

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

To: Councillor D'Agorne (Executive Member)

Date: Tuesday, 17 May 2022

Time: 10.00 am

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

AGENDA

Notice to Members – Post Decision Calling In:

Members are reminded that, should they wish to call in any item* on this agenda, notice must be given to Democratic Services by **5:00 pm** on Thursday **19 May 2022**.

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

Written representations in respect of items on this agenda should be submitted to Democratic Services by **5.00pm on Friday 13 May 2022**.

1. Declarations of Interest

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

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

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

- 2. Minutes** (Pages 1 - 8)
To approve and sign the minutes of the meeting held on 19 April 2022.

3. Public Participation

At this point in the meeting members of the public who have registered to speak can do so. Please note that our registration deadlines have changed to 2 working days before the meeting, in order to facilitate the management of public participation at our meetings. The deadline for registering is 5.00pm on Friday 13 May 2022. Members of the public can speak on agenda items or matters within the remit of the committee.

To register to speak please visit

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

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

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

- 4. Consideration of results from the consultation** (Pages 9 - 34)
**about Parking restrictions in relation to
Cavendish Grove, Tranby Avenue and Moore
Avenue/Osbaldwick Lane junction**

This report presents the results from the consultation results in response to the proposed 'No Waiting' at any time restrictions for Cavendish Grove, Tranby Avenue and Moore Avenue/Osbaldwick Lane junction and to determine what action is appropriate.

- 5. Consideration of representations received to** (Pages 35 - 74)
**the advertised R30 extended Residents Priority
Parking scheme for East Parade**

To consider the formal representations received to the legal Traffic Regulation Order, advertised during May 2021, to implement an extension of R30 resident's priority parking scheme to include the

eastern section of East Parade, this incorporated properties located on East Parade between Eastern Terrace and Melrosegate, Bull Lane and Parade Court and determine what action is appropriate.

**6. PROW – Copmathorpe Level Crossing Closure, (Pages 75 - 116)
proposed diversion of Public Footpath
Copmathorpe No2**

This report seeks support from the Executive Member to implement a proposed diversion of a Public Footpath in Copmanthorpe.

**7. Piccadilly city living neighbourhood – Highway (Pages 117 - 242)
changes**

This report summarises the work undertaken so far to develop a preferred design for changes to the highway on Piccadilly (between Tower Street and Merchangate) to deliver the Castle Gateway Masterplan which was approved by the Council's Executive in April 2018.

8. Stadium Parking impact – Huntington Area (Pages 243 - 260)

This report outlines the views of residents in the Huntington area on the impacts of match day parking on nearby residential streets and suggest options for actions to take.

9. Urgent Business

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

Democracy Officer:

Robert Flintoft

Contact details:

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

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

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

Contact details are set out above.

This information can be provided in your own language.

我們也用您們的語言提供這個信息 (Cantonese)

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

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

Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)

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

 (01904) 551550

City of York Council

Committee Minutes

Meeting	Decision Session - Executive Member for Transport
Date	19 April 2022
Present	Councillors D'Agorne

56. Declarations of Interest

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

The executive Member noted that he did not have any interest to declare but wished to highlight that agenda items 5, 8, and 9 all related to his ward of Fishergate.

57. Minutes

Resolved: That the minutes of the Decision Session of the Executive Member for Transport and Planning held on 22 March 2022 be approved and signed by the Executive Member as a correct record.

58. Public Participation

It was reported that there had been 9 registrations to speak at the meeting under the Council's Public Participation Scheme.

Cllr Warters spoke in favour of the ePetition: CYC solve the University related parking, don't just MOVE it, noting that the Council was only moving parking problems with its use of residents parking. He stated that the report recommendation would not solve parking problems and that the University of York needed to be made to address its parking.

Cllr Pavlovic also spoke on in relation to the ePetition stating that while he recognised the issues faced by residents from displaced parking the residents parking for residents of Badger Hill had been the correct decision for residents and had solved parking in the area.

Cllr Rowley thanked residents that had engaged in the ePetition received and spoke in favour of the petition noting that he would not support extending parking restrictions and the use of double yellow lines. He noted that the University should take responsibility for its impact on parking in the city by encouraging a reduction in car use.

Tony Unwin spoke in favour of maintaining the status quo in relation to parking at 5-11 Main Street, Fulford. He noted that he had spoken with the church who were also now in favour of no changes being made to the residents parking scheme.

Cllr Fenton noted that a majority of residents had supported the introduction of a residents parking scheme for the Revival Estate and asked that the Executive Member support. He noted that issues on the estate were more in relation to dangerous parking and not a lack of parking and welcomed a review in relation to further restrictions and a possible 20 MPH speed limit.

Anwen Hughes requested that Alma Terrace & Alma Grove be implemented as part of the R70 Residents Priority Parking Scheme at the same time as Kilburn Road and not delayed to allow advertising for other streets.

Margaret James also spoke in favour of Alma Terrace & Alma Grove be implemented as part of the R70 Residents Priority Parking Scheme at the same time as Kilburn Road. She noted that student accommodation was set to be opened and that restrictions should be implemented before students brought more cars into the area.

Katherine Crocker noted that residents had begun the process for residents parking on Alma Terrace and Alma Grove in November 2018 and requested that further delays to implementation not be put in place. She also noted that the Council needed a plan to reduce cars coming into the city.

Marina Knight raised concerns about the safety of residents in the Revival Estate and asked that a residents parking scheme be introduced to reduce its use by York College students and staff parking in the estate. She noted that pavements were used for parking making pavements unusable for disabled residents and unsafe for children playing in the streets. She questioned

the cost of permits being a reason not to introduce noting that most homes had room for two cars already.

59. ePetition: CYC solve the York University related parking, don't just MOVE it

The Executive Member considered the report and the epetition that had been received. Officers noted that university car parks had been monitored and it was concluded that they remained well used. Officers explained that there was the option to explore a residents parking scheme in the area, however, they noted that ward councillors were not in support of additional residential parking schemes.

The Executive Member noted that residents parking schemes were designed to give residents an advantage to park in their local area and acknowledged that there were issues of displaced parking from the university. He noted that the proposal to increase engagement with Archbishop Holgate School and University of York by the School Travel team was the correct response to try and reduce displaced parking in residential areas.

Resolved:

- i. Approved the increased engagement of the School Travel team with the Archbishop Holgate School and University of York.

Reason: To help educate and encourage staff and students to
utilise alternative modes of transport and help reduce impact on nearby residential streets.

60. Consideration of representations received to the advertised R70 Residents Priority Parking Scheme for Kilburn Road, Alma Terrace and Alma Grove, Fishergate.

The Executive Member considered the recommendation and requested that Alma Grove and Alma Terrace not be delayed and be implemented into the R70 scheme with Kilburn Road and to advertise the other streets for inclusion. It was confirmed that an allotment had its own private parking in the area and that officers would maintain communication with the allotments

management to ensure if they wish that they can put up correct signage to ensure parking spaces are not incorrectly used.

Reason:

- i. Implement the advertised R70 scheme for Kilburn Road, Alma Grove, and Alma Terrace;
- ii. Advertisement for the inclusion of Frances Street, Ambrose Street, Holly Terrace, Carey Street and Wenlock Terrace within the R70 residents parking area be implemented.

Reason: To provide the improved parking provision for residents of Kilburn Road, Alma Grove, and Alma Terrace, in line with the majority preferences received within the consultation and limited objections submitted to the advertised proposals from the nearby area. As well as allowing consultation to take place with the wider area regarding inclusion into the R70 scheme.

61. Consideration of representations received to the advertised Residents Priority Parking scheme for 5-11 Main Street Fulford – R67C

It was confirmed that the proposal was to uphold the objections received and take no further action with this item and not to amend the R67C scheme. The Executive Member agreed to this and asked that officers continue to monitor for future consideration if consideration if a new residents petition for residents parking.

Resolved:

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

Reason: To listen to residents' concerns whilst taking into account the number of properties against the number of objections received. Consequently not disadvantaging residents by formalising parking

restrictions which in turn reduces the available on street parking amenities.

62. Consideration of representations received following the advertisement of the Resident's Priority Parking Scheme (Respark) on Revival Estate

The Executive Member agreed to uphold the objections received in relation to the R69 Residents Priority Parking Scheme. He noted that he didn't consider a residents parking scheme as the solution to dangerous driving that had been reported on the Revival Estate and that this could potentially be addressed by other restrictions that could be implemented and it was confirmed that a proposed 20 MPH zone was scheduled to be considered.

Resolved:

- i. Approved to uphold the objections received and take no further action in relation to the advertised R69 Residents Priority Parking Scheme.

Reason: Due to the objections received and impact that this will have on a number of residents of the area combined with the survey results which show that college parking is having a limited impact on parking levels on the estate.

- ii. That the Revival Estate be added to the 2022 Annual Review of Traffic Restrictions.

Reason: Due to the representations made in relation to safety of pedestrian/vehicles around the estate.

63. Consideration of objections received for 2020 Annual Review of Traffic Regulation Order Requests- St.Oswald's Road

Officers introduced the report noting that the item had initially been considered as part of the annual review of traffic restrictions, however, two visits by officers had not identified the need for a no waiting zone. The Executive Member therefore agreed to implement lesser restrictions than advertised as outlined in the report.

Resolved:

- i. Approved to implement a lesser restriction to the advertised proposal on St. Oswald Road and its junctions with Connaught Court and Love Lane. It is recommended to implement no waiting at any time restrictions to the junctions of Connaught Court and Love Lane.

Reason: Following receipt of the objections, further site visits were completed and found no obstruction issues between the junction of Connaught Court and Atcherley Close.

64. TSAR Traffic Signal Refurbishment – Barbican Road/Paragon Street

Officers introduced the report noting that there was no update to provide. They noted that the TSAR scheme focused on replacing life expired road signals, as well as, bringing junctions up to standards, and implement improvements which were easy to achieve within budget at the same time. The Executive Member welcomed the report and noted that the proposed changes should create additional space for pedestrians and reduce traffic speed into the Barbican Road box junction. Whether a two way cycle path could be introduced from the access from Wellington Road as well as the slip from Barbican Road were discussed and officers agreed to explore the possibility.

Resolved:

- i. Approved the proposed design option presented in Annex A of the report.

