ward Committee Scheme</h3> <h4>TRO PLAN</h4>				
REV	AMENDMENTS	DATE	TP/160005/TRO	SCALE	NTS	A3
A	Added approved vehicle crossings. Altered parking bay layout and DYL provision on St Luke's Grove.	Nov 17		DATE	Jan 2018	
		Drawn	B Potter	Checked	--	

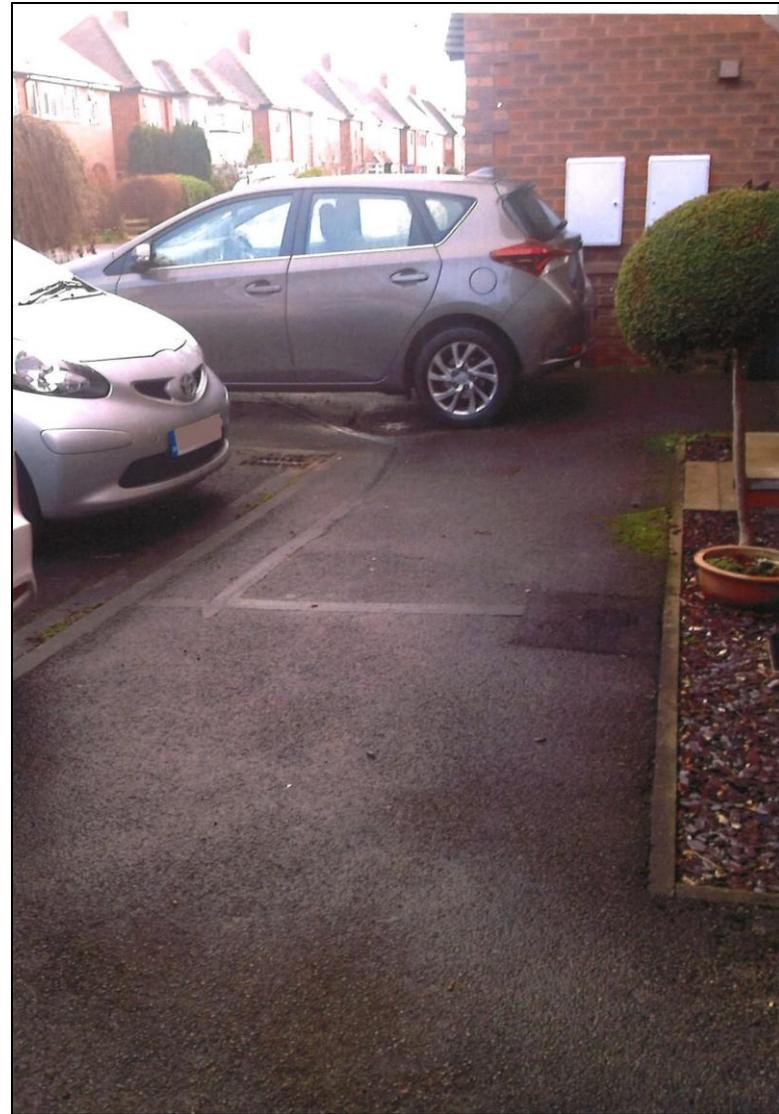
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Photos showing parking outside No. 33 St Luke's Grove





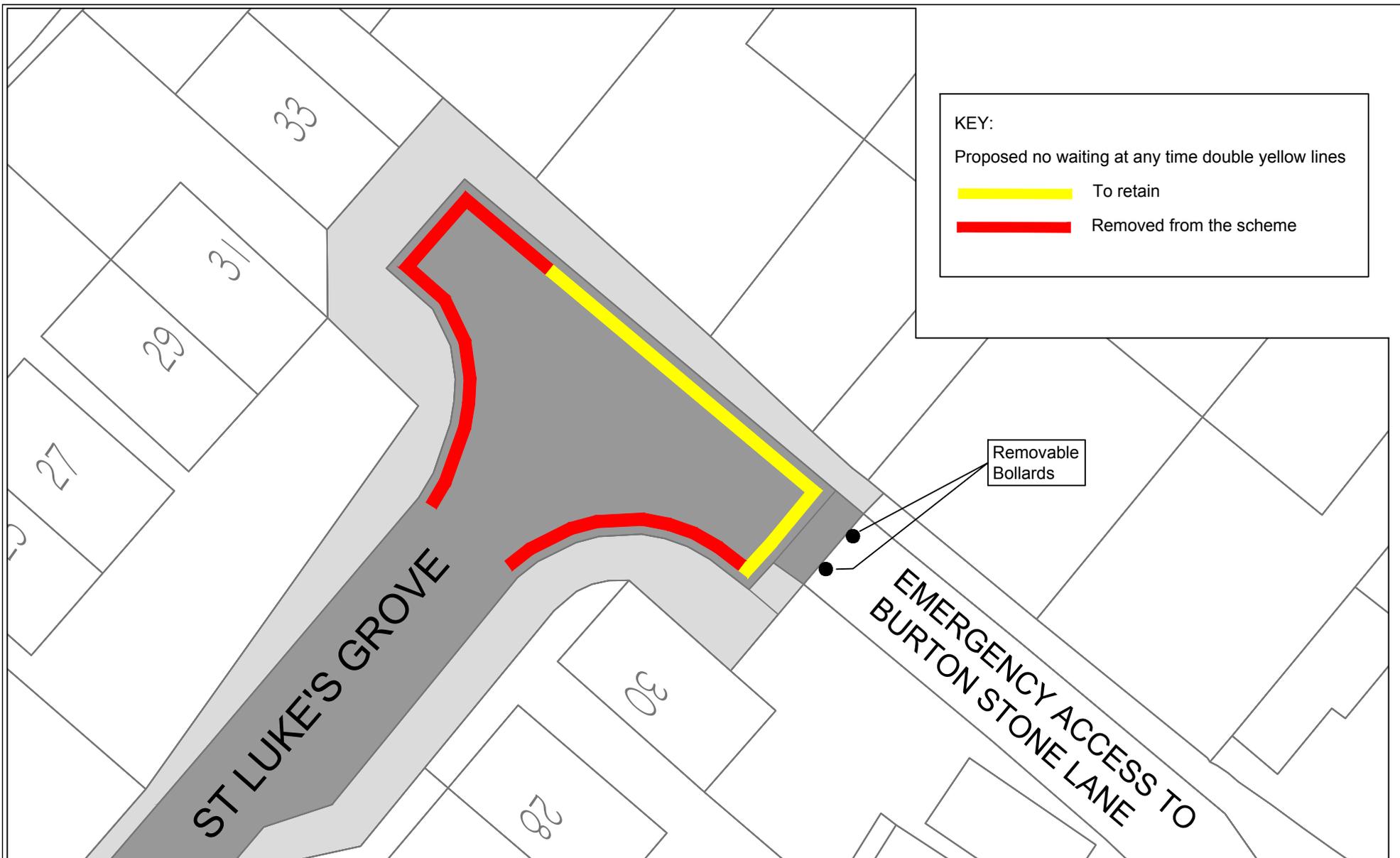


Photos showing parking outside No. 30 St Luke's Grove









KEY:

Proposed no waiting at any time double yellow lines

To retain

Removed from the scheme

Removable Bollards

EMERGENCY ACCESS TO
BURTON STONE LANE

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 <p>CITY OF YORK COUNCIL Transport Projects Eco Depot, Hazel Court, James Street, York, YO10 3DS www.york.gov.uk</p>	DRAWN BY	INITIAL	REV	AMENDMENT	DATE	Lumley Rd / St Luke's Grove Ward Committee Scheme	TP/160005/TRO/2
	CHECKED BY	B Potter					
	SCALE	NTS	A4				
	DATE	10/04/18					

ANNEX F

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**COLLECTIVE OBJECTION
IN RELATION TO THE PROPOSED PARKING RESTRICTIONS
LUMLEY ROAD AND ST LUKE'S GROVE, YORK**

Following the letter sent to occupiers on both Lumley Road and St Luke's Road, York the purpose of this **petition** and **letter of objection** is to **oppose** the plans proposed by the City of York Council under reference BP/170123/TRO/01 has been placed. The petition also provides for a suitable alternative for the local council to put forward to deal with the issue of parking on the respective roads.

This is to be submitted to the City of York Council as well as Cllr Danny Myers and Cllr Margaret Wells **on or before the 2nd March 2018**.

Reasons for the objection are as follows:

- (1) There are currently 60 houses directly affected by the proposed plan (houses that are on St Luke's Road, or Lumley Road or on the junction of these roads). Within the plan, there are only 8 car parking bays, which is an average of 1 parking bay for every 7.5 houses. In addition, these bays there are 10 limited parking spots where by vehicles can park after 5pm but must move their vehicle before 8am on Monday to Saturday. This causes substantial inconvenience for residents have more two or more cars which they will be unable to park on the street. In addition this will mean that if there are no parking bays visitors, such as family members and friends will have to park further away from the street and have to walk to the house that they are visiting. It should be noted that one of the 10 limited parking bays will also not be able to be used due to a drop kerb being placed.
- (2) The proposed plan is a major change of plan for which we were initially voted on. We have not been provided any voting or consultation on the proposed change plans.
- (3) The proposed plan is implying that the residents and owners on the respective roads are the offenders when in fact it is people who do not live on the respective streets causing the issue. The plan penalises the residents and owners.
- (4) When the consultation was sent out to residents and owners to vote on, there was no alternative option provided. During discussions with Transport Project Team, we were advised that residents parking permit was not an option and in fact has not been considered. This was due to the fact it was considered a number of years previously and the majority did not approve the plan. However since then new occupiers have moved onto the street, with the parking issues getting worse. Further we understand that occupiers on St Luke's Road were not consulted.
- (5) The proposed plan will make it unattractive for owners to sell or rent their property due to the restricted parking restrictions which as a result will affect the house prices on the road.
- (6) The current parking issue will not disappear as the proposed plan does not affect Sunday's when often there are rugby games playing at York City Football Club whereby supporters are parking their cars on the road.
- (7) One side of St Luke's Road does not have any parking restrictions, which could result in the parking issue moving onto St Luke's Road, which would mean that larger vehicles may not be able to pass to the bottom of the Road.

- (8) Health Care Professionals visiting individuals would have difficulty parking their car when visiting residents on Lumley Road and St Luke's Road due to the Restricted Parking scheme.
- (9) The proposal does not stop individuals parking on the grass verges. If a Residents Parking Scheme was introduced, the visitors would have more respect and are less likely to park on the grass verges than individuals who just park on the street.

Accordingly the undersigned of each property (*who is an owner/resident*) as identified is :

- (a) **Opposing** the proposed plan as put forward for the reasons mentioned above. By opposing we ask that the proposed plan as advertised on 9th February 2018 is rejected.
- (b) Where indicated has provided a **suitable alternative** by way of a **Residents Parking Permit zone**



 CITY OF YORK COUNCIL	DIRECTORATE OF CITY STRATEGY	REQUEST FOR DECISION
----------------------------------------------------------------------------------------------------------------------	-----------------------------------------	---------------------------------

Decision making level	Officer in Consultation	Date	25 Nov 2014
-----------------------	--------------------------------	------	--------------------

Clifton Ward – Lumley Road and St Luke's Grove

Decision Requested	
<p>Approval is requested to take no further action regarding a recent request (petition) for Residents' Priority Parking in Lumley Road and St Luke's Grove</p>	
Reason	
<p>A recent consultation with residents has provided the following results: 38 of 60 ballot papers were returned (63%) Of those returned: 18 (47%) Supported the introduction of a Residents' Priority Parking Scheme. 11 of these expressed a preference for a 24 hour, 7 days a week scheme and 6 expressed a preference for Monday to Friday, 9am to 5pm and one did not give a preference. 20 (53%) residents did not support the introduction of a Residents' Parking scheme Of the 20 ballot sheets returned not in support, only 7 would like waiting restrictions (double yellow lines) on one side of Lumley Road. Lumley Road : 80% return, 10 in support and 13 against (including 77 & 79 Burton Stone Lane) St Luke's Grove: 47% return, 8 in support and 7 against</p>	
Background Information	
<p>A petition received in March 2014 was considered at an Officer in Consultation Meeting on 27 May 2014. The Director of City and Environmental Services in consultation with the Cabinet Member, Councillor Levene, decided to undertake a formal consultation with residents of Lumley Avenue and St Luke's Grove.</p>	
Consultation Process	
<p>Residents were consulted in July 2014 and given a ballot sheet to complete in order to register their preference. A copy of the consultation documents is included as Annex A. A précis of comments received from residents are included as Annex B. Historically, Residents' Priority Parking Schemes are only taken further where we have received 50% of ballot sheets returned and the majority</p>	

of which are in favour. This has not been achieved on this occasion.

Community Impact Assessment (CIA)

Of those residents who expressed an opinion, the majority have not supported the introduction of a Residents' Priority Parking Area. The decision requested confirms the participation of residents in the decision making process and democratic life.

Statutory Powers

Road Traffic Regulation Act Sections 1,2,3, 32, 35 and 37

Ward Members and Political Party Views

See Annex C

Financial Programme Implications

The cost of advertising a proposal to amend the Traffic Regulation Order and introducing a scheme would be approximately £1500. This could be financed from the 2014/2015 budget for Residents' Priority Parking.

Options

The options available are:

- A. Take no further action at this time
- B. Advertise a Residents' Priority Parking Area to operate 24 hours, 7 days a week
- C. Take no further action at this time and refer Lumley Road to annual review to investigate further the possibility of strategically placed waiting restrictions

Level of Risk

1-3 Acceptable	✓	16-20 Action Plan	
4-8 Regular Monitoring		21-25 Registered as a corporate risk	
9-15 Constant Monitoring			

Internal Consultation

The additional lengths of restriction will have to be included in the rounds made by the parking attendants, but this will not require additional staff. There are no legal, financial, sustainability, equalities, property, crime and disorder or other implications.

Implementation Status

Information letter to residents to be hand delivered December 2014

Recommendations

- Option C: Take no further action at this time and refer Lumley Road to annual review to investigate further the possibility of strategically placed waiting restrictions

Residents to be informed by letter of the results of the consultation and decision taken.

Contact Details

Author:
Sue Gill
Traffic Technician
Network Management
Tel No. (55)1497

Manager Responsible for the Report:
Alistair Briggs
Traffic Network Manager

**Report
Approved**

✓

Date

Date

04/11/2014

Wards Affected: Clifton**All****For further information please contact the author of the report**

Annex A: Copy of Consultation Documents

Annex B: Précis of comments received from Residents

Annex C: Members Comments

Annex D: Community Impact Assessment

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

17 May 2018

Report of Corporate Director of Economy and Place

North York Bus Improvement Scheme**Summary**

1. This Decision Session paper sets out a scheme to improve the reliability of bus services on Wigginton and Haxby Roads and requests permission from the Executive Member to go out to consultation on the scheme with local residents, businesses and other effected stakeholders.

Recommendations

2. That the Executive Member gives permission for the further development of the scheme set out in this paper – specifically that the scheme now goes forward to public consultation and engineering development with a final decision to be taken on whether to proceed with the scheme after the Summer.

Reason: This will allow the scheme to be delivered in early 2019.

Background

3. The Haxby Road and Wigginton Road corridors are critical to bus services in York, but suffer from congestion. There is ongoing development on both corridors (for example, increasing demand from traffic to and from York District Hospital, and the future demand from the Nestle South development), and traffic modelling work undertaken to support York's Local Plan shows substantial increases in delay in the area, particularly on Wigginton Road as a result of generalised traffic growth in York.
4. Accordingly, City of York Council has been taking forward a phased improvement programme for the Haxby Road and Wigginton Road corridor. The first stage of this programme has been the improvements made to the Clarence Street/ Lord Mayor's Walk

junction in Summer 2017. The scheme discussed in this paper allows an extension of this approach to cover the area between the northern end of Clarence Street and Crichton Avenue/ Wigginton Road junction.

5. The Haxby Road and Wigginton Road corridors are complex in traffic terms. There are multiple junctions, particularly on Wigginton Road, and these junctions have interactions with one-another, and other traffic features such as bus stops. Cumulatively they impose a lot of “side-friction” on traffic as it travels along the corridor, slowing it down. As such, conventional modelling techniques which look at the capacity of individual junctions offer only a partial analysis of conditions on the corridor. Consequently, the work presented here has been informed by a VISSIM micro-simulation model which can look at the cumulative effect of a number of interventions on the corridor being taken forward together. It should also be noted that, as this work is part of an ongoing programme to improve reliability on this corridor, development of the VISSIM model will allow CYC to evaluate further interventions on the corridor as development sites come forward and/ or traffic volumes increase in the area. More information about the model, and the tests conducted using it, can be found in Annex A of this paper. It should be borne in mind that the tests presented in Annex A are not exhaustive.
6. Observation, analysis of bus journey time data and modelling all indicate that, since the improvements made at the Clarence Street/ Lord Mayor’s Walk junction, the worst source of unreliability for buses on the corridor is found on the stretch of Wigginton Road between the Crichton Avenue bridge and the Wigginton Road/ Haxby Road/ Clarence Street junction. The delays are particularly severe at Hospital shift start and end times. At these times it usually takes around 8 minutes (and sometimes much longer) for buses to cover the 1.5 km between Crichton Avenue and the Bootham/ Gillygate junction – an average speed of 7mph.
7. Slow and unreliable journey times inconvenience all road users, frustrate policies to encourage bus use to the Hospital and worsen local air quality. Because the bus services on Wigginton Road and Haxby Road travel to other districts in York, improvements here can beneficially effect services across the York area. Also, more reliable journey times on the approaches to York city centre reduces the need for buses to wait time in the city centre because operators don’t need to leave extra time in schedules to accommodate unreliability.

8. York's Better Bus Area programme includes an allocation of funds to enact measures which improve the reliability of bus services in the city and because some of the worst delays in York are found on Wigginton Road a funding allocation was made from the Better Bus Area to develop a scheme to reduce delays in this area.
9. Work on this phase of the Wigginton Road/ Haxby Road scheme to date has consisted of:
 - The micro-simulation modelling exercise to assess the effectiveness of various interventions
 - Outline engineering design and feasibility assessment of potential interventions
 - Discussion with York's bus operators about their assessment of delays in the area and potential solutions
 - An internal consultation to assess whether there are, within City of York Council, any fundamental technical objections to pursuing the scheme.
10. The modelling work showed that it is possible to improve journey times for buses on Wigginton Road through three interventions:
 - Remodelling the Wigginton Road/ Haxby Road/ Clarence Street junction (as shown in figure 1) to prioritise Wigginton Road traffic (saving of up to 20 seconds);
 - Replacing the existing mini-roundabout at the junction between Fountayne Street, Wigginton Road and the Hospital's northern access road with a conventional give way junction (figure 2) (saving of up to 10 seconds); and
 - Working with the bus operators to reduce the amount of time buses wait at the Fountayne Street pair of stops – by making changes to their fares structures and timing points so that vehicles no longer have to wait time at these stops (saving of up to 10 seconds).
11. However, cumulatively, by reducing "friction" along the corridor the three interventions enacted together are estimated to be able to reduce average journey times for buses by up to 90 seconds southbound on Wigginton Road in peak traffic, and 30 seconds northbound. Southbound journey times on Haxby Road would increase slightly – by around 10 seconds, because of the additional priority given to Wigginton Road traffic. Although the measures are being taken forward to benefit bus services, the benefits will be felt by all road users on Wigginton Road. It is estimated, from the modelling work undertaken, that the benefits just for buses and their passengers will be around 3 times the cost of the measures. Bus operators are supportive of the project.