Reason: To achieve the core aim of replacing the life-expired traffic signal asset to established TSAR programme standards such that it can continue operate and be repaired economically before it becomes unmaintainable. Additionally, the formalisation of the existing uncontrolled crossing facility over Barbican Road and the introduction of a new crossing of Paragon Street provides a significant improvement to pedestrian and cyclist safety at the junction and

will assist in reducing existing levels of pedestrian/cyclist conflict at the south western corner of the junction which have previously been highlighted as an issue.

Cllr A D'Agorne, Executive Member for Transport
[The meeting started at 10.00 am and finished at 11.32 am].

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**Decision Session:****Executive Member for Transport and Planning****17th May 2022**

Report of the Director of Transport, Environment and Planning

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

1. To report the consultation results in response to the proposed 'No Waiting' at any time restrictions for Cavendish Grove, Tranby Avenue and Moore Avenue/Osbaldwick Lane junction and to determine what action is appropriate.

Recommendation

2. The Executive Member is asked to:
 - a. It is recommended that a less restriction is implemented, to provide junction protection on Tranby Avenue at its junction with Hull Road and Cavendish Grove with its junction with Tranby Avenue.
Reason: The Junction protection will increase safety at these locations and also allow York Council Civil Enforcement Officers the ability to enforce obstructive parking near the junctions, which was the original complaint. This will also respect the views of the residents and not remove their ability to park in the area if required.
 - b. It is recommended that approval be given to implement as proposed for the Moore Avenue/Osbaldwick Lane Junction.
Reason: The introduction of restrictions at this location will provide clearer sight lines for pedestrians using the tactile crossing while crossing this junction and improve pedestrian safety.

Background - Cavendish Grove & Tranby Avenue

3. We received complaints from residents of Cavendish Grove and Tranby Avenue about vehicles parking near to junctions and causing issues for vehicles entering and exiting the streets. Tranby Avenue is a bus route and resident did state that buses were having to enter Tranby Avenue from Hull Road on the wrong side of the road.
4. We hand delivered consultation information on 14th January 2022 (Annex A) to provide residents with information on the proposal and offer them the opportunity to provide representation on the proposal.
5. The Council received a petition in January 2022 (led by Cllr Warters), which requested that City of York council investigate and seek to resolve parking related issues in the geographic area of the University of York. This was considered at the April Executive Member for Transport Decision Session, this has been called in and will be considered at Customer and Corporate Services Scrutiny Management Committee on the 9th of May.

6. Resident Comments

During the consultation we received 15 representations in objection (Annex B) and 4 in support (Annex C) to the proposed restrictions. The majority of representations in objection to the proposal were in relation to three main factors, which are:

- That restrictions are not required at the junctions as this is covered by the requirements of the Highway Code, restricting vehicles from parking within 32 feet of a junction, which can be enforced by North Yorkshire Police for obstructive parking.
- The issue of vehicles parking in this location has come about due to the introduction of a nearby residents parking scheme that has been introduced.
- The University of York should offer free parking in their car parks for staff and students and not rely on nearby streets at the inconvenience of residents.

7. There was also concerns that the introduction of restrictions would lead to residents removing front gardens and grass verges to create 'concrete gardens', which would be in contradiction to a recent initiative that the Parish Council has taken forward. There is also a concern that the introduction of these proposed restrictions would move the issue further in to the village and eventually lead to the introduction of a residents

parking scheme, which is not something that the residents would be open to.

8.

The representations received in favour of the proposal were in relation to the danger that the vehicles parking on the street are creating and there was some requests to extend the length of proposal, to increase safety at the bend and near the bus stop on Tranby Avenue. There was a request for planters to be placed in the verges to help protect and stop the over running of the grass verge that is currently happening.

Officer Comments

9.

The representations in objection are correct that the vehicles parking within 32 feet of a junction can be enforced by North Yorkshire police but this is not currently happening and as the highway authority has been made aware of the current situation we cannot ignore the matter and allow the parking that is obstructing the junction to continue.

10.

The Resident Parking Scheme was introduced and paid for by the University of York due to the requirement of a legal agreement under Section 106 of the Town & Country Planning Act 1990 in association with a Planning Application. The Highway Authority undertook the legal work to facilitate the introduction of the Residents Parking Scheme in line with the requirements of the Section 106 Agreement due to the Parking levels on the associated streets. A survey of parking levels in the University of York (Annex D) has been undertaken and it shows that parking levels within the University of York Car parks are utilised (with exception of some parking that was out of use at the time of the survey).

11.

Option 1: Implement the restrictions as proposed.

This is not the recommended option as it does not represent the views of the residents and negatively affects their ability to have visitors.

12.

Option 2: Implement a lesser restriction to provide junction protection on Tranby Avenue at it junction with Hull Road and Cavendish Grove with its junction with Tranby Avenue. (Recommended Option)

This is the recommended option as the Junction protection will increase safety at these locations and also allow York Council Civil Enforcement Officers the ability to enforce obstructive parking near the junctions, which was the original complaint. This will also respect the views of the residents and not remove their ability to park in the area if required.

13. **Option 3: No Further Action**

This is not the recommended option, as the potential danger associated with vehicles having to enter/exit the roads on the wrong side of the road will still remain.

Background - Moore Avenue/Osbaldwick Lane Junction

14. A resident raised an issue of vehicles parking very close to the junction leading to pedestrians having difficulties clearly seeing oncoming traffic when crossing the junction. Two site visits witnessed vehicles parked entirely on the footpath and very close to the junction.
15. We hand delivered consultation information on 22nd October 2021 (Annex E) to provide residents with information on the proposal and offer them the opportunity to provide representation on the proposal.

Residents Comments

16. During the consultation process we received two representations, one representation in support and one in objection of the proposal. The representation in support stated:

I am in total support of this as it gets ridiculous at the school drop off and leaving times. Also, I would like to put on record that I would like the yellow lines extending slightly more than the 10 metres as I have a drive with a dropped kerb that is unusable due to cars parking opposite on Moore Ave.

17. The representation received in objection stated:

My objection is based on the need for a wider review of the traffic issues in this area, especially Osbaldwick Lane where there is a significant problem with vehicles parking on the footway. This is dangerous for pedestrians, causes blockages and prevents the proper use of bus stops in the area. The introduction of Yellow Lines at the junction of Moore Avenue and Osbaldwick Lane in isolation will only make matters worse. These yellow lines are needed but must be done in conjunction with a

package of changes that deal with the bigger problem.

Officer Comments

18. Both representations received agreed that these restrictions are required to improve pedestrian safety at this location but one is requesting that more is done in the local area. A request for more safety improvements should not put a stop to proposed restrictions which will increase safety, just as the implementation of this proposal will not put a stop to any further improvements in the area.
19. **Option 1:** Implement the restrictions as proposed (Recommended Option).
This is the recommended option because it allows for the introduction of restrictions at this location, which will provide clearer sight lines for pedestrians using the tactile crossing while crossing this junction and improve pedestrian safety.
20. **Option 2:** No Further Action
This is not the recommended option as the safety concerns related to pedestrian visibility at the junction would still be there.

Consultation

21. The consultation documentation is reproduced within this report as Annex A and Annex E.

Council Plan

22. The Council Plan has Eight Key Outcomes:
 - Well-paid jobs and an inclusive economy
 - A greener and cleaner city
 - Getting around sustainably
 - Good health and wellbeing
 - Safe communities and culture for all
 - Creating homes and world-class infrastructure
 - A better start for children and young people
 - An open and effective council

The recommended proposal contributes to the Council being open and effective as it responds to the request of the residents to solve

the problems they are experiencing.

Implications

23. This report has the following implications:

Financial –The cost of implementation will be covered by the developers.

Human Resources – If implemented, enforcement will fall to the Civil Enforcement Officers necessitating an extra area onto their work load.

Equalities – None identified within the consultation process.

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

Crime and Disorder – None

Information Technology – None

Land – None

Other – None

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

Contact Details

Author:

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

Chief Officer Responsible for the report:

James Gilchrist
Director for Transport, Highways and
Environment

Date:9/5/222 Approved: **X**

Wards Affected: Osbaldwick and Hull Road

For further information please contact the author of the report.

Annexes:

Annex A: Residents Consultation Letter Cavendish Grove Tranby Avenue

Annex B: Representations of Objection

Annex C: Representations in Favour

Annex D: Survey Report

Annex E: Residents Consultation Letter Moore Avenue-Osbaldwick Lane

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Place Based Services

West Offices
Station Rise
York
YO1 6GA

The residents of:
Cavendish Grove;
333 & 335 Hull Road;
1 – 9 (odd) & 2 – 24 (even) Tranby
Avenue;
York

Contact: Darren Hobson
Tel: 01904 551367
Email: darren.hobson@york.gov.uk
Ref: ADB/DH/516

Date: 14th January 2022

Dear Occupier

Proposed Waiting Restrictions – Cavendish Grove & Tranby Avenue, York

It is proposed to introduce 'No Waiting at any time' restrictions in Cavendish Grove & Tranby Avenue, York to the extent described in the 'Notice of Proposals' (Notice) and as set out in the plan. This is to maintain safety at a location being adversely affected by indiscriminate/obstructive parking. Should you require any further information in regard to this item then please contact the project manager, Darren Hobson, telephone (01904) 551367, email darren.hobson@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

Darren Hobson
Traffic Management Team Leader
Network Management

Enc. Documentation

Cc – Cllr Martin Rowley & Cllr Mark Warters

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CITY OF YORK COUNCIL
NOTICE OF PROPOSALS
THE YORK PARKING, STOPPING AND WAITING (AMENDMENT) (NO 14/52)
TRAFFIC ORDER 2022

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:

Introducing 'No Waiting at any time' restrictions in Murton, as follows:

- (a) Cavendish Grove, on both sides, between the projected western kerbline of Tranby Avenue and a point 15 metres west from the said line;
- (b) Tranby Avenue, on both sides, from the projected northern kerbline of Hull Road to a point 15 metres north from the projected centreline of Cavendish Grove.

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 4th February 2022.

Dated: 14th January 2022 Director of Economy & Place
Network Management, West Offices, Station Rise, York, YO1 6GA
Email: highway.regulation@york.gov.uk



This email should be taken as an objection to the "No Waiting at any time" proposal as stated in your letter dated 14th January.

Please see the attached photographs taken yesterday of the traffic congestion on Tranby Ave (approx. 50 yards from Cavendish Junction) caused by students from the university, parking indiscriminately/obstructive on the public highway for days and sometimes weeks on end, rather than using the empty car parks at the university.