12. Improving conditions for pedestrians and cyclists has been a critical consideration in the design process for the interventions proposed here. The conceptual designs made in the project so far have sought to enlarge the pedestrian islands at the Clarence St/ Haxby Road/ Wigginton Road junction and reduce conflicts at the Fountayne Street/ Wigginton Road junction by replacing the existing mini-roundabout with a conventional priority junction, which will reduce conflicts experienced by cyclists heading straight along Wigginton Road – the majority of cyclists on the corridor. Attention will also be given to the movement between Wigginton Road and Clarence Street/ Lowther Street, where there currently exist conflicts between cyclists travelling from Wigginton Road to Clarence Street and other traffic travelling from Wigginton Road to Lowther Street. The designs produced to date have not been subject to a road safety audit – as this is something which will take place in the next stage of the project – and will focus in greater depth on resolving conflicts between vehicle traffic, cyclists and pedestrians.
13. A separate modelling exercise considered the potential impacts of changes to traffic arrangements on Fountayne Street and Vyner Street – specifically whether there could be a benefit of reopening these streets to general traffic. It was concluded that, whilst this intervention would reduce traffic volumes and delays experienced on Wigginton Road and at the Wigginton Road/ Haxby Road/ Clarence Street junction, it was not acceptable to progress it because of the negative impact on the amenity of Fountayne Street and Vyner Street which would see substantial increases in traffic volumes, queuing traffic and noise and emissions from traffic in areas which currently see very low traffic volumes. It would also be contrary to City of York Council’s adopted mode hierarchy which places the needs of pedestrians and cyclists above those of drivers.
14. Work is also ongoing with York District Hospital to reduce the impact of Hospital traffic in the area by improving the NHS Trust’s travel plan capability. Within the next year City of York Council officers will also be assessing options for improving traffic flow in the Crichton Avenue bridge area, although interventions here could be very expensive if they require significant infrastructure work on the bridge and its approaches – and it may not be possible to achieve a significant improvement which is affordable.

Figure 1: Wigginton Road/ Haxby Road/ Clarence Street junction conceptual design (superimposed on existing junction)

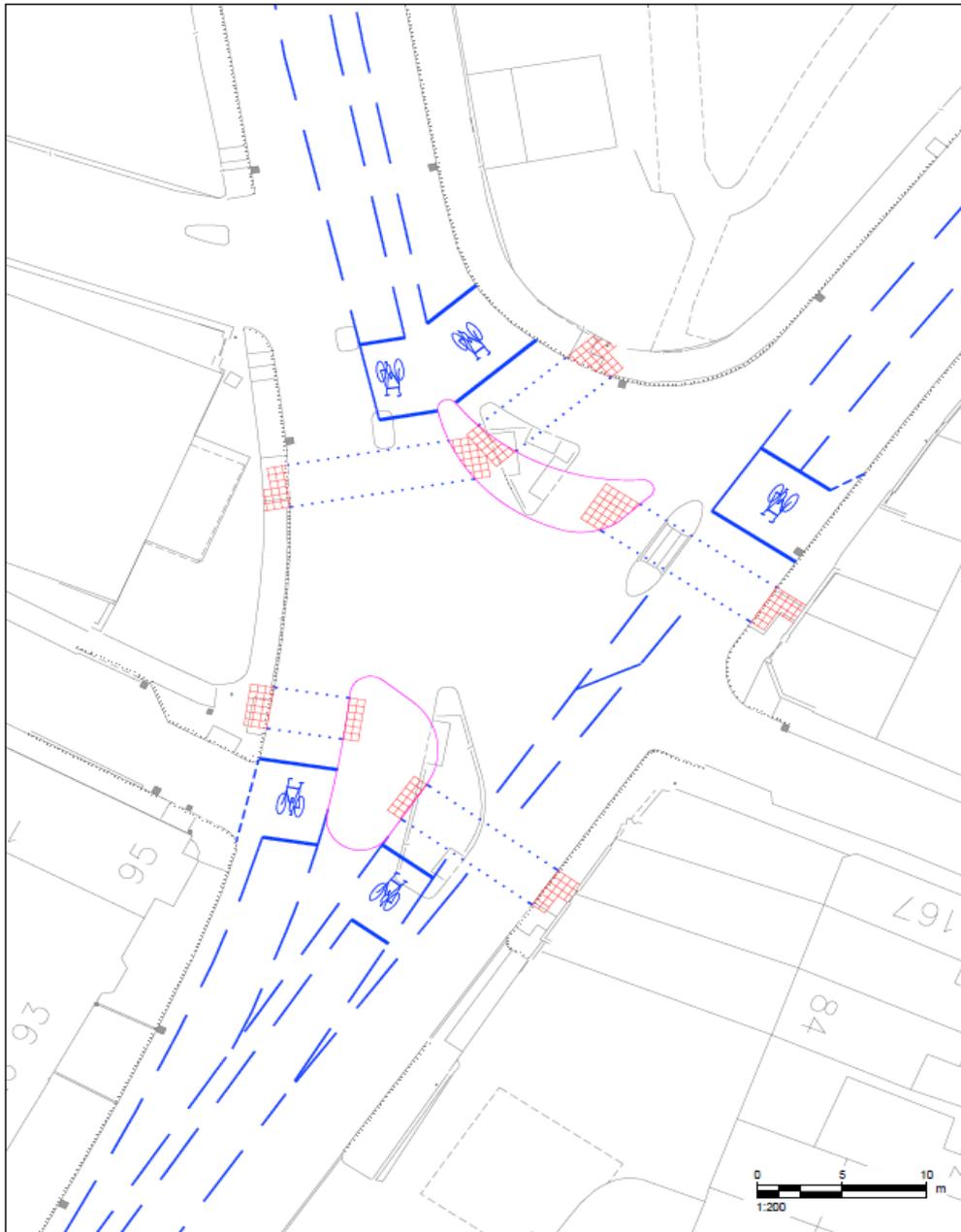


Figure 2: Wigginton Rd/ Fountayne St junction conceptual design



15. Initial engineering feasibility studies have shown that the proposed interventions in this phase of the scheme are broadly feasible and deliverable within a budget of £150,000 to £200,000.
16. The scheme has been shared with bus operators, who are supportive of the measures, and has been consulted on with key officers within City of York Council, who have not raised any fundamental objection to the scheme, although the exercise has

highlighted the need for detailed design to best meet the requirements of cyclists and pedestrians on the corridor.

17. If the Executive Member approves putting the scheme out to public consultation, then an indicative timescale for delivering the scheme would be:
 - Public consultation: June 2018
 - Consideration of responses and engineering implications: July/ August 2018
 - Road Safety Audit: August 2018
 - Final Decision to proceed: September 2018
 - Scheme enacted: Early 2019 (dependent on roadspace availability/ labour availability around other works in the city).

Corporate Strategy

18. Considering this matter does not impact on the corporate strategy.

Implications

19. The following are the only identified implications.
 - **Financial** – A budget of £250,000 has been identified for delivering this project, funded by York’s Better Bus Area. Approximately £50,000 has been spent on scheme development so far, and it is anticipated that the scheme will cost around a further £200,000 to deliver. If this decision session grants permission to further develop the scheme, then a detailed cost estimate for the scheme will be prepared. It should be noted that the expenditure on scheme development also supports the development of further interventions on the corridor as detailed in paragraph 6 above.
 - **Human Resources (HR)** - There are no HR implications
 - **Equalities** - There are no equalities implications
 - **Legal** – There are no legal implications.
 - **Crime and Disorder** - There are no Crime and Disorder implications
 - **Information Technology (IT)** - There are no IT implications
 - **Property** - There are no property implications as all works are taking place within public highway boundaries.

Risk Management

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

Contact

Details:

Author

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

Chief Officer Responsible for the Report

Neil Ferris
Corporate Director Economy and Place

**Report
Approved**



Date 30.04.18

Wards affected:

Clifton, Guildhall, Haxby & Wigginton, Heworth,
Huntington & New Earswick

Annex:

Annex A – Clarence Street Bus Priority

Clarence Street Bus Priority

VISSIM Option Testing

City of York Council

31 August 2017

City of York Council
West Offices
Station Rise
York
YO1 6GA

Quality Information

Prepared by



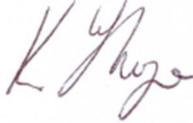
Chris Cuckson
Senior Consultant

Checked by



Heather Hawkins
Principal Consultant

Approved by



Katy Thorpe
Associate Director

Revision History

Revision	Revision date	Details	Authorized	Name	Position

Distribution List

# Hard Copies	PDF Required	Association / Company Name

Prepared for:

City of York Council

West Offices
Station Rise
York
YO1 6GA

Prepared by:

Chris Cuckson
Senior Consultant
T: 01904 682571
E: chris.cuckson@aecom.com

AECOM Infrastructure & Environment UK Limited
16 Toft Green
York
YO1 6JT
UK

T: +44 (1904) 652709
aecom.com

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1. Introduction

1.1 Study Overview

AECOM have been working in collaboration with City of York Council (CYC) to produce weekday morning, inter peak and evening peak period base VISSIM micro-simulation models of the Clarence Street / Wigginton Road and Haxby Road corridors. Bus journey time data shows that bus reliability along these corridors is particularly poor. The agreed purpose of the base models was to provide a platform for scheme option assessment focussing on bus priority and addressing congestion hotspots along these corridors.

Following a meeting with CYC on 4th April 2017, 12 options were identified for testing. These options include a mixture of measures that could be delivered in the short and long term. The focus of these measures has been Wigginton Road and this link has the highest levels of friction, provides access to York District Hospital, and offers the most scope for improvement measures.

The objective of this commission has been to model each of the options in all time periods, and use model outputs to assess the impact of the proposals using agreed key performance indicators.

1.2 Site and Location

The modelled area covers the Clarence Street / Wigginton Road and Haxby Road corridors and includes six main junctions, which are summarised below:

- St Leonard's Place / Gillygate Road signalised junction;
- Gillygate Road / Lord Mayor's Walk signalised junction;
- Clarence Street / Haxby Road signalised junction;
- Wigginton Road / York Hospital main access roundabout;
- Wigginton Road / Crichton Ave signalised junction; and
- Haxby Road / Haley's Terrace roundabout.

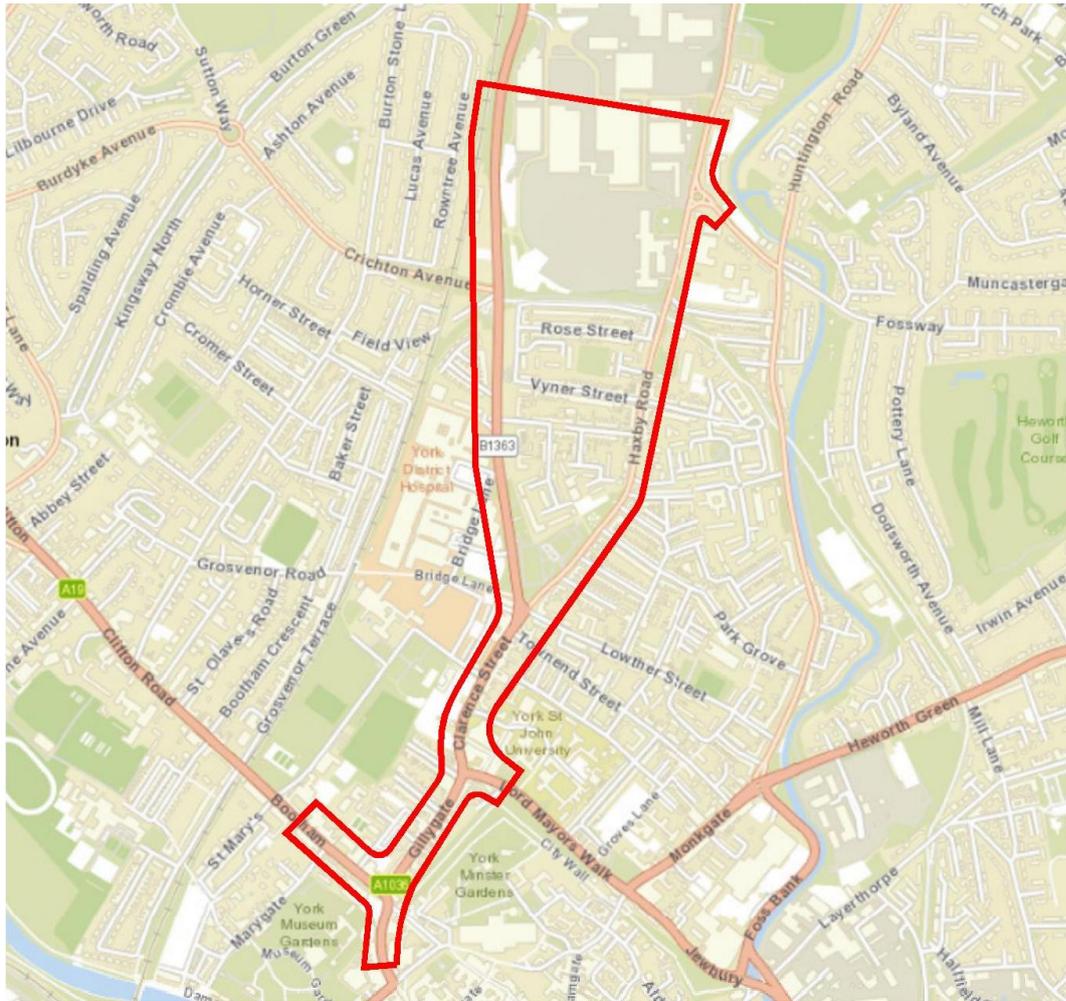
The Exhibition Square Interchange is located in the south of the modelled area, with services for more than ten bus routes, including seasonal tourist buses, departing from here.

St Leonard's Place and Gillygate form part of the Inner Ring Road. Clarence Street / Wigginton Road and Haxby Road are two radial routes that lead to the Outer Ring Road, both of which have frequent bus services. York Hospital is located to the west of Wigginton Road and accessed from this link. York St John's University buildings are located to the east of Clarence Street and accessed from this link.

Congestion and delay frequently occur in the study area, particularly on the Gillygate and Wigginton Road links. There are a range of contributory factors including geometric constraints associated with the historic nature of certain links, conflicting flows at the hospital accesses, friction between traffic and stopped buses and traffic signal controlled junctions operating at or close to capacity.

The model area extent is shown in **Figure 1** below:

Figure 1: Model area extent



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1.3 Report Structure

The report is structured as follows:

- **Section 2 Option Overview;**
- **Section 3 Option Assessment;** and
- **Section 4 Summary and Conclusions.**

2. Option Overview

2.1 Introduction

This section of the report details the scenarios that have been modelled as part of this commission. It is structured as follows:

- **Existing Conditions** - details the issues the options are trying to address;
- **Assessment Criteria** - how options have been assessed; and
- **Option Overview** - describes the options; and details the modelling methodology for each scenario.

Please note that no changes have been made to general traffic, cycle traffic or bus time tables between the base and the following scenarios.

2.2 Existing Conditions

Wigginton Road is a congested corridor, and is notable for the inter peak congestion that occurs. This is considered to reflect relatively high flow demands related to Inner Ring Road traffic and hospital traffic and the number of capacity pinch points within the study area.

Key capacity constraints within the study area include:

- Wigginton Road / Haxby Road signalised junction with low saturation flows and high cycle times, resulting in queuing on all approaches, particularly Wigginton Road southbound;
- Wigginton Road / York Hospital main access mini-roundabout with high right turn flows and occasional blocking back from internal queuing onto the highway. Wigginton Road southbound has to give way to the Hospital Access;
- Fountayne Street mini-roundabout: Wigginton Road traffic has to give way to side roads; and
- Wigginton Road / Crichton Avenue signalised junction with low saturation flows, high cycle times and right turning traffic from Wigginton Road to Crichton Avenue frequently obstructing ahead traffic.

Traffic is also slowed along the corridor due to “friction” associated with:

- Interaction between pedal cycles and general traffic in locations where narrow lanes make overtaking difficult;
- Buses stopping at bus stops delaying traffic at a number of locations where overtaking is either difficult or impossible, this can in turn exacerbate delays for following buses;
- Interaction between moving vehicles and parked vehicles;
- Vehicles from side roads or car park accesses aggressively joining main road traffic flow;
- The Zebra crossing on Haxby Road and the Toucan crossing by the hospital; and
- Geometric constraints and poor visibility.

Improving bus journey times on Wigginton Road is challenging due to the levels of traffic flow and physical constraints of the corridor which make it difficult to introduce additional capacity at junctions.

2.3 Scenario overview and modelling assumptions

Table 1 overleaf details the options that have been modelled as part of this commission and details modelling assumptions that were agreed with CYC.

The base model has been updated with the committed upgrade of the Clarence Street / Lord Mayor's Walk / Gillygate junction and revised signals. This Do Minimum is referred to as Lord Mayor's Walk (LMW) Improvements.

Table 1: Scenario overview and modelling assumption

Type	Option number	Description	Purpose of Option
Do Nothing Option	LMW Improvements	Inclusion of new Clarence Street / Lord Mayor's Walk junction layout and signal timings	Update base model to reflect committed changes to highway network
Clarence Street Option	Option 2	LMW Improvements + Test of inbound bus lane on Clarence Street	Determine if an inbound bus lane and bus gate on Clarence Street would improve bus journey times
Wigginton Road Bus Diversion	Option 3	LMW Improvements + Moving all buses (Routes 1 & 5) onto Wigginton Road (via Nestle development link road) with existing signal timings	Assess impact of increasing bus services which directly serve the hospital
	Option 4	Option 3 + Amended signal timings at Haxby Road / Wigginton Road junction	Re-optimize signal timings because no buses run on Haxby Road and more buses run on Wigginton Road.
	Option 5	Option 4 + Wigginton Road / Fountayne Street - Convert from mini roundabout to priority junction.	Reduce delay to Wigginton Road incurred by giving way to side arms.
	Option 6	Option 4 + Wigginton Road / Hospital Access - Convert from mini roundabout to signal controlled junction.	Reduce friction on Wigginton Road caused by Wigginton Road traffic giving way to side arms
	Option 7	Option 4 + Wigginton Road / Hospital Access - Convert from mini roundabout to signal controlled junction + removal of parking on east side of Wigginton Road to convert to traffic lane	Reduce friction on Wigginton Road caused by Wigginton Road traffic giving way to side arms and increase southbound capacity at the Hospital Access junction
	Option 8	Option 4 + Amalgamation of bus stops on Wigginton Road	Reduce journey time for buses by consolidating bus stops and reduce exit blocking at Crichton Avenue caused by traffic queuing behind dwelling buses at Feversham Crescent bus stop
	Option 9	Option 4 + Redesign of Wigginton Road / Haxby Road / Clarence Street junction	Simplify junction, improve pedestrian facilities, increase saturation flow from Clarence Street to Haxby Road; maintain capacity
	Option 10	Option 5 + Option 8 + Option 9	Combine benefits from options 5, 8 & 9
Wigginton Road No Bus Diversion	Option 11	Option 5 + Option 8 + Option 9 but with existing bus routing	Combine benefits from options 5, 8 & 9 and assess benefits if buses are not rerouted onto Wigginton Road.
	Option 12	Option 11 + Route 6 stops within York Hospital grounds + Route 40 amalgamated bus stop	Assess impact of providing direct access for Route 6 into Hospital grounds.