The issue with parking in the area has become worse since the introduction of the residents parking scheme on Badger Hill. The addition of further restrictions on Tranby Avenue and Cavendish will just make the problem in our area much worse. Cars that will be displaced by the introduction of double yellow lines will only move further down Tranby Avenue making the current situation worse and even more dangerous.

Any vehicles parked causing an obstruction and that contravene the Highway Code should be enforced by NYP and does not constitute a reason for imposing double yellow lines.

The answer is not to continue to push the issue further into Osbaldwick by adding further restrictions but to address the cause of the problem, which you are aware of and has been well documented.

I trust you will see sense on this matter.

Thank you

I would like to register my objection to the above proposal and double yellow lines.

I have been a resident of Osbaldwick for many years and, until recently when parking has been forced into our village from the university and surrounds, we have not had an issue.

I am not aware of a single incident occurring before the Badger Hill scheme, residents parking or Respark I think it is called, was introduced; albeit I presume that Badger Hill residents had similar issues.

I am genuinely incensed at the lack of awareness of, or unwillingness to do anything about, the actual issue.

The university car parks are totally empty, albeit with cash raising meters all over the place I noted on my last visit, and surely they were originally planned for use by staff and students (plus related visitors or contractors).

I'm sure that planning permission for such extensive parking would have been refused if the design brief had stated "Parking for staff, free, and for very wealthy students whom can afford the luxury but everyone else can park in Badger Hill (now Osbaldwick)" now would it?

There has been a significant increase in parking in Osbaldwick since the Badger Hill scheme then moved the problem here.

Making our villagers effective parking areas smaller will only make the problem worse in my opinion.

Please do not add yellow lines to our village, or heaven forbid even propose an unnecessary residents parking scheme with the cost that comes along with it (I have had experience previously in the city!), and note my objection to the current inappropriate course of action.

I do not know what planet you and York City Council are living on, that you are willing to make the residents of Osbaldwick and Badger Hill (although Badger Hill has been taken over by HMOs housing students) suffer and are quite unconcerned that there will be a major accident because you are too cowardly to take on the University. One thing I am certain of is that none of you live in Osbaldwick otherwise this problem would have been resolved.

We are the people who pay your salaries (which you are always giving yourselves a raise), pay Council Tax, no student in York who lives in a HMO pay and neither do the people who own these properties!! You have absolutely no idea how many HMO's there are, yet you bend over backwards to accommodate the University (the money you spent on renovation and have then leased it to the University) Council Tax payers money.

The thousands of pounds you paid to get rid of a council member for which you were reported for by the Auditor, again York Residents money.

I lived for the first 60 years of my life in the same house, ten years ago I had no option but to move because of students, shooting air rifles at tin cans at 1am in the morning. Having wild parties in the garden and throwing tine cans at my garage door whilst I was nursing my dad through terminal cancer also drug taking. The University did nothing nor did the Council. You are allowing Osbaldwick to be taken over in the same manner as the Hull Road area.

Students are always moaning about how poor they are, ask yourselves how come that a large percentage are running about in cars!! If they can afford to run a car they should be able to pay car parking fees on University property.

I totally support what Mark Warters stated (see below) you are only making the lives of the residents of Osbaldwick unbearable.

The imposition of double yellow line parking restrictions here or indeed anywhere on the highway network achieves absolutely nothing to solve a problem all that results is a moving of the problem along the highway

leading of course to the highway authority proposing a greater and greater length of such restrictions.

This proposal involves parking restrictions at two junctions, the one at Cavendish Grove and the Junction of Tranby Avenue and Hull Road, both junctions are covered by the requirements of the Highway Code, parking within 32 feet of these junctions can be enforced as obstructive parking by North Yorkshire Police, there is no need for double yellow line restrictions to maintain safety at these junctions.

If such restrictions are imposed the obvious consequence will be to create more parking further down Tranby Avenue to the detriment of highway safety.

I also object to the council tax paying residents of Osbaldwick and Murton in that location being inconvenienced on the odd occasions they may need to park outside their properties or have workmen, visitors etc and find they can no longer park due to these proposed restrictions to alleviate problems caused by CYC.

There were eight cars parked round the bend in Tranby this morning, last week my neighbour from Kirkdale Road had to serve onto the grass verge to avoid a head on collision, the car was also travelling at speed (probably hoping to get past the parked cars quickly).

Common sense should tell you that what you are proposing will only move the problem further down Tranby Avenue, and onto Bedale and other roads off Tranby.

I am sure you will already have had many emails on this proposal. This will not solve the problem. It will just push it further down Tranby Avenue & into the side streets. The main problem is people parking at the bend in the road in Tranby Ave as when driving towards Hull Road you cannot see if there is another car approaching past the long, (very long) line of parked cars.

Could the owners of the cars be approached & asked why they are parking there?

Why is the University not taking responsibility for the problem as I feel sure that many of these cars belong to students or staff from the University.

I am not sure of the answer to the problem but the one you have so far proposed will be of no use at all for the reasons stated above.

Thank you for reading this email.

I would like to object to your recent proposal regarding yellow lines and residents permits.

I am a local resident that has to avoid the parked cars on the narrow road of Nursery Gardens from the students studying at Archbishop Holgate School. This situation could easily be solved if both the

University and AHS allowed free parking in their grounds. The narrow streets of Osbaldwick will not benefit from either yellow lines or a permit scheme.

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Please accept this email as a complete objection to the "No Waiting at Any Time" restrictions proposed on Tranby Avenue and Cavendish Grove.

I really do not see why you are required to double yellow the top of Tranby Avenue near the roundabout and the corner of Cavendish Grove as the junctions are protected and enforceable by the Highway Code as cars should not be parking within 32 feet of a junction anyway.

The issue with parking has only become apparent following the introduction of the respark scheme at Badger Hill and beyond. The addition of further restrictions on Tranby Avenue and Cavendish will just exaserbate the problem in our area. Cars parking on the end of Cavendish Grove and Tranby will be forced to park further into the Cavendish Grove small cul-de-sac making the situation untenable for the residents. We already have an issue with cars parking either side of the street making it difficult to get down the street and on and off driveways. It will also make parking worse further down Tranby Avenue where the bend is. The parking there is already making the use of the road unsafe.

The answer here is not to continue to push the issue further into Osbaldwick by adding further restrictions. Residents parking is also not the answer as it is not something the residents of my street are willing to pay.

At what point will York Council realise that there wouldn't be a problem in this area if you hadn't introduced the Respark at Badger Hill?. It is high time that discussions were had with the university to enable free parking for their students and staff and to stop them parking in residential side streets.

I really hope that objections are considered and York Council really think about the knock on effects to residents in this area. No consultation with the Osbaldwick community occurred when introducing the Badger Hill Respark and my previous objection to it fell on deaf ears.

I urge you to listen to the residents who are becoming increasingly fed up problems created by York Council.

Osbaldwick PC fully support the stance taken by Councillor Warters with regard to ADB/DH/516 and strongly OBJECT to the proposal for double yellow line parking restrictions which will merely move a problem rather than solve it.

The PC are in the third year of offering free small trees to residents to plant in front gardens to improve the look and environment of the area in a small way, this was after all suitable Verge planting areas for street trees were used.

Imposing double yellow line parking restrictions on Tranby Avenue, spreading a parking problem expressly created by CYC further across Osbaldwick and then CYC likely trying to impose a Respark on the whole of Osbaldwick will lead to the wholesale removal of gardens and likely verges across the Parish to create 'concrete gardens' for parking with adequate examples of such affects over in Badger Hill, Newlands Park Drive etc etc.

The PC have tried in a small way to green front gardens in the Parish it appears CYC are looking to compromise such initiatives.

Further to the proposal to introduce waiting restrictions to part of Tranby Avenue and Cavendish Grove, Murton Parish Council feel that this will only move the problem further down Tranby Avenue or elsewhere within Osbaldwick, which would then lead to a greater profusion of yellow lines to try and alleviate the problem caused by the initial proposal.

The two junctions which will be affected by the restrictions surely come under the Highway Code advice/requirement of not parking within 32 feet of a junction and so any vehicles parked within that distance should be dealt with by North Yorkshire Police for obstructive parking.

We believe the problem has been made worse by the extension of the Badger Hill Resident Parking Scheme and the car park charging fees levied by the University of York which has displaced these vehicles into surrounding streets and that the proposed waiting restrictions are not the solution. Perhaps the University could be prevailed upon to

open some of their ample spare land for free parking for students and visitors in an effort to clear the neighbouring roads.

We have just received notice of this proposal dated 14th January. Whilst we note that any objections should arrive no later than 4th February we would like our objection to be considered as owners of the property.

Our property is rented each year to students and none of our tenants have owned a car in recent years. We have not been informed on any difficulties regarding parking on Tranby Avenue so we would be grateful to see any evidence of this on the street.

In our opinion, imposing parking restrictions would merely cause any people to park on the path or grass verge which would be a greater problem to the local environment and to pedestrians. Alternatively, we believe any indiscriminate / obstructive parking would simply be moved further down Tranby Avenue and Cavendish Grove.

Could we suggest that if parking is deemed to be a problem then restrictions could be limited to residents only during key times.

Many thanks for considering our objections. We would be happy to be contacted to receive any information you have or to discuss this further.

I write to object to the above proposed double yellow lines on a small section of Tranby Avenue and Cavendish Grove. This plan will not maintain the safety at a location being adversely affected by indiscriminate/ obstructive parking because the problem is already worse further down Tranby Avenue where the road bends and where I have witnessed an accident. The proposal will cause more vehicles to be parked further down Tranby Avenue and other adjoining streets increasing the hazardous situation for drivers, cyclists and pedestrians and obstructing buses and emergency vehicles. Extending the double yellow lines will just push the problem further and further into the village, it also penalises residents or their visitors who want to park outside their homes. The issues on Tranby Avenue only started in October 2021 when residents parking was introduced in Badger Hill. The parking issues on Badger Hill have just been pushed onto Tranby Avenue and the current proposal will just push the problems elsewhere too. Hoping you can come up with a better solution to solve the problem whilst not penalising residents.

As a resident of Osbaldwick for 52 years I wish to object to the proposal to double yellow line part of Tranby Avenue. This will only move the problem further down the avenue and make the situation

worse in Cavendish grove.

I am sure you are aware those parking are there because of the Badger Hill restrictions and the University of York attitude to campus parking. Please find a solution that addresses the cause of the problem.

With regard to the attached TRO I wish to object in the strongest possible terms to these proposals put forward to alleviate parking problems expressly created by the CYC Highway Regulation department and the Executive Member for Transport when the Badger Hill Residents Parking Scheme was extended without any thought as to the displaced University related parking and displaced Archbishop Holgate's school parking was going to go.

I initially thought this was down to the incompetence of those involved but now, especially in the light of this TRO believe this situation has been brought about as the result of deliberate, malevolent acts by those involved and especially with regard to the Executive Member for Transport a mindset devoid of practical reality.

I also believe that this initial proposed imposition of double yellow line parking restrictions is merely the start of another anti-car led CYC initiative that will lead to double yellow lines being daubed for many more yards along Tranby Avenue and side streets before CYC offer residents the poison pill of a Respark scheme across the whole of Osbaldwick to solve the issues that CYC have created.

Before stating my reasons for objection might I point out that the legal measurement for the public highway in the UK is miles and yards, road signs have to be in miles and yards and yet on TROs you are using metres, if you are going to use metres then it ought to be in brackets as a secondary measurement after the distance is displayed in yards, I'll forward these concerns to the Transport Minister.

We wish to strongly object to the proposed waiting restrictions on Tranby Ave and Cavendish Grove. Although we live further along off Tranby Avenue this proposal will eventually impact on all residents living in Osbaldwick. Does this mean that eventually we will follow in the footsteps of Badger Hill and have the ResPark Scheme?

It seems that it is human nature to use a car rather than walk or cycle, so the problem of car parking will never go away. This particular problem seems to stem from students and staff working at the University parking nearby rather than paying for parking on the campus. Surely 'the powers that be' at the University need to recognise what an impact this has on residential areas and meet with

the Council to try and come to an agreement. The volume of students is on the increase and by the end of the decade we understand that it will be in the region of 30,000!

This is a great cause for concern. Something must be done now, as you will be simply moving the problem to another area. The University must be encouraged to provide sufficient car parking spaces for the future.

I write to express concern over the number of cars parking in Tranby Avenue creating obstructions to moving traffic and inconvenience to residents.

Mark Warters has raised this issue with you. I agree with him that this issue must be resolved between the University who's staff are mainly responsible for parking and CYC.

Installing yellow lines is simply not the answer especially when there is more than sufficient parking on the University Campus. It is time the University took responsibility for their staff parking and not dump it on the residents of Osbaldwick.

I wish to object to the 'No Waiting at any time' restrictions proposed in Cavendish Grove and Tranby Avenue, I believe this to be a complete waste of tax payers money.

The restrictions will unnecessarily reduce the number of available on street parking spaces for residents and visitors, they are an unnecessary measure if people obey the highway code.

I believe that the indiscriminate/obstructive parking should be controlled by way of issuing penalty notices to vehicles parking illegally.

I refer to the Highway Code Rule 243 which states,

Do not stop or park:

- Anywhere you would prevent access for emergency services
- At or near a bus stop (Cavendish Grove bus stop serves both sides of the road)
- Opposite or within 10 metres of a junction
- On a bend

No restrictions are required, just penalty notices to those who are not obeying the law.

In addition, I would like to add that many of the vehicles causing the problem belong to people attending the University of York and I suggest that the University address the issue by providing on site free parking to remedy the issue.

One of the people parking outside my property daily has told me they park there because the University has refused to allow them to have a parking permit.

I request that you take my objections into consideration before making a decision.

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Thanks for your letter regarding the double yellow lines due to the problem with University parking.

I'd like to add that I think it doesn't go far enough and needs to come to at least No. 17 Tranby Avenue because of the problem with cars parking opposite the bus stop and completely blocking the road. As you know, this problem has been caused by stopping the university from parking in Badger Hill so all this proposal will do is force the problem further down the avenue. As it's already so dangerous on the curve that starts at my house it will only get worse.

I know that the 20 limit will not be enforced but it was introduced to make the avenue safer and now, due to all the displaced university parking, it's the most dangerous it's ever been.

As soon as the cars are parked it's causing constant issues with the bus, general traffic, getting into or out of any of the drives etc and the proposal will not solve any of this.

I hope this proposal can be extended further down the street, the chicane the parking is creating is not very safe.

Thank you for your letter dated 14th January which I received last week.

I am emailing to state that I welcome and support the proposed introduction of the restrictions but need to raise concerns as to the 'knock on' effects this will have further down Tranby Avenue.

Since moving to my property in 2010, I have witnessed the introduction of a new bus route (number 20) which now travels down Tranby Avenue into Osbaldwick Village with no official bus stops introduced yet the bus still stops and at times can wait outside my property which prevents me from leaving my drive as I have a lamp post which restricts movement of my vehicle. I could never understand why a bus would need to wait on Tranby Avenue when the University bus station is so close and it would be more sensible and safer for a bus to wait there?

More recently, we have seen a significant increase in university cars parking on Tranby Avenue due to the introduction of restrictions in Badger Hill. This is already causing major issues for the buses and residents to safely move along the road especially on the first bend which can become blind due to the numbers of cars parking there. This section of the road is equally being adversely affected by indiscriminate/obstructive parking

By introducing these restrictions, it will help at the top of the road but simply move this concern further down the road towards the blind bend which I can only assume will result in further health and safety issues arising.

The ideal solution would be to extend the double yellow lines past the blind bend. This would ensure safe passage for the buses and all vehicles from the roundabout and past the blind bend.

I hope you will seriously consider this amendment to your current proposals.

With regard to your letter to some of my neighboring residents, dated 14th January 2022. I fully support whatever parking measures that the council wish to impose in this area.

Additionally, would you consider installing more roadside planters as installed elsewhere in Osbaldwick to prevent the grass verges becoming a third traffic lane for some particularly impatient and irate drivers!!!

May I apply for a roadside planter to be installed outside my house, how do I go about that? I would be happy to pay if required.

Thank you

I just want to say I completely back these proposals. I live at 7 Tranby and see daily the impact of thoughtless parking and of an abundance of students' cars scattered everywhere at the top of Tranby. I wish more pressure could be put on landlords to provide more parking at their properties.

My only concern is that once this happens, the students who park at the top of Tranby will then start to park in Cavendish which is already crowded by cars - many of whom don't live on Cavendish. Can I ask what plans are place to avoid this?

Survey of car park usage at University of York 11 November 2021

A visual survey of the occupancy of the University of York Car Parks was undertaken by Ian Stokes between 11:30 and 14:00 on Thursday 11 November 2021. The survey results are presented as 'approximate percentage occupied' or as otherwise indicated.

Car Park Locations are as shown in the following images:



Campus West car parks

Survey of car park usage at University of York
11 November 2021



Campus East car parks

Campus West car park occupancy		
Car Park Ref. No.	Occupancy (%)	Comments
1.2	100	<ul style="list-style-type: none"> • Staff Permit Holders Only
2.1	0	<ul style="list-style-type: none"> • Not in use as a car park
2.2	97	<ul style="list-style-type: none"> • Staff Permit Holders Only • Some disabled spaces unoccupied
2.3	5	<ul style="list-style-type: none"> • Majority of car park taken up for site compound/storage
2.4	100	<ul style="list-style-type: none"> • Pay & Display
3.1	60	<ul style="list-style-type: none"> • Pay & Display
6.1	100	<ul style="list-style-type: none"> • Pay & Display
6.2	100	<ul style="list-style-type: none"> • Psychology car park with 5 reserved parking spaces
6.3	95	<ul style="list-style-type: none"> • Pay & Display • Occasional spaces unoccupied
6.4	60	<ul style="list-style-type: none"> • Pay & Display

There are several other Staff Permit Holders Only car parks for various faculties on Campus West

Campus East car park occupancy		
Car Park Ref. No.	Occupancy (%)	Comments
8.1	90	<ul style="list-style-type: none"> • York Science Park Permit Holders Only • Occasional spaces unoccupied
9.1	100	<ul style="list-style-type: none"> • Pay & Display and Park & Ride
9.2	95	<ul style="list-style-type: none"> • Pay & Display • Some spaces unoccupied

Note York Sports Village Car Park in Area 10 is for patrons only



Economy & Place Directorate

West Offices
Station Rise
York
YO1 6GA

Email: highway.regulation@york.gov.uk
Ref: Annual Review
Date: 22nd October 2021

Dear Resident/Occupier,

Proposed amendments to the Traffic Regulation Order -

It is proposed to introduce or amend traffic restrictions near to your property as described in the 'Notice of Proposal' attached and as set out in the accompanying plan. Should you require any further information in regard to this proposal then please contact:

highway.regulation@york.gov.uk

Your enquiry will be forwarded to the officer dealing with this issue.

I do hope you are able to support the proposals but should you wish to make representation in support or objection then please write, giving your grounds for objection, to the Director of Economy and Place at the address shown on the Notice or to the e-mail address above, to arrive no later than 14th May as specified in the Notice.

Yours faithfully

Traffic Management
Transport

Enc: Notice of Proposals
Plan

CITY OF YORK COUNCIL
NOTICE OF PROPOSALS
THE YORK PARKING, STOPPING AND WAITING (AMENDMENT) (NO 14/50)
TRAFFIC ORDER 2021

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:

Introducing 'No Waiting at any time' restrictions in York as follows:

- (a) Moore Avenue, on both sides, between the projected north western kerbline of Osbaldwick Lane and a point 10 metres north west of the said line,
- (b) Osbaldwick Lane, on its north west side, between points 10 metres north east from the projected north eastern kerbline of Moore Avenue and a point 10 metres south west from the projected south western kerbline of Moore Avenue,

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 12th November 2021.

Dated: 22nd October 2021

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





Decision Session: Executive Member for Transport

17 May 2022

Report to the Corporate Director of Place Directorate

Consideration of representations received to the advertised extension of R30 Residents Priority Parking Scheme to include East Parade.

Summary

1. To consider the formal representations received to the legal Traffic Regulation Order, advertised during May 2021, to implement an extension of R30 resident's priority parking scheme to include the eastern section of East Parade, this incorporated properties located on East Parade between Eastern Terrace and Melrosegate, Bull Lane and Parade Court and determine what action is appropriate.