3. Option Assessment

3.1 Introduction

This chapter presents the results from the Option Assessments (for ease of reading detailed results are placed in the Appendices). This chapter is structured as follows:

- **Modelled Journey Times** - details the journey time segments used to assess the options;
- **Results Summary** - provides a summary of journey time results; and
- **Detailed Results** - are presented for each option separately, result charts are provided in Appendix B to Appendix M

3.2 Modelled Journey Times

The purpose of this study is to assess scheme options to improve bus reliability and address congestion hotspots along these corridors. The model outputs used to assess the effectiveness of each option are as follows:

- Route 1 Bus Journey Time;
- Route 6 Bus Journey Time; and
- General Traffic Journey Times.

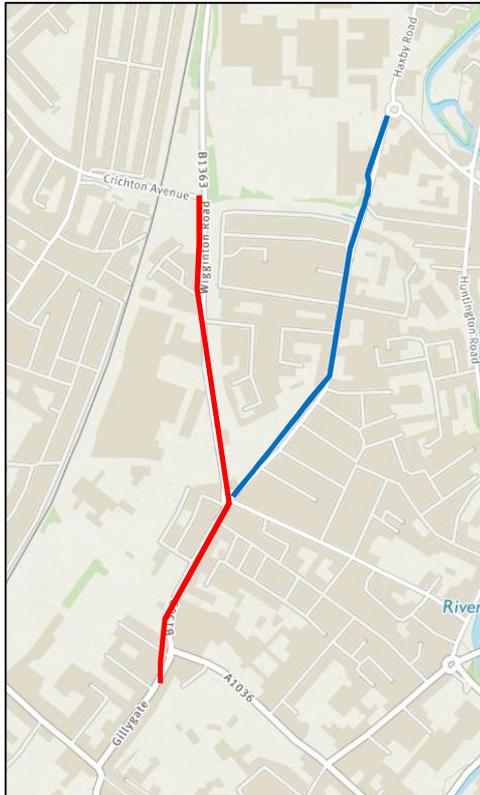
A successful option would reduce bus journey times and improve or maintain general traffic journey times. The assessment routes are shown overleaf.

3.2.2 General Traffic Journey Time Routes

Two general traffic journey times have been extracted from the model. The first (red line) travels from Crichton Avenue / Wigginton Road to the Gillygate / Bootham junction.

The second journey time (blue line) starts at Haxby Road / Haley Terrace junction and extends to the Clarence Street / Haxby Road / Wigginton Road junction.

Figure 3: Route 1 general traffic journey time routes



3.3 Results Summary

Table 2 overleaf provides a high level summary of the option testing undertaken, each option is then discussed in detail in the following sections. Summary charts have also been added for bus and general traffic journey times. In summary:

- The Lord Mayor's Walk Improvements - bus journey times reduce in the AM and are maintained in the inter peak and PM;
- Diverting bus routes 1 and 5 onto Wigginton Road causes a significant increase in journey times for buses and general traffic. None of the options considered within this study reduce journey times back to those in the Lord Mayor's Walk Improvements; and
- Journey times can be improved on Wigginton Road with a combination of packages, but only if buses are **not** diverted onto Wigginton Road.

Table 2: Results summary

Description		Summary	Page
LMW Improvements (Do Nothing Option)			
1	New Clarence Street / Lord Mayor's Walk junction layout and signal timings	Additional green time given to Clarence Street and taken from Lord Mayor's Walk. Bus times improve in the AM by circa 1 minute, no change in inter peak and PM	13
Clarence Street			
2	LMW Improvements + Bus gate on Clarence Street	Bus gate reduces capacity of Clarence Street inbound for general traffic which causes delay to buses which is not mitigated by the bus lane provided	15
Wigginton Road Bus Diversion			
3	LMW Improvements + Moving all buses onto Wigginton Road.	Significant increase in bus journey times (up to 4 minutes southbound) due to additional buses (from approximately 5 to 14 in each direction) on Wigginton Road which dwell and cause increased queuing and blocking back	16
4	Option 3 + Amended signal timings at Haxby Road / Wigginton Road junction	Additional green time given to Wigginton Road improves times compared with Option 3 but times significantly greater than with LMW Improvements	17
5	Option 4 + Wigginton Road / Fountayne Street - priority junction	Improves times compared with Option 4 but times significantly greater than LMW Improvements	18
6	Option 4 + Wigginton Road / Hospital Access signal controlled junction	Journey times increase compared with Option 4, due to delay caused by signals and entry starving of junction due to short southbound flare	19
7	Option 4 + signal controlled junction with longer southbound flare	Southbound lane introduced however entry starving still occurs. Performs better than Option 6 but worse than Option 4	19
8	Option 4 + Amalgamation of bus stops on Wigginton Road	Journey times improve in the AM Peak compared with Option 4, but increase in the inter peak and PM. Journey times are longer than with LMW Improvements	20
9	Option 4 + Redesign of Wigginton Road / Haxby Road / Clarence Street junction	Journey times improve in the AM compared with Option 4 and increase in inter peak and PM. Journey times longer than with LMW Improvements	21
10	Option 5 + Option 8 + Option 9	AM journey times improve compared with Option 4. Journey times longer than with LMW Improvements	22
Wigginton Road No Bus Diversion			
11	Option 5 + Option 8 + Option 9	Journey times improve compared with LMW Improvements.	22
12	Option 11 + Route 6 stops within York Hospital grounds	Journey times improve compared with LMW Improvements but to a lesser extent than Option 11.	23

Figure 4 - Summary Bus Journey Time Charts

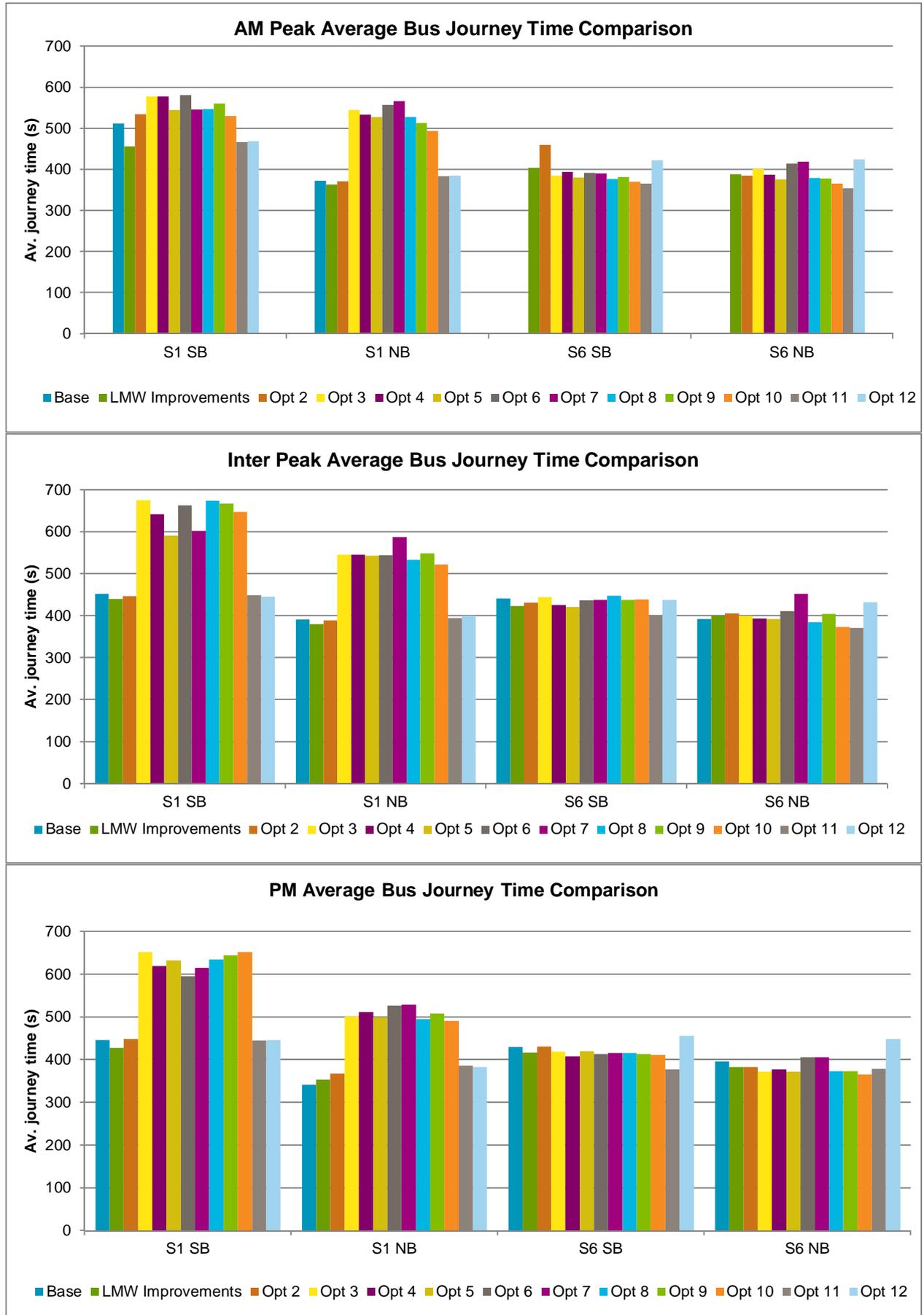
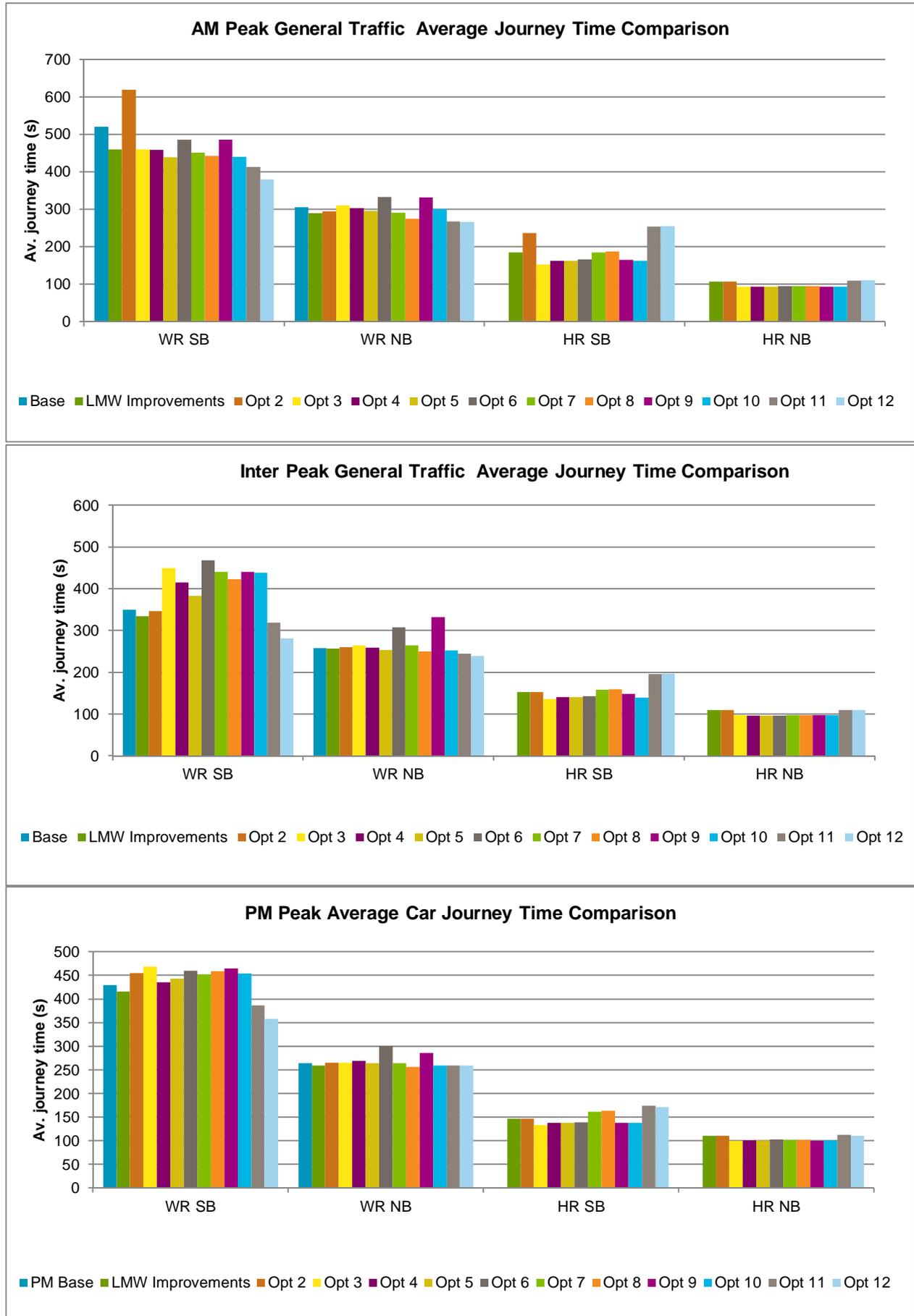


Figure 5 - Summary General Traffic Journey Time Charts



3.4 Baseline with Lord Mayor's Walk Junction Improvements

3.4.1 Introduction

Recent changes have been made to the Lord Mayor's Walk junction with Clarence Street which include:

- Widening of Clarence Street inbound;
- Traffic signal cycle time reduced to 96 seconds; and
- Green time reduced on Lord Mayor's Walk and increased on Clarence Street to give more priority to junction arm with bus services.

The Lord Mayor's Walk junction improvements journey times provides a baseline from which to compare options against.

3.4.2 Bus Journey Times

Bus journey times reduce southbound in all peaks, the time savings occur between York St John University's bus stop and Gillygate, as a result of the signal changes.

The greatest journey time improvement, of approximately one minute, takes place in the AM peak. Marginal improvements are seen in the inter peak and PM peak. The difference in impacts between peaks is likely to be associated with the extent of blocking back from Gillygate and the impact on Lord Mayor's Walk traffic.

3.4.3 General Traffic Journey times

Journey times reduce southbound in all peaks as a result of signal changes, with the majority of change between York St John University's bus stop and Gillygate. The results are consistent with the bus journey times, with an improvement of approximately 1 minute in the AM peak and minor improvements in the inter peak and PM peak.

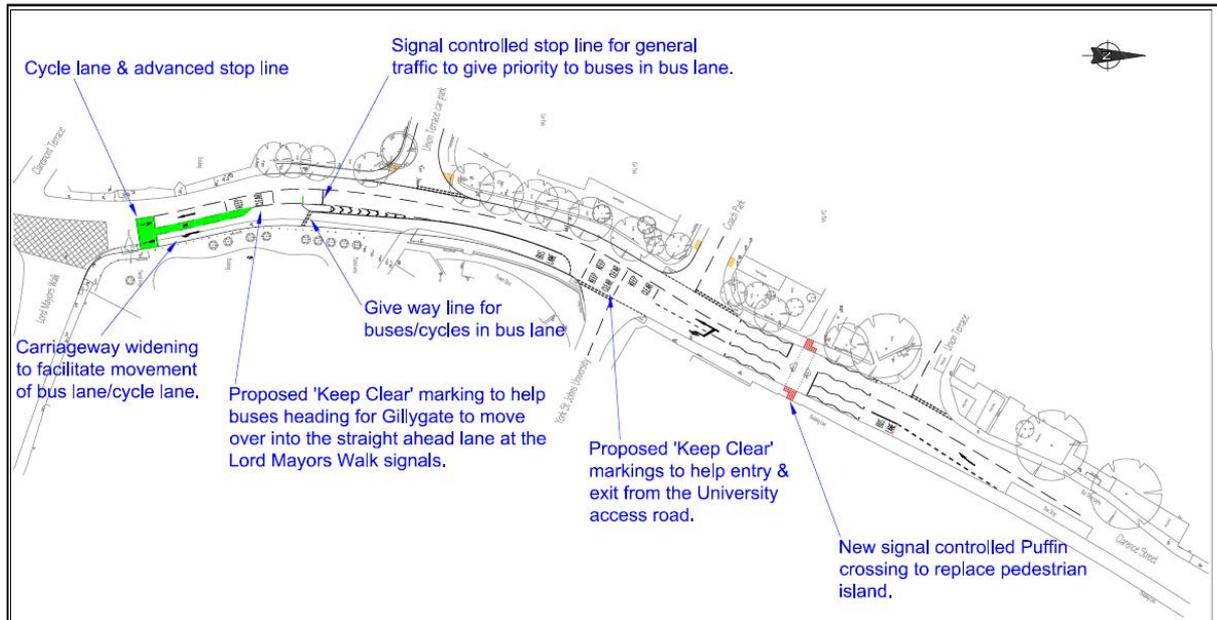
The different journey time impacts between peaks are likely to be associated with the extent of blocking back from Gillygate. If blocking back occurs, traffic from Clarence Street cannot proceed onto Gillygate.

Lord Mayor's Walk journey times increase in the AM peak by approximately 0.5 minutes. This is because additional green time is being provided to Clarence Street, and less green time provided to Lord Mayor's Walk.

3.5 Option 2 Inbound Bus Lane on Clarence Street

In this option, an inbound bus lane with bus gate is provided on Clarence Street, as shown in **Figure 6** below. A puffin crossing is provided to replace the existing pedestrian island. To accommodate the bus lane, the right turn pockets from Clarence Street into Bootham Hospital car park and Union Terrace are removed.

Figure 6: Bus gate layout



3.5.1 Option 2 Bus Journey Times

The inbound bus gate does not improve bus journey times. This is particularly true in the AM peak, where Route 1 southbound journey time increases by approximately 1.3 minutes and the Route 6 southbound journey time increases by 1.5 minutes. In the inter peak and PM peak the southbound journey times are increased to a lesser extent.

The bus gate and bus lane shift the traffic queue further back up Clarence Street; this can cause exit blocking from Wigginton Road and Haxby Road (which affects buses). The traffic queue is also increased by the removal of right turn pockets from Clarence Street. Furthermore the traffic queue can prevent buses from being able to enter the bus lane. The Puffin Crossing adds additional delay to traffic.