2. Recommendation

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

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

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

Background

3. We originally received a petition from a percentage of residents who resided on Main Avenue, First Avenue and Second Avenue requesting that consideration was given to introduce a Resident Priority Parking scheme for their area due to the pressures on parking.
4. Once the location reached the top of the waiting list we consulted on introducing an extension of the R30 residents parking scheme to include a larger area, this incorporated the eastern section of East Parade. As the western section of East Parade was already covered by residents parking restrictions if a scheme progressed excluding the remaining East Parade properties then residents would become disadvantaged as all surrounding streets would then be restricted, if proposals progressed to implementation, and residents would then be left with minimal on street parking availability. During this time we posted consultation documentation to all properties within the proposed extended area requesting that residents return their questionnaires and preferences. The original consultation area is shown within Annex C.
5. The results of the consultation were considered at a Decision Session in April 2020. During this it was resolved to advertise an amendment to the Traffic Regulation Order to introduce an extension of the R30 Residents Priority Parking scheme to include East Parade, Bull Lane and Parade Court only. This was due to East Parade responses being close to the recommended 50% return rate with the majority expressing a vote in favour of implementing restrictions:

Street	Properties consulted	Number of Returns	Returns in support	Returns not in support
East Parade/Bull Lane/ Parade Court	88	42 (48%)	24 (57%)	18 (43%)
First Avenue	24	17 (71%)	1 (6%)	16 (94%)
Second Avenue Eastbourne Grove	52	32 (62%)	5 (16%)	27 (84%)
Main Avenue	51	28 (55%)	9 (32%)	19 (68%)

6. An amendment to the legal Traffic Regulation Order to implement the extended Residents Priority parking scheme was advertised in February 2021. This included separate bays and signs to be introduced on East Parade.

7. Legal advertisement

The proposals for East Parade were advertised in the usual manner of notices placed on street, in the local press, to the statutory consultees and delivered to the adjacent properties, this exceeds the legal minimum requirement. In addition to this each property within the original consultation area (outlined in Annex C) were posted an update letter to advice of the formal advertisement for East Parade and directed how to make representation on the advertised proposal.

8. During the advertisement period we received 15 objections from residents located on East Parade and no written representations in support of the revised scheme were provided. The majority stated that the advertised scheme would have a detrimental impact for residents as it did not provide adequate parking provision for the number of properties. They also did not expect that a partial scheme would be progressed as the results of the consultation was below the recommended return rate. Representations from East Parade are included as Annex D.

9. Several representations were received from residents of First Avenue, Second Avenue and Main Avenue who were previously included within the proposed Residents Parking extension and voted against the introduction of a scheme. The majority express that they believe implementing restrictions on East Parade only will have a detrimental effect on the wider community. As residents would park within the unrestricted areas which are off the main thoroughfare and would be available as free parking on a first come first served basis. These streets are also closer to properties located on the south of East Parade enabling them to not cross the highway to access available parking on the north. This would increase the existing demand on parking pressures and have the opposite effect when introducing residents parking restrictions. Representations are shown in Annex E, F and G.

10. Parade Court

Due to the nature of East Parade, within the legal advertisement the scheme was advertised as separate bays and signs (as oppose to an entry sign style scheme) which included double yellow lines at entrances (Annex B). During the advertisement period representation was received in support of the double yellow lines at the entrance to Parade Court due to safety issues and constant obstruction of the entrance. Please see Annex H for comments received and supporting evidence. This was also

acknowledge by Councillors who submitted representation in support of the No Waiting Restrictions at Parade Court however both objected to the advertised residents parking to implement restrictions on East Parade only, these are included as Annex I.

11. **Options for consideration:**

Option 1 (Recommended Option)

- a) To take no further action relating to implementing residents parking restrictions on East Parade.
- b) Implement the advertised No Waiting at Any Time (Double Yellow Line) restrictions advertised on East Parade at the entrance to Parade Court only.

12. **Option 2:**

Implement the advertised residents parking scheme.

This is not the recommended option as this does not address the original concerns received from adjoining streets and does not take account of affected residents views and the responses received from the larger area.

13. **Council Plan**

This report is supportive of the following priorities in the Council plan in addition to the One Planet York principles, that the Council champions:

- A focus on frontline services; and
- A Council that listens to residents.

14. **Implications**

This report has the following implications:

Financial –The £5k allocated within the core transport budget would be used to progress the advertised residents parking scheme if option 2 was taken forward. The ongoing enforcement and administrative management of the additional residents parking provision will need to be resourced from the income generated by the new measures

Human Resources – If implemented, enforcement would fall to the

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

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

- Age – neutral as it is not recommended for any changes to take place;
- Disability – Neutral as Blue Badge holders who live locally can apply to have a bay provided outside their homes if required;
- Gender – Neutral;
- Gender reassignment – Neutral;
- Marriage and civil partnership– Neutral;
- Pregnancy and maternity – Neutral as no changes are recommended to take place;
- Race – Neutral;
- Religion and belief – Neutral;
- Sexual orientation – Neutral;
- Other socio-economic groups including :
 - Carer - Neutral (see Disability);
 - Low income groups – Neutral;
 - Veterans, Armed Forces Community– Neutral.

Legal – any No Waiting restrictions implemented would be enforced by CYC Civil Enforcement Officers and included within the Legal Traffic Regulation Order

Crime and Disorder – no Crime and Disorder implications identified

Information Technology – no implications identified

Property – no Property implications identified

Other –no other implications identified

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

Contact Details

Author:

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

Chief Officer Responsible for the report:

James Gilchrist
Assistant Director for Transport, Highways
and Environment

Date: 5th May 2022 **Approved:** X

Wards Affected: Fishergate

For further information please contact the author of the report.

Annexes:

Annex A: recommended option for No Waiting Restrictions at Parade Court

Annex B: advertised restrictions for East Parade

Annex C: plan of originally consulted area

Annex D: East Parade representations

Annex E: First Avenue representations

Annex F: Second Avenue representations

Annex G: Main Avenue representations

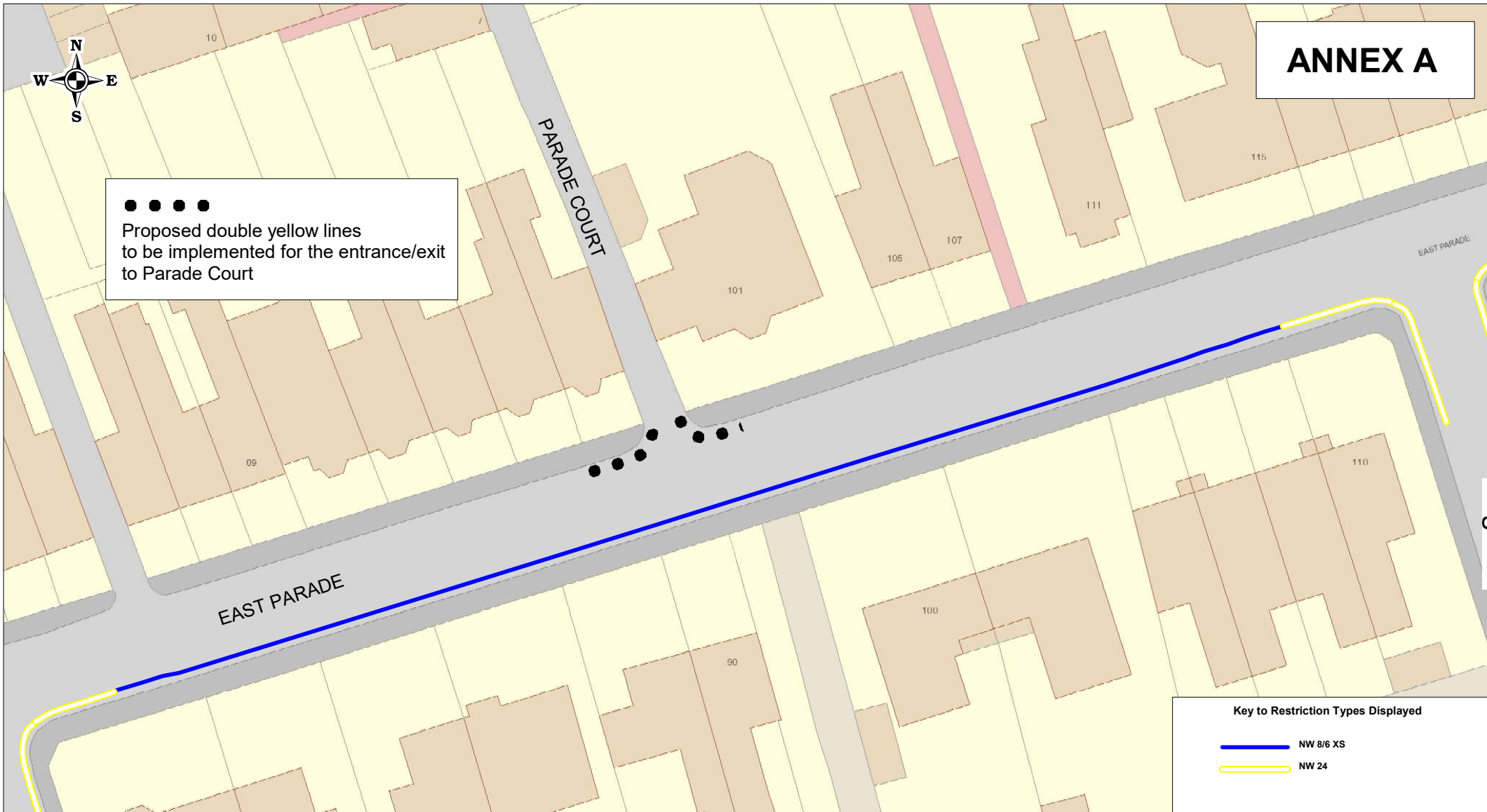
Annex H: Parade Court support

Annex I: Ward Councillor comments

ANNEX A



Proposed double yellow lines to be implemented for the entrance/exit to Parade Court