3.5.2 Option 2 General Traffic Journey Times

Southbound journey times increase. In the AM peak the Wigginton Road journey time increases by 2.5 minutes and Haxby Road by 0.8 minutes. The inter peak journey times are marginally affected. In the PM peak, southbound Wigginton Road journey times increase by approximately 0.5 minutes.

Vehicles turning right into Union Terrace car park can obstruct ahead traffic resulting in wasted green time.

3.6 Option 3 Routes 1 and 5 Divert onto Wigginton Road

In this option a bus only link is provided through the Nestle South Site allowing buses to divert from Haxby Road onto Wigginton Road. This would increase the number of services providing direct access to the Hospital.

Routes 1 and 5 stop at Feversham Crescent and Hospital stops with dwells taken from Route 6. No changes were made to Route 6 dwell times. There is an approximate increase in peak hour bus flows from 5 to 14 in each direction.

No changes were made to signal timings.

3.6.1 Option 3 Bus Journey Times

Journey time increases on Route 1, due to a combination of longer distance (*c300m*) to travel and the higher levels of congestion on Wigginton Road compared with Haxby Road. Journey times increase by 2 minutes in the AM peak, and by 4 minutes in the inter peak and PM peak.

Route 6 southbound increases by 1.5 minutes in the AM peak, 2.5 minutes in the inter peak and 4 minutes in the PM peak. Journey time increases on inbound Route 6 occur on Crichton Avenue, likely to be associated with increased exit blocking from Wigginton Road due to higher flows on Wigginton Road and more buses stopping at the bus stops.

The potential increases in journey time on Wigginton Road, caused by re-routing Routes 1 and 5 are significant. Options (3 to 10) examine ways to mitigate against this increase in journey time.

3.6.2 Option 3 General Traffic Times

Journey times increase southbound on Wigginton Road during the inter and PM peaks (by approximately 2 minutes and 1 minute respectively) on the approach to the junction with Crichton Avenue. This is likely to be associated with increased exit blocking from more stopped buses by Feversham Crescent and higher bus flows. Bus dwell times are greatest in the inter peak, resulting in a larger increase in journey time.

There are minor journey time increases northbound on Wigginton Road, on the approach to the Crichton Avenue junction; these may be associated with increased bus flows / stopping buses.

There are small reductions in Haxby Road journey time due to the removal of buses.

3.7 Option 4 Amend Signal Timings at Haxby Road / Wigginton Road

Option 4 is based on Option 3. In Option 4 the signal timings at Haxby Road / Wigginton Road have been amended to effectively transfer approximately 4 seconds green time to Wigginton Road (to accommodate the additional buses) time from Haxby Road (as all buses now travel on Wigginton Road).

3.7.1 Option 4 Bus Journey Times

There are reductions in southbound journey times between Option 3 and Option 4. In the inter peak, journey times reduce by between 0.5 and 0.8 minutes, and in the PM peak, by between 0.5 and 1.8 minutes; there is no improvement in the AM peak southbound. Despite the improved journey times in Option 4 compared to Option 3, they are not comparable with those achieved by the LMW Improvements.

The journey time reductions on Route 1 are smaller than on Route 6 due to the different approach to the Crichton Avenue junction.

3.7.2 Option 4 General Traffic Journey Times

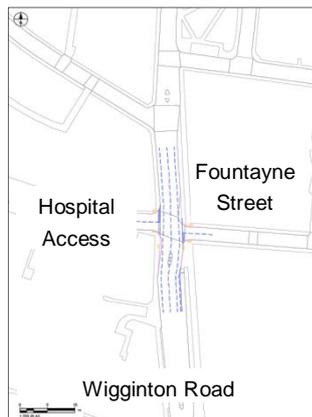
Southbound journey times on Wigginton Road reduce by approximately 0.5 minutes in the inter peak and PM peak compared with Option 3. However, southbound journey times on Wigginton Road compared with LMW Improvements increase by 1.3 minutes in the inter peak and 0.3 minutes in the PM peak.

3.8 Option 5 - Convert Wigginton Road / Fountayne Street from mini roundabout to priority junction

A cause of friction on Wigginton Road is that Wigginton Road traffic must give way to traffic emerging from the northern Hospital access and Fountayne Street. In this option the friction is removed by converting the Wigginton Road / Fountayne Street mini roundabout to a priority junction, as shown in **Figure 7** below.

Option 5 is built on Option 4 with re-routed buses and amended Wigginton Road / Haxby Road signal timings.

Figure 7: Wigginton Road / Fountayne Street priority option



3.8.1 Option 5 Bus Journey Times

Option 5 reduces the frequency of exit blocking at the Crichton Avenue junction. In the AM peak the Route 1 southbound journey time reduces by 0.5 minutes and for Route 6 by 1.8 minutes. In the inter peak the reduction is 0.85 minutes and 1 minute respectively. In the PM peak, southbound journey times increase slightly.

Route 6 journey times are between 0.3 and 2.7 minutes greater in Option 5 compared with those for the LMW Improvements.

3.8.2 Option 5 General Traffic Journey Times

Southbound journey times improve by 0.3 minutes in the AM peak and 0.5 minutes in the inter peak. PM journey times increase marginally by 8 seconds, this is in effect 'no change'. Option 5 southbound journey times are still 0.3 to 0.8 minutes greater than those for the LMW Improvements.

Converting Wigginton Road / Fountayne Street into a priority junction does not reduce journey times back to those achieved by the LMW Improvements.

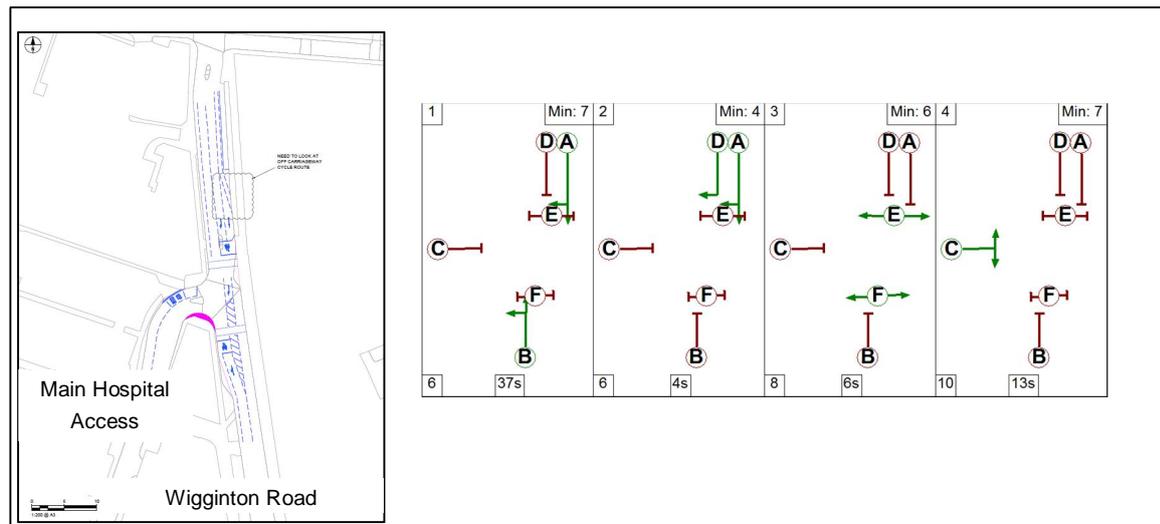
3.9 Option 6 Convert Wigginton Road / Hospital Access from a mini roundabout to a signal controlled junction.

Option 6 is built on Option 4 with:

- Re-routed buses;
- Amended Wigginton Road / Haxby Road signal timings; and
- Wigginton Road / Main Hospital Access converted from a mini roundabout to a signal controlled junction.

The junction layout and signal stages are shown below in **Figure 8**.

Figure 8: Signal controlled hospital access



3.9.1 Option 6 Bus Journey Times

Journey times increase as a result of blocking back to Crichton Avenue from the signalised junction at the main hospital access. The short southbound flare into the junction results in frequent entry starvation due to queuing right turning vehicles. The increased journey times may also be associated with the extent of exit blocking from the downstream southbound bus stops. The greatest increase in journey times occurs during the inter peak and PM peak which have the longest bus dwell times.

3.9.2 Option 6 General Traffic Journey Times

Journey times increase in all time periods, caused by the issues noted above.

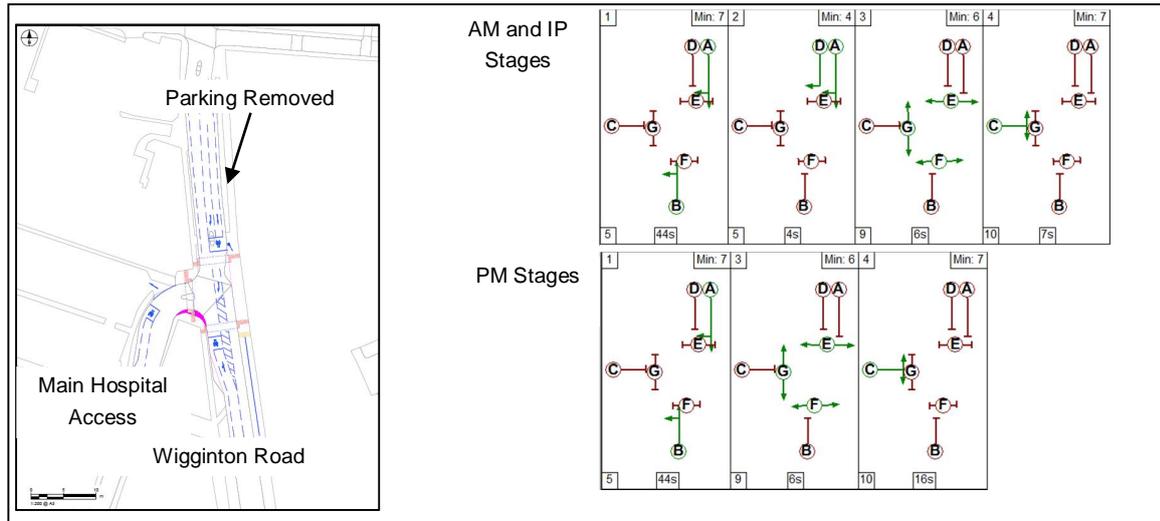
3.10 Option 7 Increased Flare at Signalised Hospital Access

Option 7 is built on Option 4 with:

- Re-routed buses;
- Amended Wigginton Road / Haxby Road signal timings;
- Wigginton Road / Main Hospital Access converted from a mini roundabout to a signal controlled junction; and
- Removal of parking on east side of Wigginton Road to extend the two lane southbound flare.

The junction layout and signal stages are shown below in **Figure 9**.

Figure 9: Signal controlled hospital access with extended flare



3.10.1 Option 7 Bus Journey Times

Option 7 performs better than Option 6, particularly during the inter peak however it does not perform as well as Option 4.

3.10.2 Option 7 General Traffic Journey Times

General traffic journey times reflect the changes shown in bus journey times. In the AM peak southbound flows increased by approximately 50 vehicles (8%) on Wigginton Road south of Hospital access (smaller increases in other time periods) compared with Option 6, confirming that this option provides increased capacity.

Observation of model simulation confirms reduced blocking at the flare but there is still a considerable amount of wasted green due to blocking through the junction.

3.11 Option 8 Consolidation of Bus Stops on Wigginton Road

This option examines consolidating the bus stops on Wigginton Road into a single stop at the Hospital. The rationale being that this would reduce blocking back at Crichton Avenue and reduce the amount of time buses dwell on Wigginton Road.

The average bus dwells for all services at the York Hospital stop were increased by 50% of the Feversham Crescent average dwell time. The southbound Hospital bus stop length was extended to 40m to allow two buses to dwell simultaneously. The standard deviations used in the model were reduced to limit excessive dwells from occurring. The dwell time assumptions are summarised in **Table 3** below.

Table 3: Consolidated bus dwell times

Destination	Stop	Average Dwell (SD)		
		AM	IP	PM
SB	Original	43s (19s)	78s (24s)	47s (18s)
	Consolidated stops	55s (16s)	96s (20s)	62s (16s)
NB	Original	12s (6s)	17s (10s)	12s (9s)
	Consolidated stops	17s (6s)	26s (10s)	18s (9s)

3.11.1 Option 8 Bus Journey Times

The inbound AM peak journey time reduces by 0.5 minutes (Route 1) and 1.7 minutes (Route 6). The time savings are generated on the Crichton Avenue approach. In the AM peak the inbound travel time is similar to that experienced with the LMW Improvements.

The inbound inter peak and PM peak journey times increase. The journey times do decrease through Crichton Avenue, however this is offset by increased queuing from the Hospital bus stop and increased inefficiency of the Wigginton Road / Haxby Road junction. This is caused by buses dwelling for longer on the approach to Wigginton Road / Haxby Road junction, resulting in wasted green time.

Small increases are found in the inter peak and PM peak inbound journey times. This may reflect the increased queuing resulting from the Hospital bus stop and increased inefficiency of the Wigginton Road / Haxby Road junction operation.

3.11.2 Option 8 General Traffic Journey Times

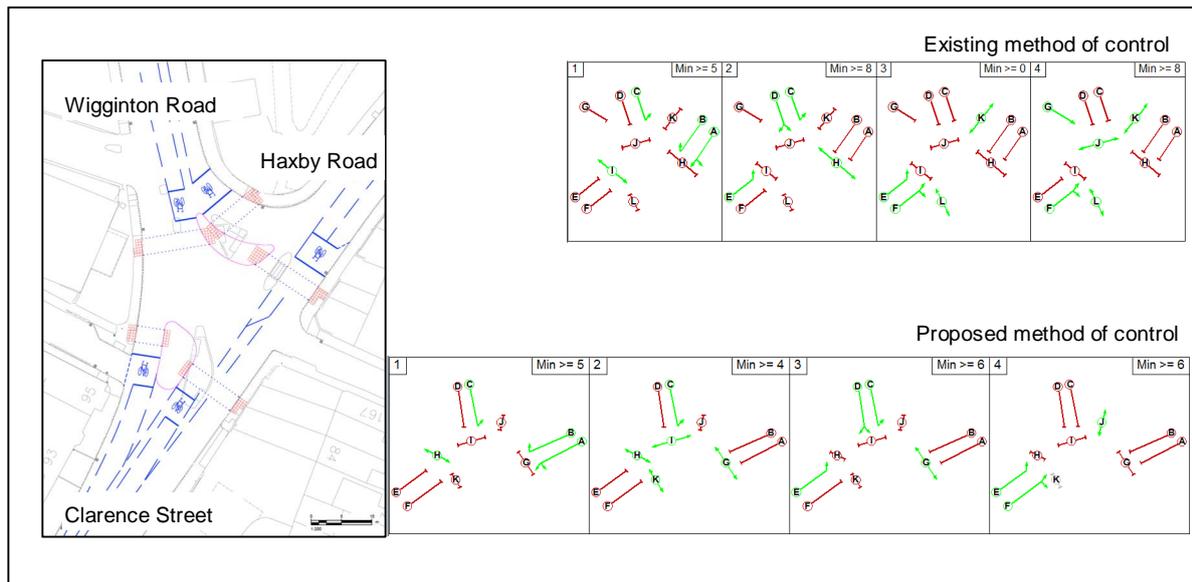
The general traffic southbound journey time changes on Wigginton Road mirror those of buses. In the AM peak, the journey time improves between Crichton Avenue and the main Hospital access where the Feversham Crescent bus stop has been removed. The southbound increase in journey time is likely to reflect the increased queue lengths from the Hospital bus stop.

3.12 Option 9 Redesign of Wigginton Road / Haxby Road / Clarence Street junction

Option 9 is built on Option 4 with:

- Re-routed buses;
- Amended Wigginton Road / Haxby Road signal timings. Bridge Lane cycle phase removed. Fixed time with 120s cycle modelled.; and
- Revised Wigginton Road / Haxby Road / Clarence Street junction layout (see **Figure 10** below).

Figure 10: Redesign of Wigginton Road / Haxby Road



3.12.1 Option 9 Bus Journey Times

In the AM peak the southbound journey time decreases by 0.5 minutes. In the inter peak and PM peak the journey time increases by 1.3 and 2.2 minutes due to an increase in delay at Crichton Avenue.

3.12.2 Option 9 General Traffic Journey Times

The southbound Wigginton Road journey time increases in the inter peak by 0.5 minutes and by 0.3 in the PM peak. The southbound Haxby Road travel time increases by approximately 0.3 minutes across each peak.

The southbound Wigginton Road journey time increases take place between Crichton Avenue and York Hospital.

The model has been configured to simulate a “worst case” scenario with demand dependent stages called every cycle. This is likely to impact the inter peak to the greatest extent. In addition, the signals have been modelled as fixed time, so if traffic is held back behind a dwelling bus the green stage will not be terminated early in the model.

3.13 Option 10 – “Mixed Package”

The following (above) options had some positive impacts on journey times on Wigginton Road:

- Option 5 – Wigginton Road / Fountayne Street converted from mini roundabout to priority junction;
- Option 8 – consolidation of Wigginton Road bus stops; and
- Option 9 – redesign of Wigginton Road / Haxby Road / Clarence Street junction.

Option 10 is formed by combining Options 5, 8 and 9.

3.13.1 Option 10 Bus Journey Times

There are journey time savings in all AM peak journeys, in particular for Route 6 southbound which experiences an improvement of 1.8 minutes. However, in the inter peak and PM peak, southbound journey times increase. Northbound journeys improve slightly in all scenarios.

3.13.2 Option 10 General Traffic Journey Times

Journey times for Wigginton Road southbound improve in the AM peak only. Northbound journey times on Wigginton Road improve slightly in all periods. Haxby Road southbound journey times reduce in all time periods and are unchanged northbound.

3.13.3 Option 10 Summary

The package of measures in Option 10 is not sufficient to offset increased journey times caused by re-routing of Routes 1 and 5 from Haxby Road onto Wigginton Road.

3.14 Option 11 Better Bus Area Package

In previous options (3 to 10) Routes 1 and 5 have been re-routed onto Wigginton Road from Haxby Road. In Option 3 it was evident that this caused an increase in journey times on Wigginton Road.

The following (above) options had some positive impacts on journey times on Wigginton Road:

- Option 5 – Wigginton Road / Fountayne Street converted from mini roundabout to priority junction;
- Option 8 – consolidation of Wigginton Road bus stops; and
- Option 9 – redesign of Wigginton Road / Haxby Road / Clarence Street junction.

Option 11 includes the above options while Routes 1 and 5 remain on Haxby Road. Option 11 has been compared with the journey times experienced with the LMW Improvements because Routes 1 and 5 have not been diverted in this option.

3.14.1 Option 11 Bus Journey Times

Route 6 southbound journey time decreases by 1.5 minutes in the AM peak, 0.4 minutes in the inter peak and 0.9 minutes in the PM peak. The majority of these savings are achieved on the Crichton Avenue approach and due to the Fountayne Street priority junction.

Route 6 northbound journey time decreases by 0.5 minutes in the AM peak, by 0.5 in the inter peak and is unchanged in the PM peak, this is achieved due to the Fountayne Street priority junction.

The Route 1 southbound journey time increases by 0.2 minutes in the AM peak, 0.1 minutes in the inter peak and by 0.3 minutes in the PM peak. Route 1 northbound journey time increases by 0.3 minutes in the AM peak, 0.2 minutes in the inter peak and 0.5 minutes in the PM peak. The delays are experienced through the Wigginton Road / Haxby Road / Clarence Street junction which has increased the journey time for Wigginton Road.

3.14.2 Option 11 General Traffic Journey Times

General traffic journey times reflect the changes shown in bus journey times. Southbound journey times improve on Wigginton Road but Haxby Road southbound journey times increase. This may be a consequence of the updated signal timings at the revised Wigginton Road / Haxby Road / Clarence Street junction combined with the return of bus services to Haxby Road (the Option 4 vs Option 9 increase was previously in the order of 20 seconds).

3.14.3 Option 11 summary

Option 11 provides a significant journey time saving for buses and general traffic on Wigginton Road, however journey times on Haxby Road increase. The redesign of Wigginton Road / Haxby Road / Clarence Street junction has been modelled as a worst case with fixed demand and demand dependent stages called each cycle so it is possible that delays may be overestimated.

3.15 Option 12 Hospital Access Option

Option 12 is a variation of Option 11, where Route 6 stops within the York Hospital site and does not stop on Wigginton Road. The rationale for this option is that it would increase bus accessibility to the Hospital. This scenario has been compared with Option 11.

3.15.1 Option 12 Bus Journey Times

The Route 6 southbound diversion into the Hospital grounds increases the journey time by circa 1 minute through the Hospital section of Wigginton Road. This increase is offset by reduced journey time from Crichton Avenue and single stop on Wigginton Road, and is quicker than the LMW Improvements journey time.

Route 6 northbound journey times also increase by approximately 1 minute due to diversion into Hospital grounds.

This option provides improved accessibility to York Hospital but with the disadvantage of additional journey time. This study has not considered if a bus stop could be practically provided within the Hospital grounds.

3.15.2 Option 12 General Traffic Journey Times

Wigginton Road southbound journey times reduce by approximately 1 minute in all time periods compared with Option 11 and by 1 minute compared with LMW Improvements. Wigginton Road northbound journey times are unaffected (compared with Option 11), and remain lower than LMW Improvements in the AM and PM peaks.

4. Summary and Conclusions

4.1 Introduction

AECOM have been working in collaboration with City of York Council (CYC) to produce weekday morning, inter and evening peak period base VISSIM micro-simulation models of the Clarence Street, Wigginton Road and Haxby Road corridors. The purpose of the base models is to provide a platform for scheme option assessment, focussing on bus priority and addressing congestion hotspots along these corridors in particular Wigginton Road.

This study could have considered other options, including more extensive redevelopment, however these were not considered within the scope of this study due to the associated timescales and political challenges.

4.2 Summary

The base VISSIM model was updated with the “on street” redesign of the Lord Mayor’s Walk, Clarence Street, and Gillygate Junction, and renewed signal timings to create a Do Minimum option called LMW Improvements. It was found that this provided a benefit to inbound bus journeys in the AM peak. This Do Minimum model was used as a basis to test the impact of a range of options on bus and general traffic journey times.

The study evaluated the provision of a southbound bus lane and bus gate on Clarence Street. It was found to increase journey times for buses because it offset the traffic queue to be further back, causing exit blocking at Wigginton Road and Haxby Road.

The study considered the impact of re-routing Routes 1 and 5 from Haxby Road via the proposed Nestle South Development onto Wigginton Road. It was found that could potentially increase journey times by up to 4 minutes southbound. This is due to increasing the number of bus services from approximately 5 to 14 per hour in each direction and the associated dwell times at the Feversham Crescent and York Hospital bus stops.

In order to mitigate the increased journey times the following options were assessed, however none of the options returned Wigginton Road journey times back to those provided by the LMW Improvements:

- Option 4: Amended Wigginton Road / Clarence Street / Haxby Road signal times to increase green time for Wigginton Road at the expense of Haxby Road;
- Option 5: Conversion of Fountayne Street / Wigginton Road junction from a mini roundabout to a priority junction;
- Option 6 & 7: Conversion of the Main Hospital Access from a mini roundabout to alternative signal controlled junction layouts;
- Option 8: Consolidation of the Wigginton Road bus stops to a single stop in each direction at the current location of the Hospital stop;
- Option 9: Upgrade of the Wigginton Road / Clarence Street / Haxby Road junction, and
- Option 10: A combination of Options 5, 8 and 9.

Two further options were considered in which bus Routes 1 and 5 were not diverted onto Wigginton Road.

Option 11 was very similar to Option 10, but without the bus diversions, and resulted in improved south- and northbound journey times on Wigginton Road.

Option 12 built upon Option 11, with a bus stop for Route 6 provided within the Hospital grounds. This provided south- and northbound travel time benefits on Wigginton Road compared with those achieved by the LMW Improvements, but to a lesser extent than Option 11.

4.3 Conclusions

It has been concluded that Routes 1 and 5 cannot be diverted onto Wigginton Road without having some detrimental impact on journey times. This is due to a combination of the requirement for buses to travel longer distances and the impact of additional bus services on the already congested Wigginton Road corridor. It is noted that other benefits, such as improved accessibility for hospital patients, visitors and staff, have not been considered within this assessment.

The Option 11 assessment provided evidence that a package of measures, comprising the removal of the mini-roundabout at Fountayne Street; the consolidation of Wigginton Road bus stops; and a revised Wigginton Road / Haxby Road junction layout, whilst maintaining existing bus routing, may deliver some journey time benefits along Wigginton Road.

There was some evidence that there may be small increases in journey times on Haxby Road although it is noted that the Wigginton Road / Clarence Street / Haxby Road proposed signals were modelled as a "Worst Case" fixed time. This means that stage lengths were not reduced when there was no traffic demand and that demand dependent pedestrian stages were called every cycle. A more efficient operation may mitigate journey time increases on Haxby Road whilst retaining the benefits shown on Wigginton Road.

It is noted that other impacts of the proposals, such as the cost to passengers currently using the existing Feversham Crescent bus stop, have not been considered as part of this appraisal. It is also recognised that changes to priority at the Fountayne Street junction may increase delays for drivers egressing the hospital grounds.

Finally the Option 12 assessment did suggest that diverting Route 6 into the hospital grounds, and removing the associated Wigginton Road stop, may have the potential to reduce delays on Wigginton Road that could reduce general traffic journey times and also mitigate against some of the additional travel time caused by the diversion. This option would also provide improved accessibility and waiting area benefits for bus passengers travelling to and from York District Hospital that have not been considered as part of this appraisal.

Appendix A Option Modelling Assumptions

Option number	Description	Data provided by CYC	Model Assumptions
LMW Improvements	Inclusion of new Clarence Street / Lord Mayor's Walk junction layout and signal timings	Layout drawing LinSig model	<p>Saturation flows assumed to remain similar to existing junction</p> <p>Claremont Terrace stage will be demand dependant and is likely to run 4 to 5 times per hour, other stages will run to their maximum.</p> <p>AECOM added an inter peak scenario to the LinSig for LMW. The inter peak operation will be similar to the AM peak and PM peak.</p>
Option 2	LMW Improvements + Test of inbound bus lane on Clarence Street	Layout drawing LinSig model	<p>Highway Network on Clarence Street to be amended in accordance with Better Bus Area Funding (BBAF) – Clarence Street Bus Lane Consultation Option 1 drawing</p> <p>Cycle Lane at head of junction will NOT be provided</p> <p>Puffin Standard operation operating under VA as described by CYC. Puffin will be demand dependent, sufficient pedestrian demand will be added so that the Puffin is called approximately 40 times an hour in each time period.</p> <p>Bus Gate Stop Line for Bus is 'Give Way' and is not signal controlled.</p> <p>Bus Gate signals have to be tied to Clarence Street LMW.</p> <p>When Clarence Street is green in general Bus Gate (for general traffic) will be red.</p> <p>When Clarence Street is red the bus gate (for general traffic) will be green; appropriate lags will be applied</p> <p>VAP will detect a bus entering the bus lane on the approach to the Bus Gate. If the Bus Gate for general traffic is red, it will not turn green until the bus has cleared the bus lane.</p> <p>If Clarence Street is about to turn red, and there is a bus at the end of the bus lane the green stage can be extended to allow the bus time to clear the signals.</p>

Option 3	LMW Improvements + Moving all buses onto Wigginton Road with existing signal timings	Layout drawing	<p>Toucan demand (same as base models).</p> <p>Route 1 and Route 5 to have the same dwell times as Route 6 for Wigginton Road stops.</p> <p>Toucan Demand on Wigginton Road to remain the same as in the base.</p> <p>The bus link in Nestle South will have a 20 mph speed limit.</p> <p>The rising bollards on the bus link will not be explicitly modelled.</p> <p>Not modelling other Nestle South traffic.</p> <p>Nestle South Junctions will be priority controlled.</p> <p>On the Nestle South Master Plan, bus stops have been provided to the south of the bus link. In Option 3 no buses will use these stops as all services have transferred onto Wigginton Road.</p>
Option 4	Option 3 + Amended signal timings at Haxby Road / Wigginton Road junction	n.a.	<p>Signal timings split (to be modelled as fixed time).</p> <p>Calls for demand dependent stages (S3 and S4) (same as base models).</p>
Option 5	Option 4 + Wigginton Road / Fountayne Street - Convert from mini roundabout to priority junction.	Layout drawing	N/A
Option 6	Option 4 + Wigginton Road / Hospital Access - Convert from mini roundabout to signal controlled junction.	Layout drawing LinSig model (including saturation flows)	N/A
Option 7	Option 4 + Wigginton Road / Hospital Access - Convert from mini roundabout to signal controlled junction + Removal of parking on east side of Wigginton Road to convert to traffic lane	Layout drawing LinSig model (including saturation flows)	N/A
Option 8	Option 4 + Amalgamation of bus stops on Wigginton Road.	Layout drawing	<p>Toucan demand (same as base models).</p> <p>Bus dwell times for Hospital bus stop increased by half of the dwell time at Feversham</p>

			Crescent. Bus cage at Hospital expanded to allow two buses to dwell southbound on Wigginton Road.
Option 9	Option 4 + Redesign of Wigginton Road / Haxby Road / Clarence Street junction	Layout drawing LinSig model (including saturation flows)	Saturation flows unchanged with exception of Clarence Street to Haxby Road which is increased by 50. Demand dependent stages (S3 and S4) appear every cycle (unlike base models which were based on MONI log files).
Option 10	Option 5 + Option 8 + Option 9	n.a.	
Option 11	Option 5 + Option 8 + Option 9	Layout drawing LinSig model (including saturation flows)	
Option 12	Option 11 + Route 6 stops within York Hospital grounds + Route 40 amalgamated bus stop	n.a.	Bus accesses hospital via main Hospital Access. Stops provided within car park at the main Hospital Entrance.

Appendix B LMW Improvement Charts

Chart 1: Baseline and LMW Improvement bus journey times

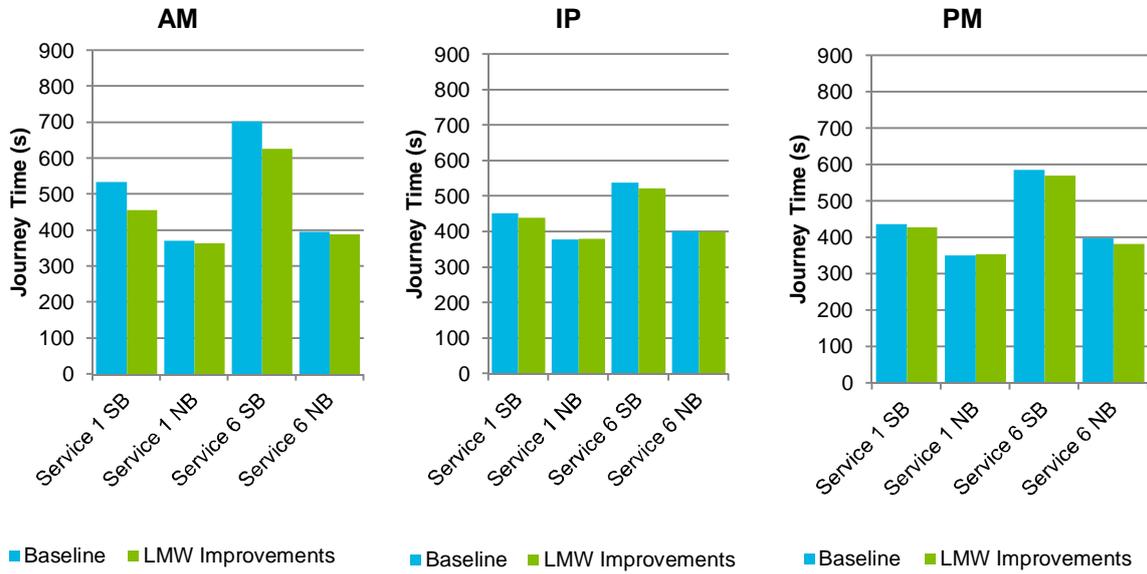
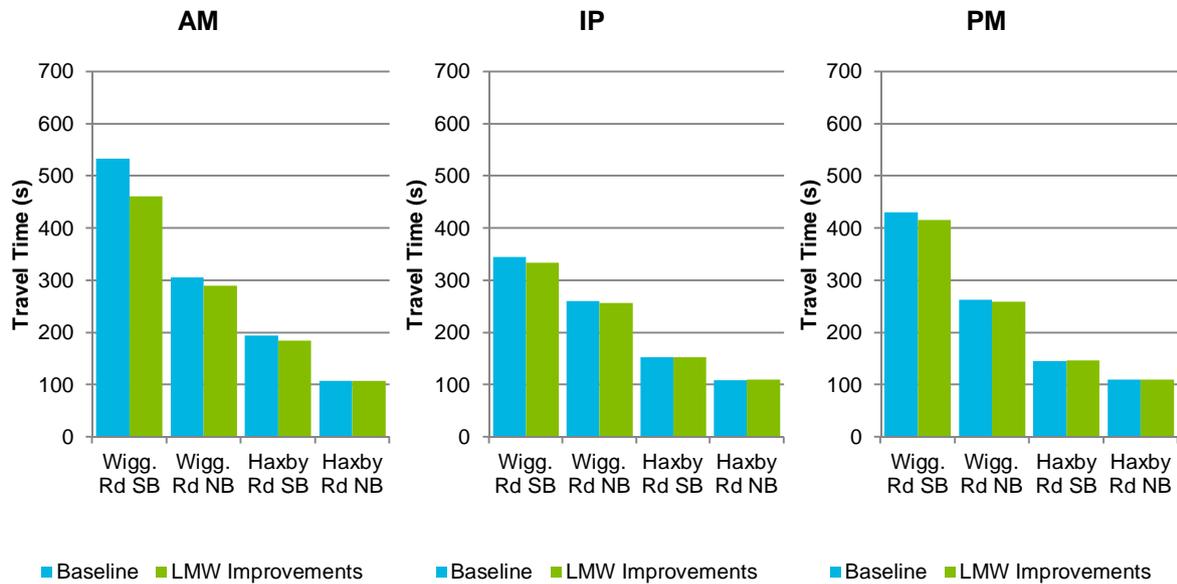


Chart 2: Baseline and LMW Improvement general traffic journey times



Appendix C Option 2 Charts

Chart 3: Option 2 bus journey times

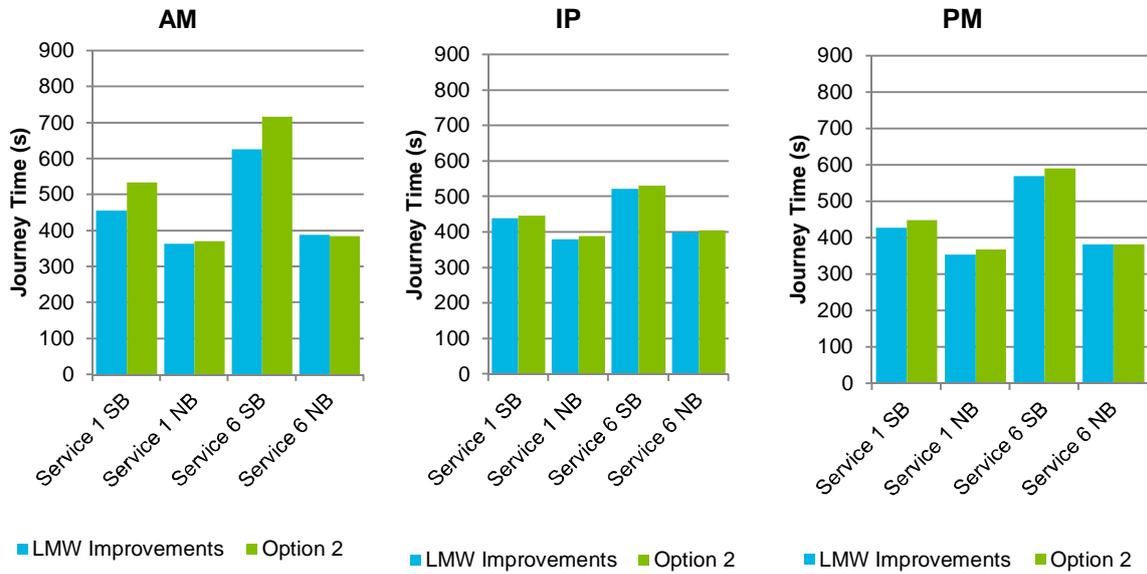
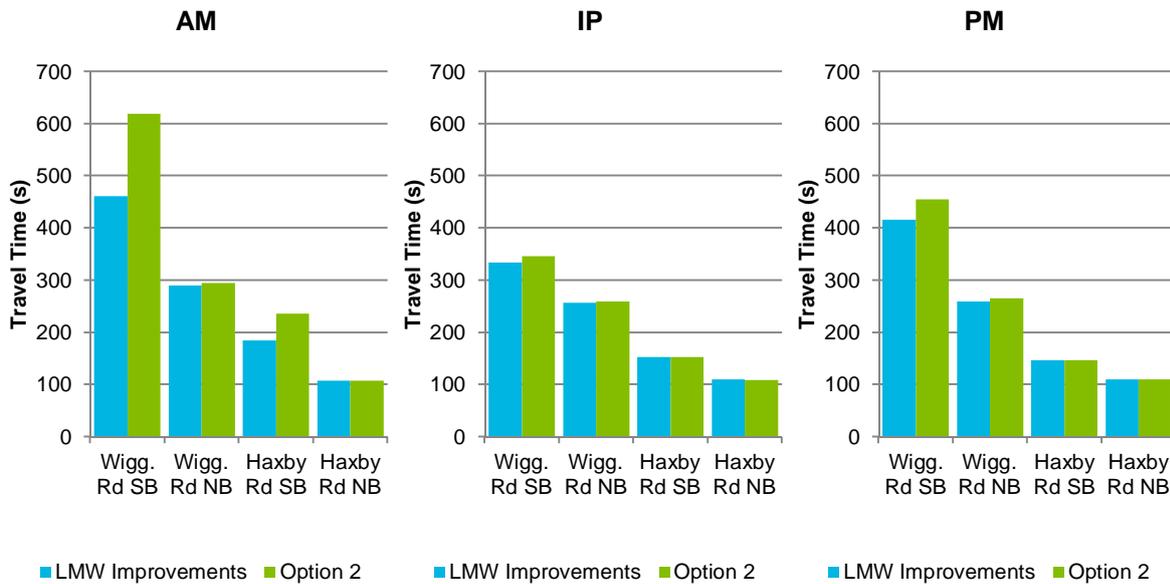