Key to Restriction Types Displayed

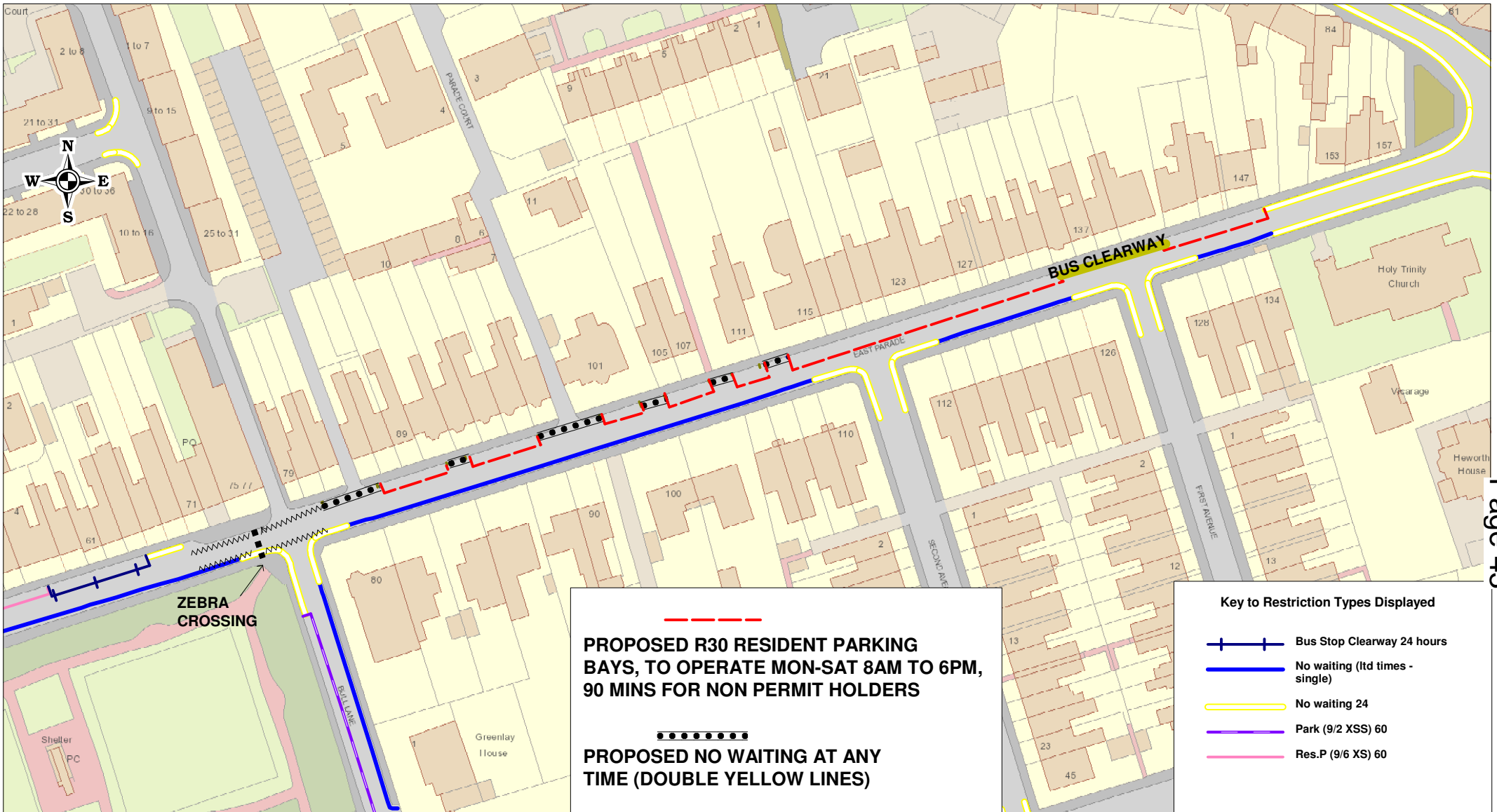
- NW 8/6 XS
- NW 24



**Parade Court
Proposed double yellow lines to be implemented**

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DATE	05/2022
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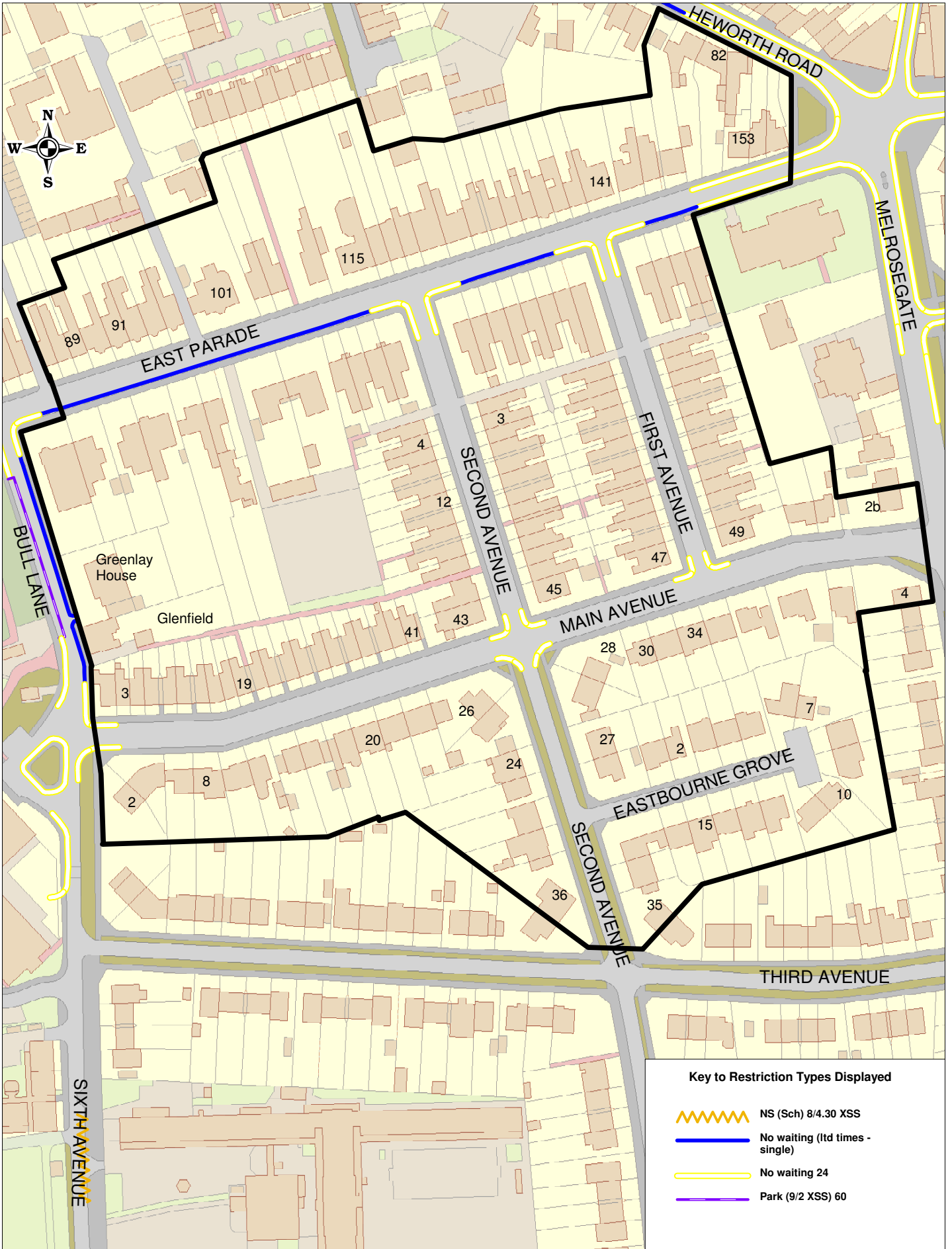


East Parade

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SCALE	1 : 1658
DATE	19/12/2019
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East Parade comments

East Parade

I would like to object to the decision to extend the R30 Residents Priority Parking Area for East Parade only.

The consultation gave the impression that the residents parking would cover a wider area. Was the consultation about residents parking in single streets or over the entire area?

As a resident of East Parade, my reaction to the current plan and that of the neighbours I have spoken to is there is no benefit for residents parking on East Parade only as we can save the cost of the parking permit and park in First or Second Avenue or even Main Avenue which is not far away.

I am happy with the current arrangement of first come first served on East Parade and surrounding roads.

East Parade

Following your letter and enclosures of w/e 23 April, I am writing to object to the proposed extension to the ResPark scheme (R30 East Parade). The grounds for my objection are as follows:

1. Having previously lived in a Residents' Parking zone I have first-hand experience of what it means. It does not 'guarantee' you a parking space, much less one outside your house. It results in your visitors receiving parking fines if you don't remember to give them a visitor's permit. If all the spaces in your zone are taken, and you are forced to park elsewhere, or on a double yellow line, it can result in you receiving a parking fine. The cost of the residents' permits and the visitors' permits is extortionate (what exactly do we get for our money??), and it is a source of stress and tension between local residents. When I moved to East Parade, I was immensely glad to leave it behind, and I doubt that any of those in favour of the scheme will appreciate these points until it is too late.

2. According to your consultation there is virtually nobody who thinks that the issue of people from outside the area parking here in order to walk into town etc. is a problem. So exactly what is the problem that the scheme will solve?

3. I quote from your Annex C: 'A partial implementation will increase pressure for parking on other streets', to which you have concluded 'This outcome would be likely.' Yes - exactly. There is currently more than adequate parking for residents, and we happily share with neighbouring streets. The fact that the residents of First and Second Avenues and Main Avenue were so overwhelmingly resistant to the scheme demonstrates this. However, given how few parking spaces there are on East Parade itself, if the scheme is extended, residents of East Parade will continue to park on First and Second Avenues and Main Avenue. Additionally, the fact that they will be able to do so without an eye-wateringly expensive permit makes it highly likely that residents of East Parade will simply choose not to participate in the scheme - especially if there is more than one car in the household. This will result in a breakdown in currently good neighbourly relations.

4. Your Annex C records 18 comments to the effect that the system currently works, even if it is occasionally inconvenient. It will stop working if you implement a ResPark scheme.

5. The Director's Decision states that at 48% 'the returns were close to the threshold we stipulate'. I conclude from this that you stipulate 50% of consulted households as the minimum requirement that must be met in order to approve a scheme. 48% is not 50%. The whole point of thresholds is that they must be met, or else they are meaningless. I am certain that local residents would be keen to look further into whether legislation in this area is legally binding, or indeed if the Director is mandated to take decisions in contravention of the stipulated threshold.

6. Your own figures state that out of 88 households that were consulted, merely 24 were in favour of the scheme. You cannot assume that those who did not respond are in favour, so you are proposing a scheme that will affect everyone in the area based on the preference of a small minority. There was also a good number of returns that were not in support of the scheme.