Chart 4: Option 2 general traffic journey times



Appendix D Option 3 Charts

Chart 5: Option 3 bus journey times

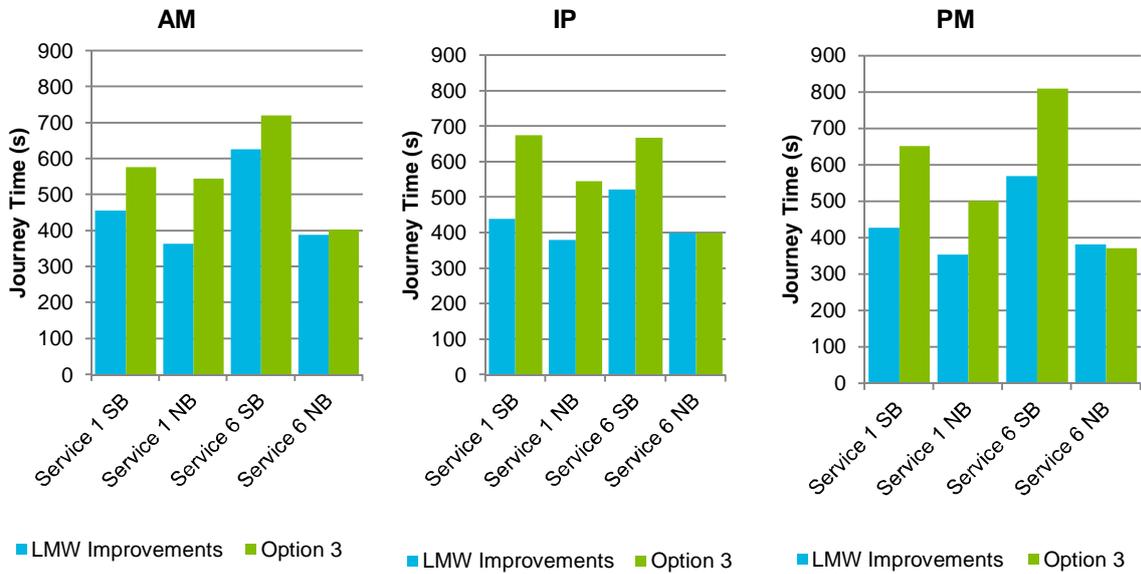
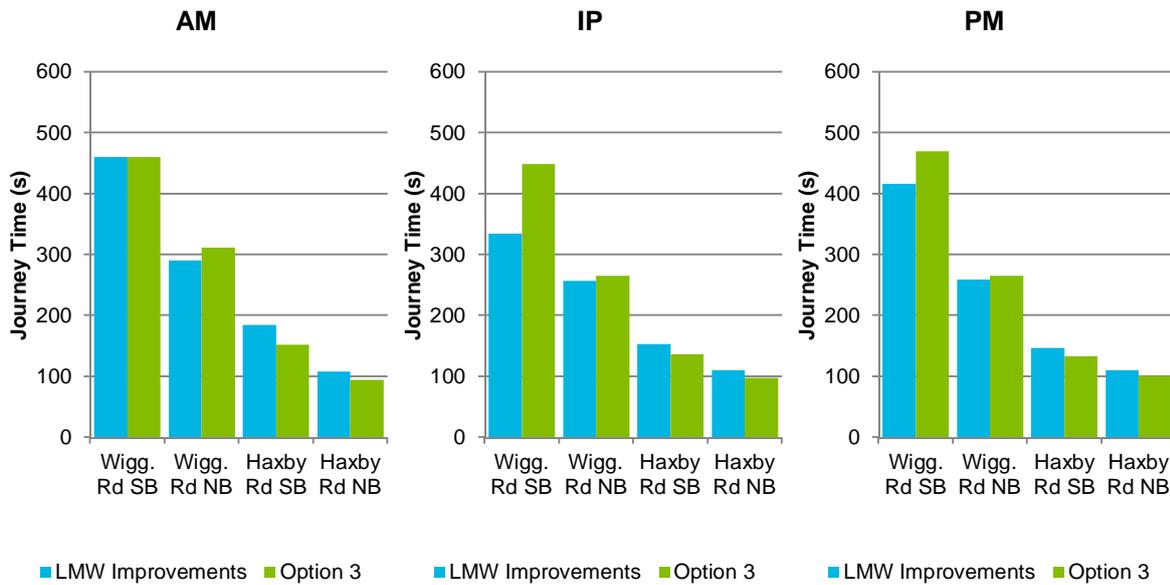


Chart 6: Option 3 general traffic journey times



Appendix E Option 4 Charts

Chart 7: Option 4 bus journey times

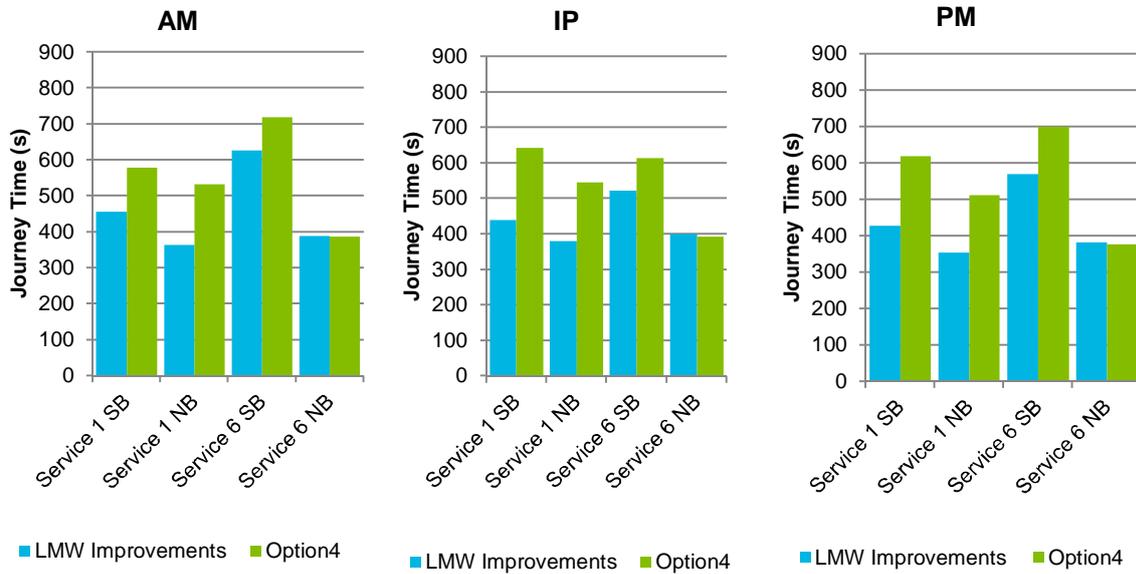
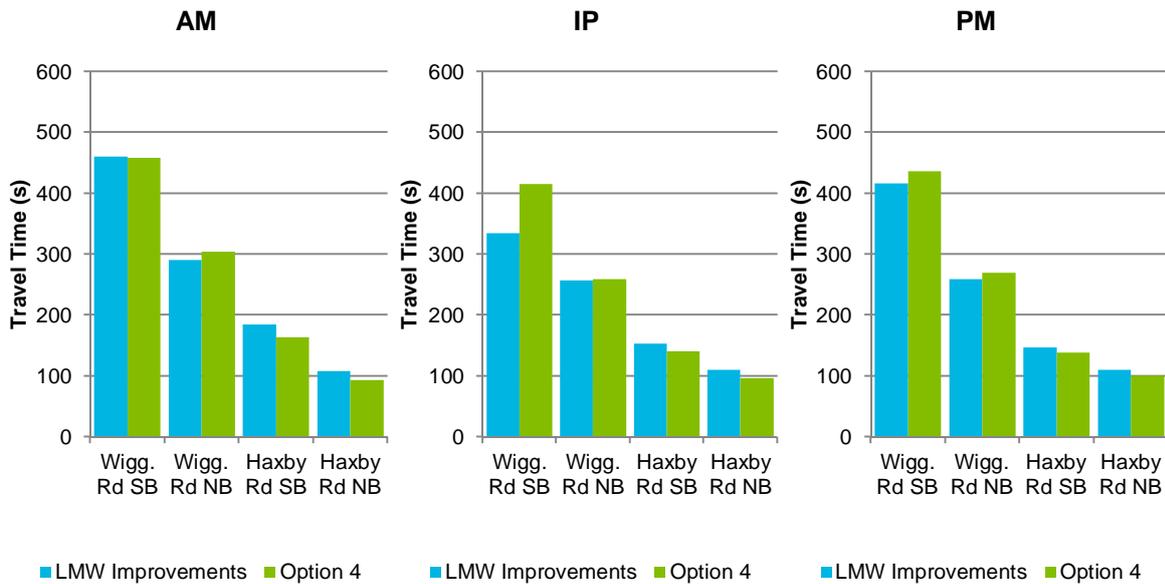


Chart 8: Option 4 general traffic journey times



Appendix F Option 5 Charts

Chart 9: Option 5 bus journey times

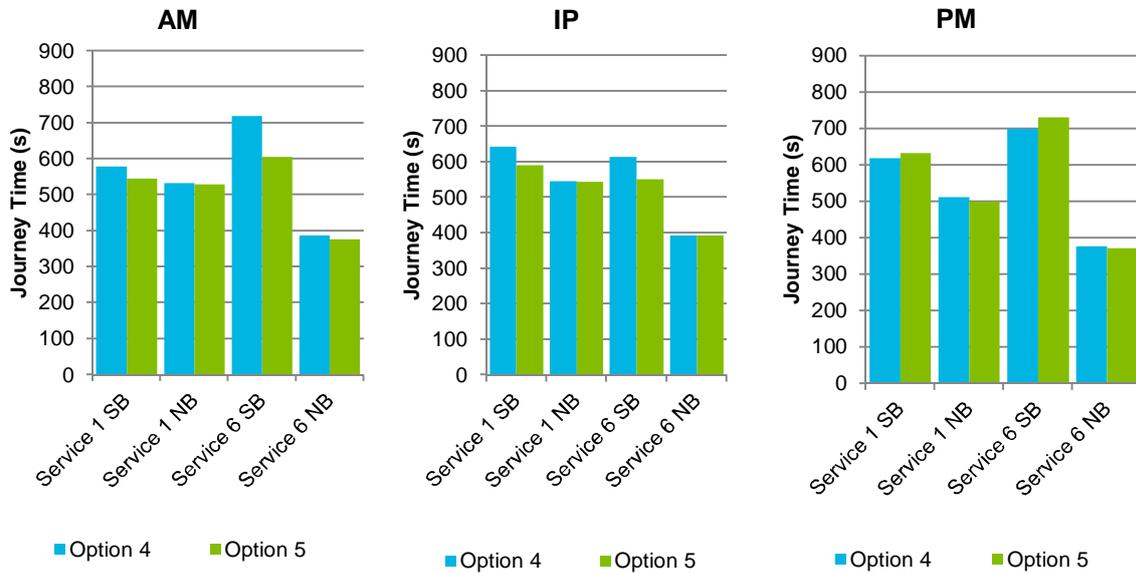
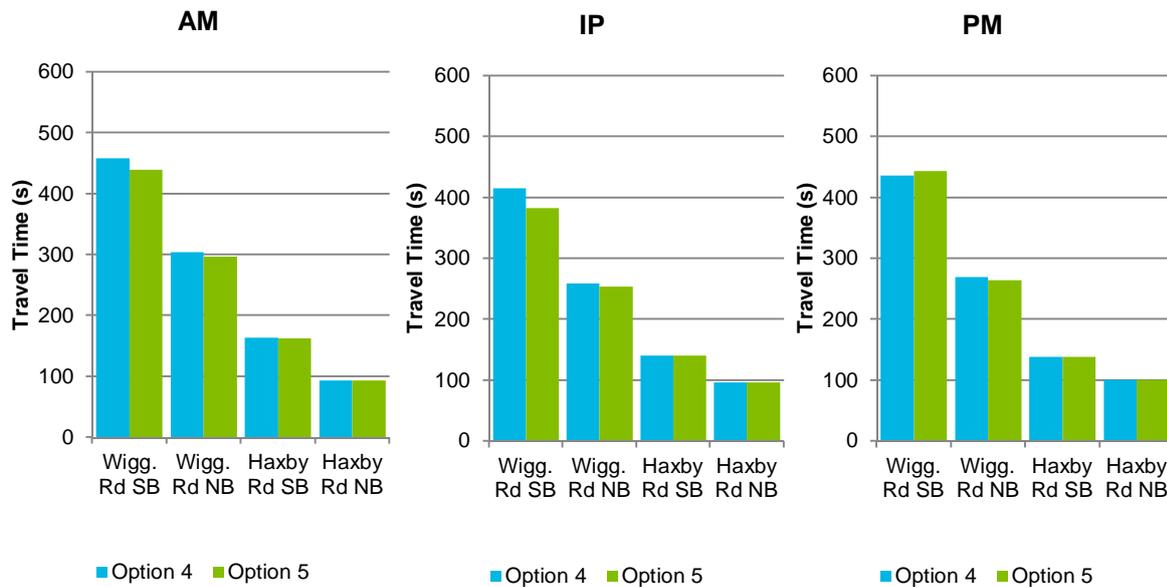


Chart 10: Option 4 general traffic journey times



Appendix G Option 6 Charts

Chart 11: Option 6 bus journey times

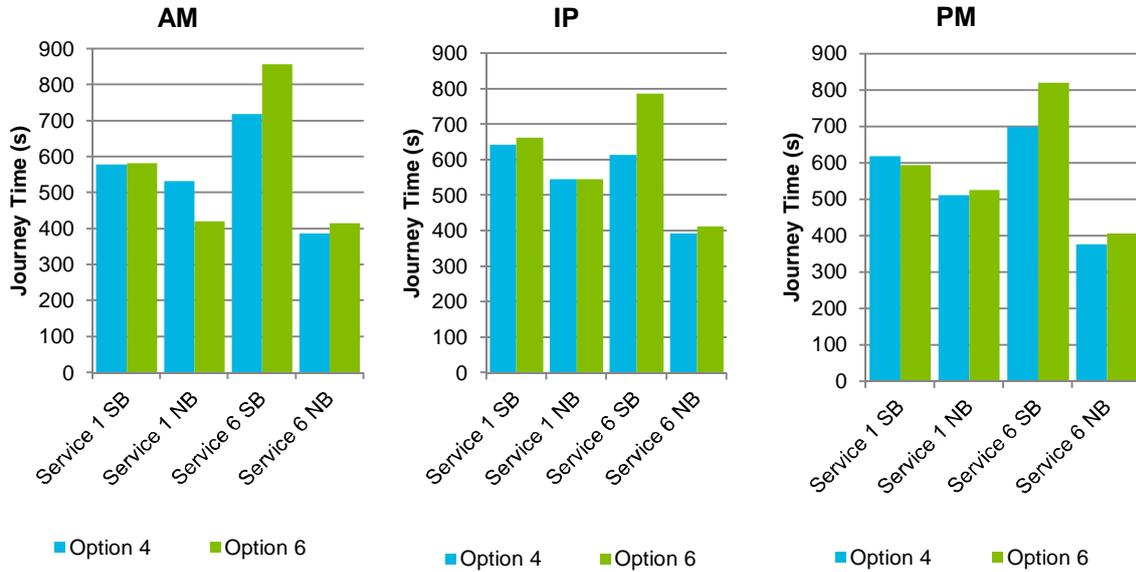
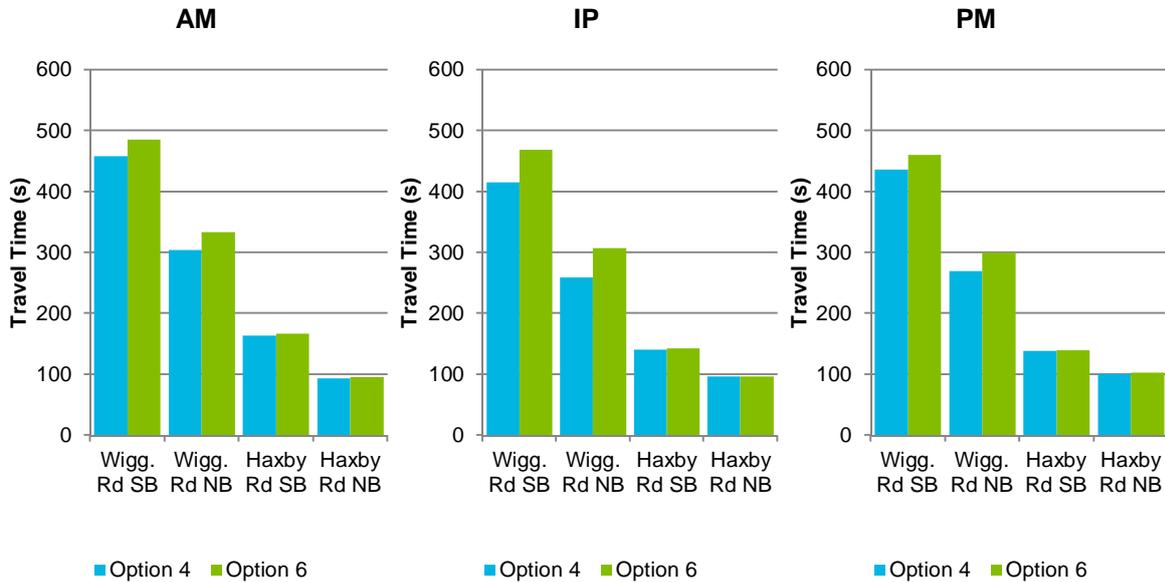