I know that there is considerable unhappiness among many residents at this proposed extension of the scheme, and I urge you to reconsider it.

East Parade

We are writing to object to the decision made 6 May 2020 by the Corporate Director of Economy and Place, Neil Ferris, in consultation with the Executive Member for Transport, Councillor Andy D'Agorne, concerning the extension of Residents' Parking Zone 30 along East Parade in Heworth.

We note this was against the officer's recommendation to make no change contained in the 23 April 2020 decision session report.

Our objections are as follows:

1. The decision made to impose Residents' Parking on East Parade exclusively is counter to the basis on which the consultation was made, which was that Main, First and Second Avenue would be part of the proposed parking zone.
2. East Parade residents did not form part of the original petition, highlighting the lack of impetus for the scheme on East Parade.
3. The return rate for East Parade was below the council's long-stipulated return rate of 50%, further undermining the legitimacy of imposing a solution that was not up for a vote.
4. Voting amongst residents of Main, First and Second Avenues also shows they now strongly oppose the scheme.
5. Extending the R30 zone along East Parade alone will have the opposite effect to that intended, as it will concentrate parking onto Main, First and Second Avenues of those working in York who are avoiding park and ride sites, and will additionally result in many East Parade residents opting out of the scheme and

continuing to park on First and Main Avenue for free, as we do now. This is likely also to create resentment amongst residents where there is no issue currently.

6. In our specific case our house has a bus stop directly outside, which means we have no parking immediately outside our home. We see this as something that benefits all neighbouring residents. As a result we already have to hunt down a parking space away from our house and are happy to do so, but certainly have no wish or intention of paying as well.

7. The council should make better use of the funds involved to encourage strong take-up of park and ride schemes, and to plan for the provision of charging points for electric cars for those who have no access to off-street parking.

As a result of the Executive Member's decision East Parade residents risk having imposed on us something we did not ask for, were not consulted on, did not vote for and which will not work.

We ask that the original recommendation of the decision session to change nothing be accepted.

East Parade

Re your letter to Residents of 23.4.21: I'm a bit puzzled by this. I understood the original proposal was instigated by residents of First Avenue, who objected to people parking on their street, yet they seem to have voted comprehensively against it. I'm happy to pay for parking if it would actually achieve anything, but as far as I can see the surrounding streets will just absorb cars owned by people who are not prepared to pay. I can't park outside my house because of the bus stop, so my options are to pay to park in East Parade at least 20 metres from my house, or park for free the same distance away in First Avenue. It seems to have been a rather pointless (and presumably expensive) exercise.

The returns (48%) did not reach the stipulated threshold (50%) and yet you overrule your own recommended option (Take no further action across the full consultation area) which upholds the majority view. It's not only undemocratic but bureaucratically inept and wasteful of the council's budget.

East Parade

I am responding to the letter we received at _ East Parade York in respect of the proposed changes to parking on East Parade.

We would object to residents parking only on East Parade.

We park mainly (2 car household) on First or Second Avenue but can usually find places on East Parade if this is not possible (and often is)

We worry if there is permit only on East Parade then we would not find a place to park on First or Second Avenue as at present these roads are busier and it is often easier to park on East Parade.

We would prefer to park on First or Second Avenue as we live on the South Side of East Parade and it is safer getting in and out of your vehicle on these side

roads. You have to park facing out of York as otherwise impossible to see to safely leave your space. And is always tricky getting out of the car from the drivers side especially the you have supermarket shopping to unload when parked on East Parade due to the traffic volumes.

If residents parking were to go ahead would prefer it to cover East Parade and First and Second Avenue as think people park there when working in York, To make East parade residents only willi only make the parking on First and Second Avenue even busier as at present there are always spaces on East Parade which they will no longer be able to use.

If East parade becomes permit only I don't believe there would be enough spaces as there is only parking on one side f the street at the East End and there are house both on the Nor and South side and there are bus lanes also taking out space.

The other end of East Parade where there is permit already there are house only on the North Side - South side is the Park.

Another alternative would be to allocate the North Ends of First and Second Avenue for permits for East Parade house owners (where the road is beside the side of houses on East Parade.) I know that several people living on the South side of East Parade use this area to park at present.

East Parade

We are writing to object to the proposed extension to the R30 East Parade residents priority parking area.

The original request for such a scheme was instigated by one or more residents of Main, First and Second Avenues.

In your original letter dated 20th January 2020 the second paragraph reads "Any scheme taken forward will be based on individual streets where **the majority of residents have responded to the letter** and more residents would support the introduction of resident parking than not"

However, in your letter of 23rd April 2021 it states that only 48% of the properties consulted on East Parade, Bull Lane and Parade Court responded, which is less than a majority of the those consulted. The proposed scheme is therefore not supported by the residents in line with the consultation process as was originally described.

Also, adopting the proposed scheme merely pushes non-permit parkers a short distance onto the other streets in the area, exacerbating the parking issues on these other streets consulted whilst incurring expense for those residents on East Parade who wish to continue parking there if the scheme goes ahead.

We are also concerned that in the application of the scheme the available space may be further reduced, resulting in fewer cars being able to park there, thus potentially more cars will then be parked other the streets in the locality.

East Parade

I'm afraid this is an objection - sorry!

Since I cannot actually park in front of my house (on the bus clearway section of East Parade), I have no wish to pay for a parking space I shall not be able to use. Of course, I realise that a permit would enable me to park in front of other houses (no doubt to the annoyance of their residents); but with spaces already at a premium, 126 East Parade becoming an HMO for 8 occupants on 1 July and no parking allowed anyway on the south side of the road, I am going to have problems.

I understood that it was residents of First Avenue who wanted Res Park for their street and I can completely understand why this might have been. However, since then, some goalposts appear to have moved - resulting in the proposed targeting of East Parade.

I hope this matter can be resolved in some way to address the concerns which I know also exist among my neighbours.

East Parade

Thank you for your letter dated 23rd April 2021, regarding the proposal for an extension of a residents parking scheme to include the eastern section of East Parade.

Our house is located opposite the church, and there is also a bus stop outside, which dramatically reduces the space available for parking. The introduction of a residents parking scheme would not benefit us at all, as the cars that park outside our house tend to be visitors to the church, parents picking up school children or visitors to local shops. 90 minutes (which is proposed as a free parking period) would be more than sufficient for most people to visit the church/shops/school, and it would therefore provide very little benefit to us. We do not have the luxury of off road parking (i.e. a driveway), unlike many of the other houses on East Parade; and we therefore have no choice but to park on the street. The thought that we could be forced into paying for the privilege really does feel unfair.

My husband and I both work for the NHS, and the last year has been tough for us all, but we are lucky to have some wonderful neighbours, and we have all supported each-other. I am not aware that **any** of our neighbours voted in favour of the residents parking scheme, and frankly I am very surprised it had any support at all. In effect, we will be paying for parking spaces that we won't have any guarantee of securing.

Another issue is visitors to our home; we rely on family support for childcare (obviously we cannot do this at the moment, but from the end of next month, we hope that this can start again). Our parents travel long distances to help out – which means staying over in York. We already have issues finding parking spaces for them, and this scheme would likely make it impossible, and potentially expensive (i.e. purchasing passes).

On a final note, financially this has been a really hard year for us all, with many people losing their financial security. Introduction of a scheme such as this, where

we will be paying for a service that will (if anything) make our lives more difficult feels very unfair and badly timed.

I hope that the council will reconsider their plans.

East Parade

Thank you for your recent letter of 23rd April received, regarding Consultation Results for the Residents' Priority Parking Scheme (ResPark) concerning East Parade and surrounding streets.

We have a number of objections regarding your decision to take forward a proposal to amend the Traffic Regulation Order to extend the R30 Residents Priority Parking Area and would appreciate it greatly if you could address these.

1) Why, when the recommendations of the Consultation Results by the Report of the Assistant Director of Transport, Highways & Environment (23 April 2020) were that no further action should be taken (Option i), is it that the ResPark scheme for East Parade (Option ii) is in fact being approved?

2) The threshold of responses to the consultation of 50% for East Parade was not met and so should not be used as a marker of residents on East Parade being in favour of the scheme.

3) The comments and requirements of the majority of residents in the whole consultation area have not been taken fully into account where it is abundantly clear that a ResPark scheme on East Parade only will have a detrimental affect to all surrounding roads. Additionally, other issues concerning for instance speeding on East Parade are of much greater importance to the residents.

4) The proposed ResPark scheme for East Parade only will mean that more cars will be parked on adjoining roads causing even more problems for the residents of these avenues than currently is the case.

5) I am a blue badge holder with mobility problems and could encounter problems if I am not able to park near my home. This issue may not be just my problem as other residents or visitors may also have this issue.

6) There are at least two Houses of Multiple Occupancy (numbers 126 and 130 East Parade), both of which the capacity for 8 students which will cause problems with owner cars plus visitor vehicles.

7) Having bus stops on each side of the road in close proximity this reduces the capacity for parking.

8) We live in close proximity to Holy Trinity Church where the necessity of parking for people attending funerals and weddings will undoubtedly cause increased problems to residents of surrounding roads, particularly First, Second and Main Avenues, should the proposed ResPark scheme for East Parade be introduced.

9) Have residents of First, Second and Main Avenues been given the opportunity to respond when they realise the impact this new ResPark will have on their roads?

10) Is it possible to opt out of such a ResPark scheme for East Parade if one so desires?

11) What is the actual reasoning for the ResPark scheme to only East Parade being approved? How specifically will it improve anything for the majority of residents of this area?

East Parade

With regards to the proposed Resident parking scheme on East Parade and surrounding avenues.

As a resident on East Parade I am writing to express my strong opposition to the proposed changes to the on street parking.

The residents consultation received strong opposition from residents living on the Avenues citing a variety of reasons why this should not go ahead:

First Avenue: 94% against (71% voted)

Second Avenue: 84% against (62% voted)

Main Avenue: 68% against (55% voted)

The only street that voted in favour was **East Parade**, however the turnout for this vote was a mere 48% with 24 out of 88 properties in favour. This is noted on the councils response as being below their normal level for acceptance. To put this into perspective, **only 21% of residents consulted on East Parade were in favour**; leaving 79% either against or indifferent.

The council propose to go ahead with parking restrictions on East Parade only, which directly goes against the Avenues concerns that doing so would just shift the perceived problem from East Parade to the Avenues.