Chart 12: Option 6 general traffic journey times



Appendix H Option 7 Charts

Chart 13: Option 7 bus journey times

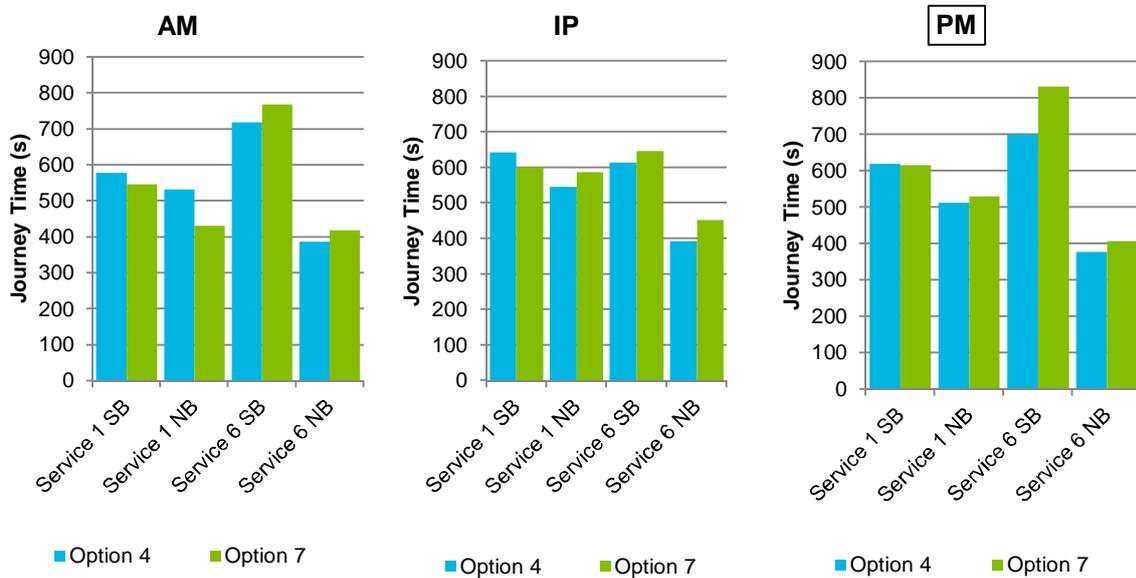
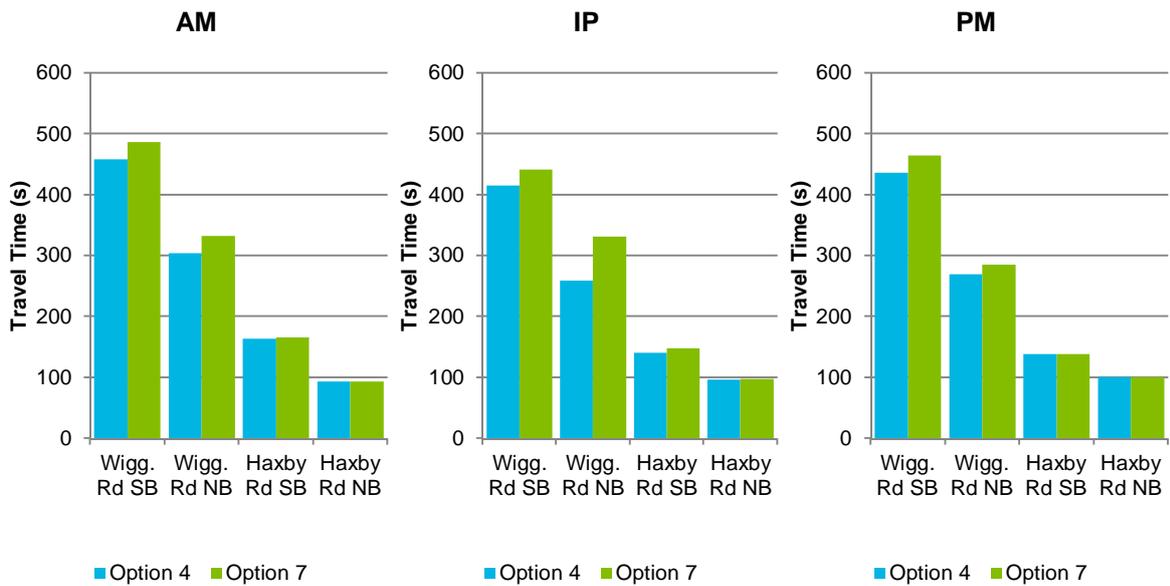


Chart 14: Option 7 general traffic journey times



Appendix I Option 8 Charts

Chart 15: Option 8 bus journey times

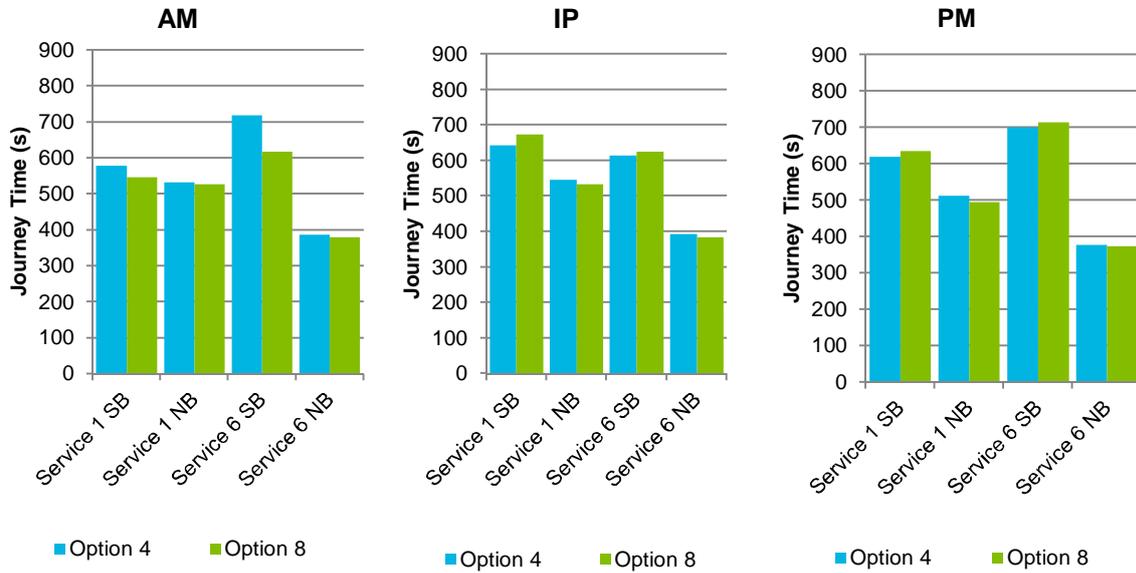
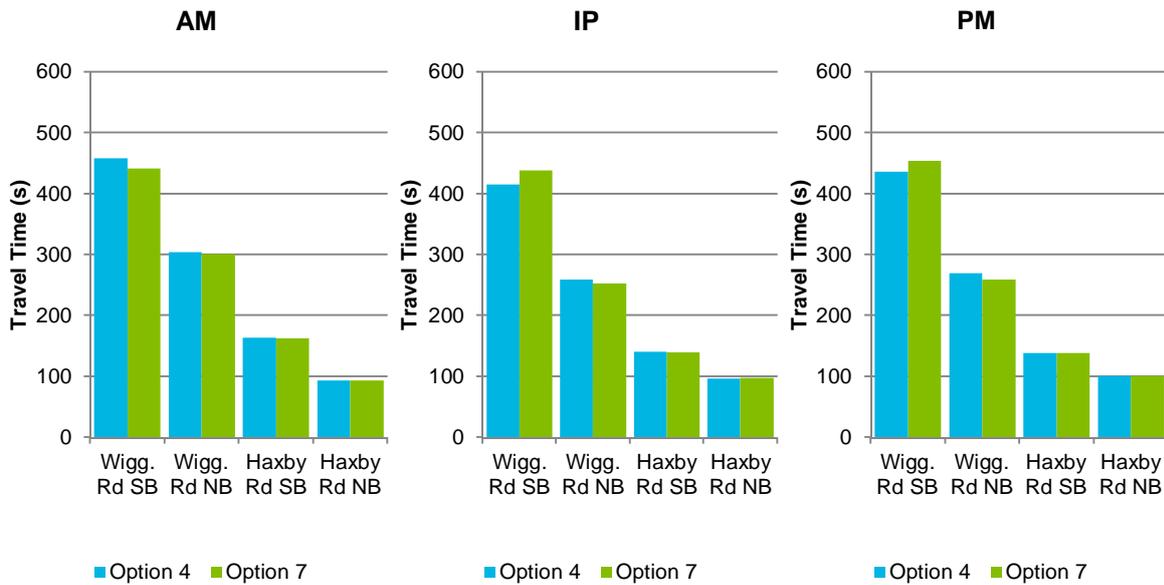


Chart 16: Option 8 bus journey times



Appendix J Option 9 Charts

Chart 17: Option 9 bus journey times

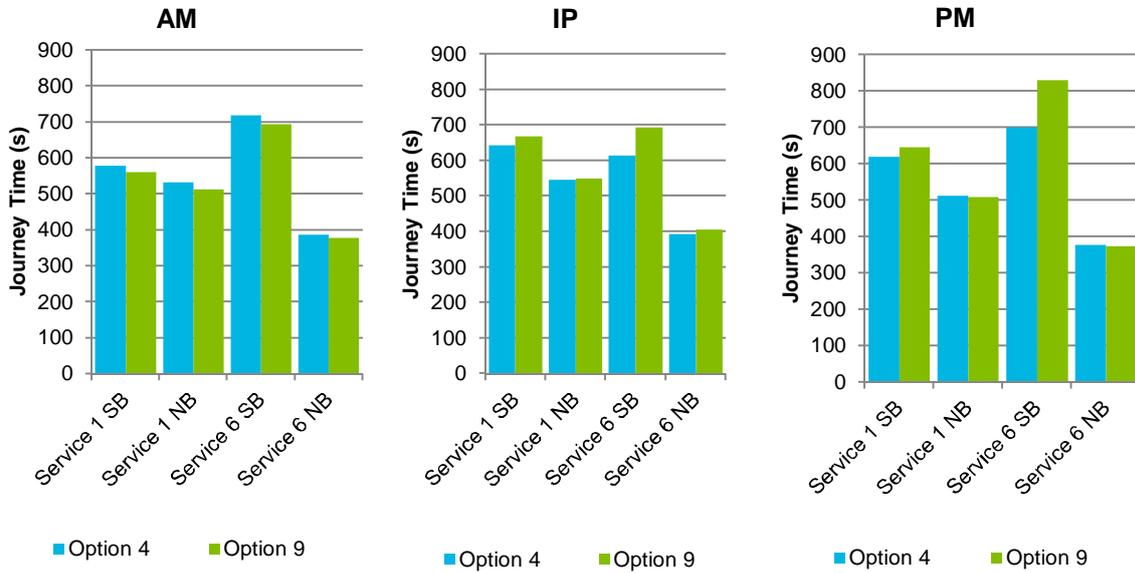
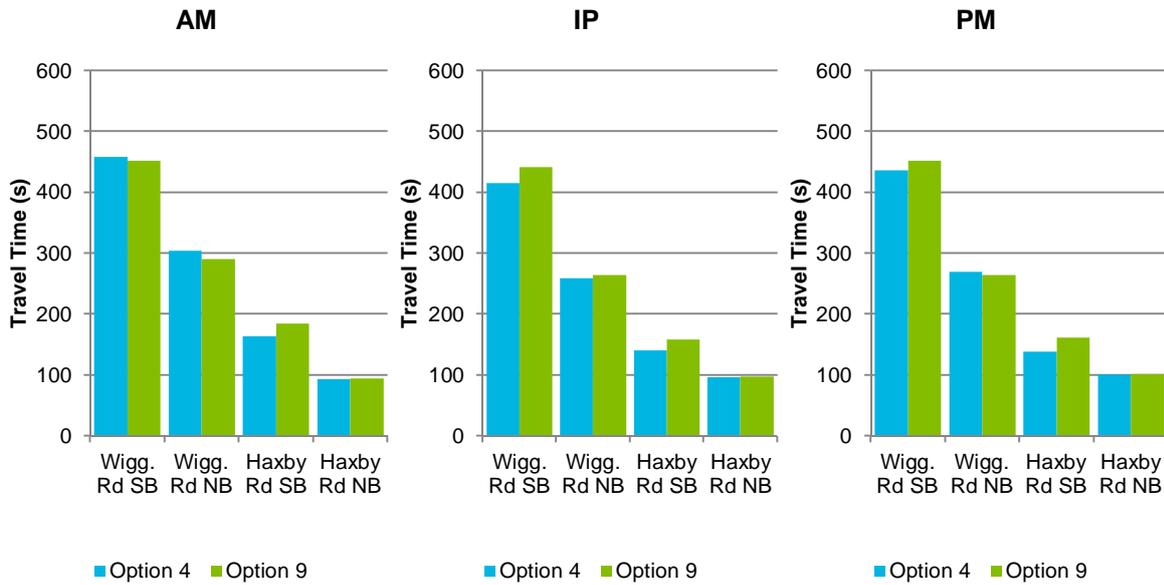


Chart 18: Option 9 general traffic journey times



Appendix K Option 10 Charts

Chart 19: Option 10 bus journey times

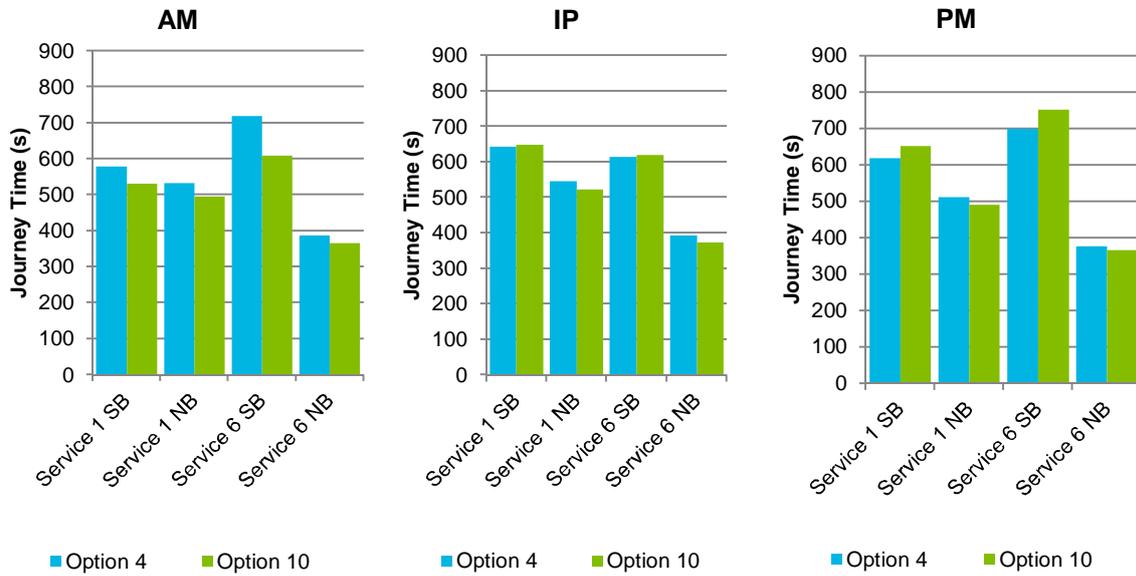
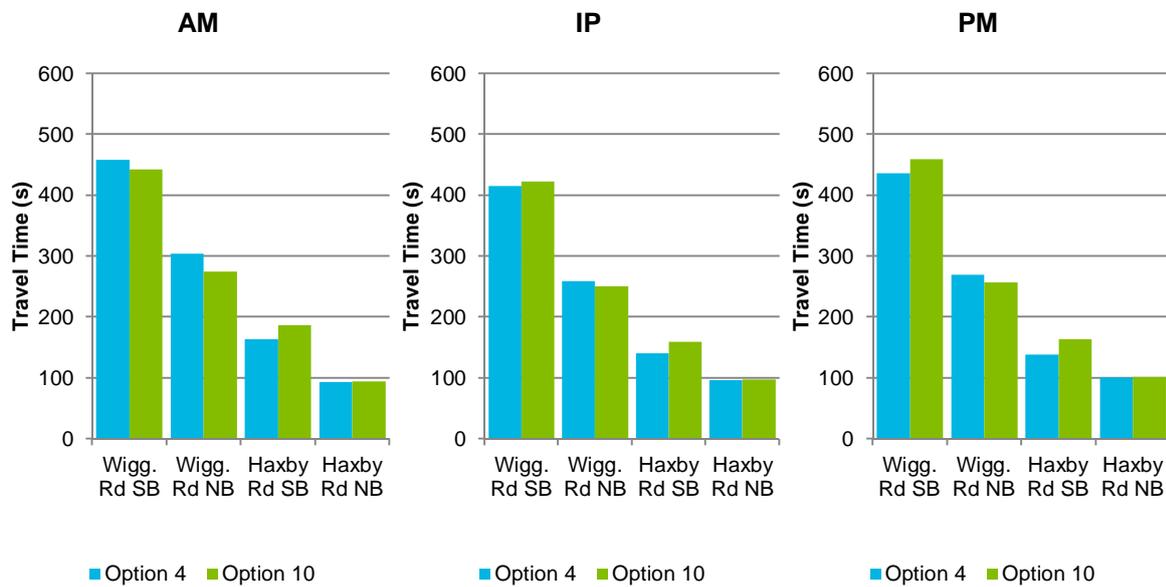


Chart 20: Option 10 general traffic journey times



Appendix L Option 11 Charts

Chart 21: Option 11 bus journey times

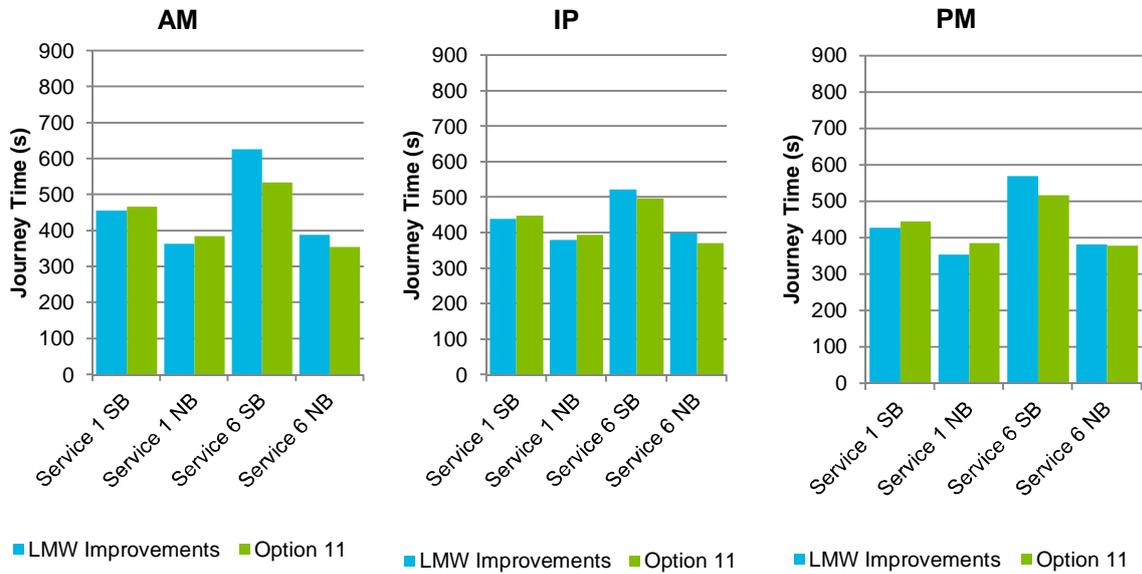
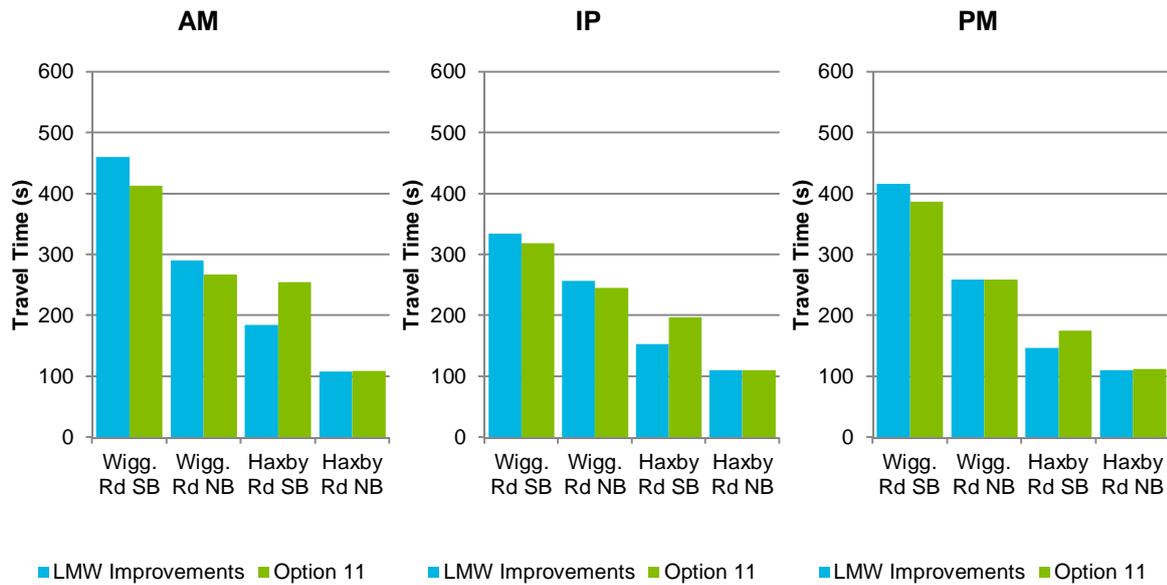


Chart 22: Option 10 general traffic journey times



Appendix M Option 12 Charts

Chart 23: Option 12 bus journey times

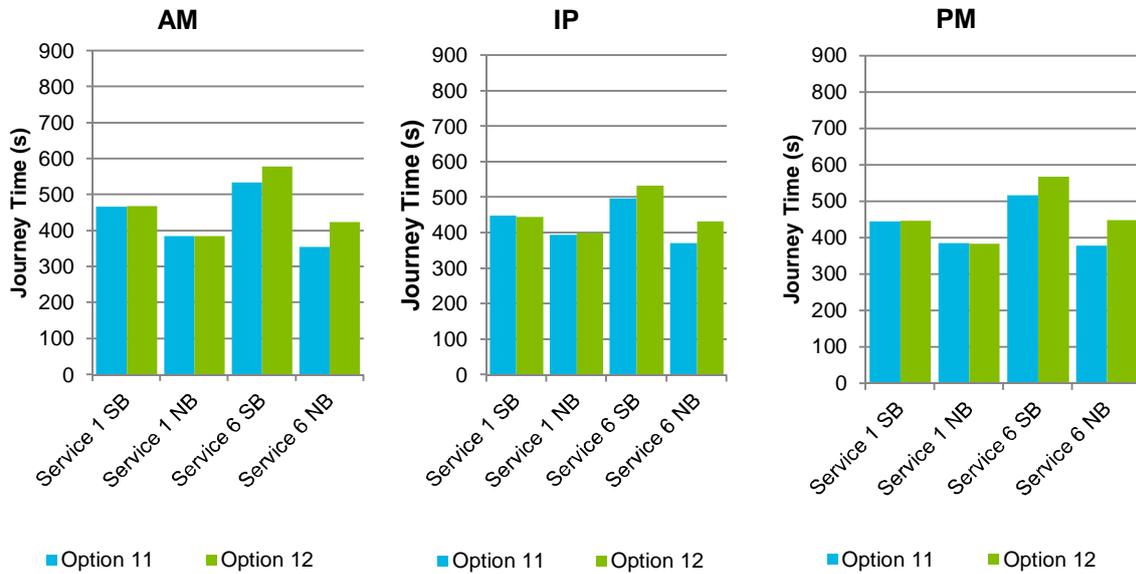
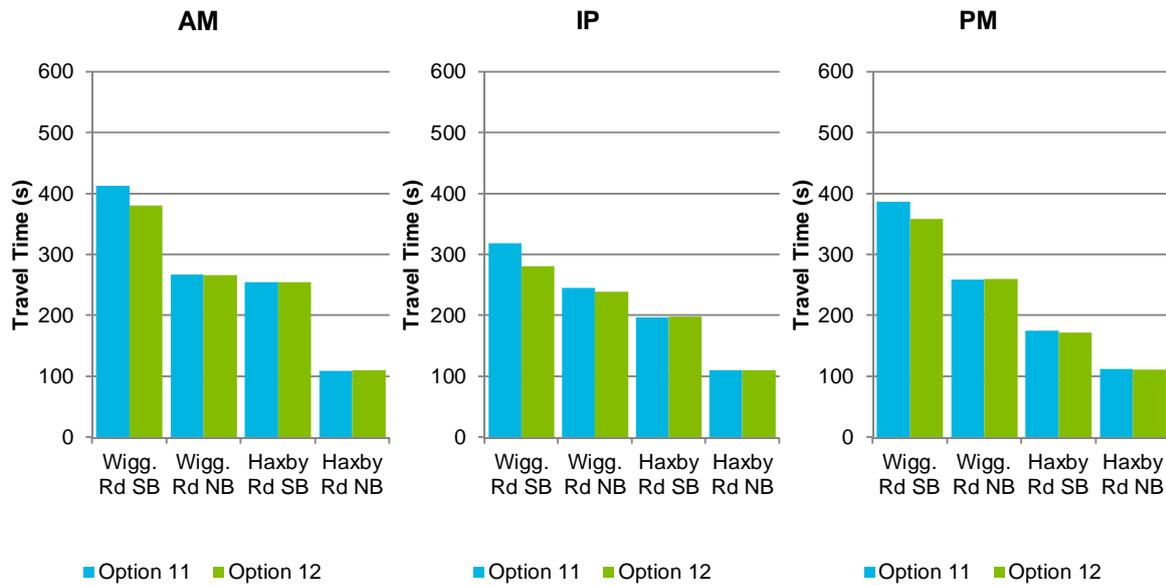


Chart 24: Option 12 general traffic journey times



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**Decision Session – Executive Member of
Planning & Transport****17 May 2018**

Report of Corporate Director of Economy and Place

York Road, Haxby Pedestrian Crossing Petition**Summary**

1. This report acknowledges receipt of a 1052 signature petition requesting the provision of a zebra or pelican crossing on York Road, Haxby. The report also seeks approval for officers to investigate whether a formal crossing would be appropriate using the current guidance and if so, whether there is a suitable location for such a crossing on the section of road in question.

Recommendations

2. The Executive Member is asked to:
 - i) Option 1 - Acknowledge receipt of the petition and give approval to officers to investigate whether a crossing is justified on the section of York Road suggested and if a crossing is justified, to identify whether there is a suitable location. The outcome of this work will be brought back to the Executive Member for further approvals as appropriate.

Reason: To note the wishes of the signatories and to undertake the necessary investigative work to determine whether a formal crossing is justifiable and feasible.

Background

3. A petition was e-mailed through to council officers on the 7th March 2018 by Marie Dowling (the lead petitioner). The petition is in two parts, the first part is paper-based with 120 signatures and the second part is an online petition on the change.org website which had 932 signatories at

the time of writing this report. An example of the wording of the paper-based part is shown in Annex A.

4. The justification for provision of a formal pedestrian crossing is detailed on the website and reads as follows:

We have no safe crossing such as a pelican or zebra along the whole length of the very busy York Rd in Haxby and into the start of New Earswick - a distance spanning about a mile - and there have been significant known incidents of near misses and also of much more serious injury where people have simply been unable to get across York Rd safely. This is particularly true at busy times - between 7.30-9.30 in the morning and 3.30-6.00 in the late afternoon. As the volume of traffic going into Haxby has increased, the road does pose a problem for pedestrians, especially so for anyone vulnerable who is trying to get across - such as school children, the elderly or anyone who has a disability.

The area between Ethel Ward park and before the turning for Holly Tree Rd would be the logical place to put either a zebra or pelican crossing. It is worth pointing out that there are three schools in this area which children and young people need to cross for; Joseph Rowntree, Ralph Butterfield and Headland schools - as well as Ethel Ward park and the Scout hut (for Scouts, Cubs, Beavers and also playgroups). We also need to consider our elderly population and anyone else with vulnerabilities, as well as the fit and healthy who at busy times also struggle with the road due to the sheer volume of traffic (and occasionally it's speed). Besides the 3 local schools mentioned, there is a residential home for the elderly (Haxby Hall) and several bus stops and a post box in this local area - and sometimes people would simply like to be able to cross the road safely to call on a friend.

5. A plan showing the location of the section of York Road where the residents would like a crossing is attached as Annex B.
6. There is a logged request for a pedestrian crossing on York Road dating back to 2013 on the database of scheme requests, however, at the time of the original request there was no specific budget allocated in the Council's Transport Capital Programme for pedestrian crossings therefore the request wasn't taken any further.
7. As a result of there being no specific budget a significant number of requests built up. In 2016 an allocation was made in the Capital Programme specifically for pedestrian crossings, at the time there were 75 outstanding requests for pedestrian crossings on the database of scheme requests. A strategy to rationalise this long list was drawn up and approved by the then Executive Member at a decision session on

11 August 2016. The approved strategy sought to rationalise the list in order to identify, via a desktop review, an initial tranche of sites which were potentially suitable for crossing improvements. These sites were then assessed in more detail using the revised methodology which was approved at the same decision session.

8. Unfortunately the York Road, Haxby site did not make it into the initial tranche therefore was not put through the detailed assessment process.
9. Given the very high level of support for a crossing put forward in the petition there is now sufficient justification for this site to move to the next level where the relevant surveys can be commissioned to enable a detailed assessment of the site to be done.

Consultation

10. Ward members, party Transport spokespeople and relevant council officers were sent a copy of the report for them to provide any comments. To date no responses have been received.

Options

11. There are a few options available to the Executive Member:
Option 1 : Acknowledge receipt of the petition and instruct officers to undertake the relevant investigations to assess whether a crossing is justified and whether there is a suitable location for a crossing.
Option 2 : Acknowledge receipt of the petition but keep the proposed crossing site on the list of requests for future consideration.
Option 3 : Acknowledge receipt of the petition but reject the site.

Analysis

12. Option 1 : The advantage of this option is that it acknowledges the level of support for a crossing and will enable a response to be provided to the petitioners as to whether a crossing can be justified using current guidance and identify if there is a suitable location for such a crossing. The disadvantage of this option will be the cost of the survey work and assessment with no guarantee of a scheme at the end of the process.
13. Option 2 : The advantage of this option is that it acknowledges the level of support for a crossing and won't have an immediate financial impact as no investigative work will take place. The disadvantage of this option is that it will further delay any solutions to the crossing issues being found.

14. Option 3 : The advantage of this option is that it acknowledges the receipt of the petition and won't have a financial impact on the council's budgets. The disadvantage will be the fact that the level of support for a scheme and the wishes of the residents will be largely ignored.

Council Plan

15. The recommendations of this report contribute to the 3 priorities in the Council Plan as follows:
16. A prosperous city for all
- *Efficient and affordable transport links enable residents and businesses to access key services and opportunities* – the access routes to the schools, park and other services will be improved. This will encourage more people to walk which is the most affordable mode of transport.
 - *Environmental Sustainability underpins everything we do* – walking is the most sustainable form of transport and has the least impact on the environment.
17. A focus on frontline services
- *All York's residents live and thrive in a city which allows them to contribute fully to their communities and neighbourhoods* – improved links for pedestrians, especially near schools and other community facilities help residents to get the most out of the area in which they live and study.
 - *All children and adults are listened to, and their opinions considered* – the crossing request has been submitted primarily by residents from Haxby and Wigginton, by considering the petition and suggesting a way forward we are listening to their views.
 - *Everyone has access to opportunities regardless of their background* – walking is a form of transport which is accessible irrespective of one's background.
 - *Every child has the opportunity to get the best possible start in life* – walking to school has multiple benefits to children both in terms of health and social cohesion
 - *Residents are encouraged and supported to live healthily* – walking is the one of the healthiest forms of transport.

- *Residents are protected from harm, with a low risk of crime – pedestrian crossing improvements will help children and adults reduce crossing risk and may help better enforce speed limits along this section of road.*

18. A council that listens to residents

- *Focus on the delivery of frontline services for residents and the protection of community facilities – the recommendations show a willingness to help children access education safely and residents to access community facilities more easily.*

Implications

19. The implications of the measures recommended in the report are listed below:

- **Financial** – there will be costs associated with the assessment process which can be accommodated in the Transport Capital Programme.
- **Human Resources (HR)** – there are no HR implications
- **One Planet Council / Equalities** - pedestrian crossing improvements will help groups who may currently struggle to get across York Road at this location. Encouragement of residents to walk will help contribute towards the council's sustainability goals.
- **Legal** – there are no legal implications
- **Crime and Disorder** – there are no Crime and Disorder implications
- **Information Technology (IT)** – there are no IT implications
- **Property** – there are no property implications at this stage

Risk Management

20. In compliance with the Council's risk management strategy, no significant risks associated with the recommendations in this report have been identified.

Contact Details

Author:
Andy Vose
Transport Planner
Transport
Tel No. 01904 551608

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

Report **Date** 30.04.18
Approved

Wards Affected: Haxby & Wigginton

All tick

For further information please contact the author of the report

Background Papers:

EMDS Report – Pedestrian Crossing Request Evaluation and Prioritisation Methodology, 11 August 2016.

Annexes

Annex A – Wording of petition

Annex B – Plan showing the section of York Road, Haxby to be assessed

List of Abbreviations Used in this Report

None

The paper version of the petition which was scanned electronically and e-mailed through to CYC officers on the 7th March is worded as follows:

We believe a crossing needs to be provided on York Rd, Haxby.

The paper petition comprises 120 signatures

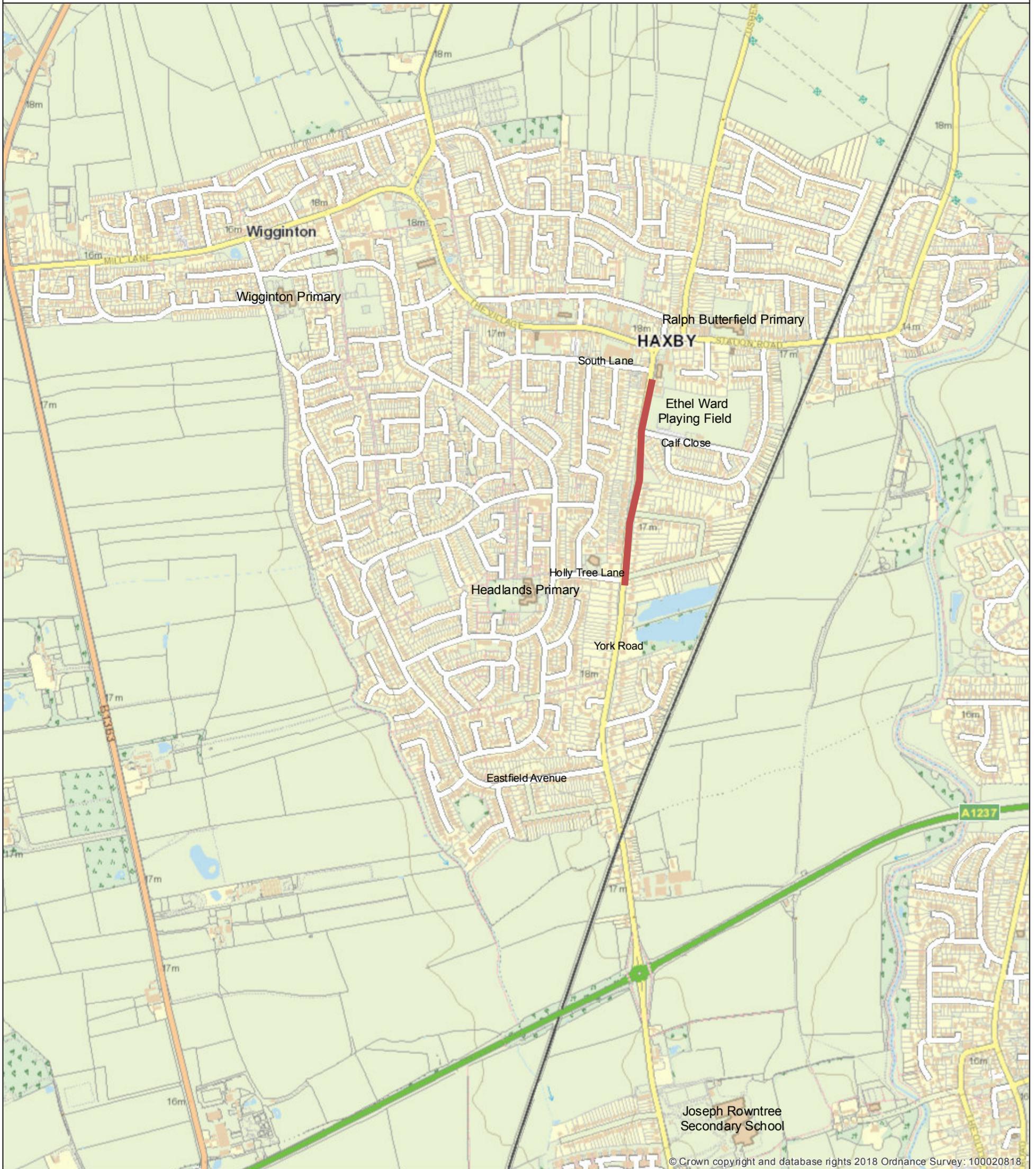
The online version of the petition compiled via the change.org website is worded slightly differently as follows:

We believe a zebra or pelican crossing needs to be provided on York Rd, Haxby.

The online petition currently comprises 932 signatures (27/04/18)

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Annex B - York Road, Haxby - Ped Crossing Site Area



Date: 27 Apr 2018

Author: City of York Council

Scale: 1:10,000



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