My perception of the problem on East Parade is that there are houses down both sides of the street, yet parking is only available down one side. This immediately causes a shortage of parking and adding a residents parking scheme to this street would serve little purpose other than costing residents to park on the street and any visitors to their property aswell. Of greater concern is the speed at which cars travel down the street; this could easily be addressed by adding additional parking bays on the south side of East Parade and mean cars are forced to slow down, whilst adding more parking for residents - win win!

The proposed system by the council would allow 90 minutes parking on East Parade for non residents, to allow continued access to local amenities which I very much welcome. However from my observations, during busy periods on the street parking bays are only occupied for a short period of time as people visit the shops etc. So the proposed Res Park scheme wouldn't actually assist residents in this

regard either, cars will still park and a temporary shortage of spaces would still exist.

It appears no real investigatory work has been carried out by the council here and they are acting purely on the wishes of a small number of residents on one of the streets in a larger area.

East Parade

I am writing formally to object to the extension of the residents parking scheme (ResPark) on East Parade. My husband and I objected previously and now feel the alternative scheme proposed is even worse for us. I am appalled that given less than 50% of residents returned a response, you are still planning to forge ahead with this scheme, when you cannot assume that the majority of residents would be in favour of the change. We live at _East Parade, opposite First Avenue and given that those residents rejected the ResPark scheme, if it goes ahead here, those who live at this end of East Parade and don't wish to purchase a ResPark permit, will no doubt try to park on First Avenue meaning those spaces will be even more in demand and potentially cause upset and bad feeling amongst neighbours.

As you may know, we are unable to park outside our house at any time, as there is an overly large bus stop which prevents this. As a result (and as we have 2 cars in our household) planning to impose a charge to me and my husband of almost £300 a year to *not* be able to park outside our house is outrageous. I am aware that residents' priority parking schemes do not automatically offer the right to park outside one's home, but the option to be able to, should at least be there.

If the purpose of introducing the scheme is to reduce the number of non resident cars parking on East Parade during the day, the scheme would not impact that in any meaningful way as the majority of cars parking here, do so for very short periods, dropping/collecting children from school or to visit the local shops or take away. Additionally, If your scheme is introduced, those wishing to park on East Parade and walk into town could still do so at evenings and on Sundays.

I am not in favour of this scheme and I urge you to reconsider imposing it.

East Parade

Objection to proposed ResPark Scheme - R30 East Parade

Following your letter w/e 23 April, I am writing to object to the proposed extension to the ResPark scheme (R30 East Parade).

I note Your Annex C records 18 comments to the effect that the system currently works, even if it is occasionally inconvenient.

It will not work if you impose a ResPark scheme.

I note that according to your consultation there is almost nobody who thinks that the issue of people from outside the area parking on East Parade in order to walk into town is a problem.

I note in your Annex C that *a partial implementation will increase pressure for parking on other streets and that this outcome would be likely.*

There is adequate parking currently in the area, even if we have to walk several hundred yards to our front door sometimes - the proposed scheme would only make this worse.

I note the Director's Decision states that at 48% 'the returns were close to the threshold we stipulate'. This must mean you stipulate 50% of consulted households as the minimum requirement to be met in order for a scheme to go ahead, and this has not been met.

I note that out of 88 households consulted, only 24 were in favour of the scheme. Lack of response from others does not mean consent.

The scheme is faulty because:

It does not 'guarantee' you a parking space.

Your visitors require permits - which is highly inconvenient - and you receive fines if you forget to give them a visitor's permit

If all spaces in the zone are taken it is often difficult to find a legal space to park

It is dangerous for young families who do the school run twice a day, but have to cope with busy roads and parking far from the house

The cost of permits is enormous - with no benefits to the permit holder, given that the current arrangement works

It would increase pressure on First and Second Avenues, etc. especially as we would consider parking there always rather than using the permit scheme - there is currently no problem sharing with our neighbours in the other streets.

All neighbours I have spoken to are unhappy at the prospect of such a scheme

East Parade

We write to strongly object to the decision to introduce residents parking to only East Parade (and not the immediate adjoining streets) outlined in your communication dated 23 April 2021.

While at face value your decision may appear democratic it shows a complete lack of joined up thinking. Moreover, you will probably end up both moving the issue and making it worse (which in our opinion is currently limited in terms of impacts)

If we go back to the root cause as to why some NIMBYs are looking to introduce residents parking. It is because some commuters and shoppers park their cars in East Parade, 1st/2nd Avenues, Main Street etc and then walk or get the bus into town. This decision will not stop them but merely ensure they continue to park their cars in 1st/2nd Avenues, Main Street etc but this will now be compounded with those drivers who would previously have parked on East Parade.

To compound things further I would imagine a number of the residents on East Parade will refuse to pay the residents parking fee and park instead on 1st/2nd Avenues, Main Street etc - just moving the issue 10 to 100 meters away. Indeed, the issue is not a straightforward all or nothing - for example we live on East Parade but our back alley fronts onto 1st Avenue and indicatively we currently park say 50% of the time on East Parade, 25% on 1st Avenue and 25% on Main Street.

And do not under-estimate the knock-on impact. For example, our next door neighbours and the house three doors down on East Parade are both HMOs, with

8 students in each house and a potential for worst case up to 16 cars in any one year. There are a number of other HMOs on East Parade - in my student days I most certainly would not have been paying for residents parking.

In summary, the distances involved are just too short for a piecemeal introduction of residents parking to act as any kind of deterrent.

In our view the decision needs to be all or nothing. That being either no residents parking is introduced or it is introduced for all the streets covered in the submission.

Note, we did not reply to the original consultation as it was an issue we did not feel strongly enough about at the time. We now believe the consultation was fundamentally flawed as a piecemeal introduction of residents parking was not an explicit option - I think if you present the revised options to residents you will get a very different answer.

East Parade

I have been asked to contact you on behalf of ... as I am his social worker.

... has received a letter dated 23rd April advising that the residents parking permit scheme will be implemented if no further objections are received. Nick resides at _ East Parade and does object to this scheme being implemented for the following reasons;

The scheme is expensive and not affordable.

... has various support staff and it would potentially make visiting him difficult/expensive.

Outside .. home it is double yellow lines. He therefore already cannot park outside his house and once all residents on East Parade park outside their homes ... is highly likely to struggle to find a parking space on his street, because many East Parade homes are two car households.

The expense of parking on East Parade will mean he will need to park on streets near that are not part of the scheme which will cause an overflow problem for the neighbouring streets; it will compound an already difficult parking situation.

Parking away from his home is a significant cause of anxiety for ... as he has experienced being assaulted in the street previously and does not cope well with having to walk any distance to get to his home.

On an ethical note he raises the very valid point of why should he have to pay to park outside his own home/on the street where he lives. He might be more inclined to support the scheme if one free permit were to be given to each household.

Therefore almost guaranteeing all residents get parked on the street. People outside the area who cause the main problem regarding parking would run the risk of getting fined and those households with more than one car would have to seek alternative parking spaces elsewhere. This seems a much more equitable approach to resolving the problem.

He is also struggling to understand how such a scheme can be implemented when out of the 88 residents residing on East Parade consulted only 42 replied which means that 52% of the residents have not stated a view for or against. Also, of the

42 who did reply 24 were for the scheme and 18 were against. Which means of the total residents on the street only 27.5% have clearly stated they are in favour – not even half and certainly not a majority. It therefore seems grossly unfair to implement this scheme given it brings with it a cost to all residents wishing to park outside their home.

... would be grateful if you could seriously take into account his views on this matter.

East Parade

I would like to register my objection to the extension of the respark scheme on east parade.

I live opposite the church. Parking here is already inconvenienced by the bus stop and people park outside our house to go to the local shops, or to pick up from the school. The proposed changes would not benefit us as 90 minutes would be enough for anyone visiting the school and shops. In fact we don't mind if people do this they are fellow parents at the school our children go to; or are supporting local businesses. The other people parking outside our house would be our neighbours, who have as much right as us to park there.

The problem is we simply don't have many spare spaces in the area. In fact the additional "no waiting areas" further down the road will create more pressure in the area. I believe these changes will bring no benefit to us, or the street. It will make parking worse while costing residents more money. We have two cars; which we need for our jobs working in healthcare in the local area and across North Yorkshire. We also depend on family help with childcare.

While we could reduce expense by not purchasing passes (for us, family and friends) and parking on neighbouring streets; this would not be in the spirit of the community that has come together over the last year to help each other. Why create division with a scheme like this?

I don't know anyone who voted for this; only 27% of those asked did. Some of those in favour will have driveways so will not be affected, in the main, by the changes.

I would expect more than 24 objections to proposal; and if so I hope the council will abandon these plans.

I also believe it would be unusual (if not unheard of) for the council to go forward where less than 50% of properties returned. I hope my objection and those of the rest of the community can persuade the council not to go forward with the residents parking plans.

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First Avenue comments

First Avenue

I live at _ First Avenue, Heworth and have been informed of proposed changes to the res park scheme to include the area of East parade closest to our road. I would like to object to the proposals. I think it will result in the residents of East parade parking for free on first and second avenue rather than paying for a permit. We have already had a large HMO approved at the end of our street with no off street parking and this is only likely to increase problems with parking on our street which currently just about copes with the parking requirements.

First Avenue

We have received the results from the priority parking consultation for east parade, first, second and main avenue. I've looked on-line for the full report using the link, but this appears not to be working?

Having seen the proposed boundaries for the extension of the R30 zone, I would like to object on the basis that the zone extends into First and Second Avenue. Residents of these streets would be prevented from parking in a significant proportion of there own road during the restricted period, having previously overwhelming rejected the original residents parking proposal.

My feeling is that by limiting parking in the first and second avenue portions of the extended R30 zone, it would create additional demand in the remaining parts of these roads and leave an additional shortage of parking space. Leaving the ends of first and second avenue out of the R30 zone would allow residents to park in their own street without restriction, and does not prevent other local residents parking there also. The need for residents parking on east parade also appears to be split 50-50.

I would also object that the current proposal did not form part of the original consultation. Had I been aware that we could be prevented from parking in a portion of our road I may have voted in favour of the new restricted parking scheme to include all of the originally proposed area.

Response for clarification

The extended boundary of the R30 Zone includes all property addresses on East Parade – some of those properties have side elevations on First and Second Avenue. The permit parking area (bays with associated signage) is exclusively located on East Parade and does not encroach into First and Second Avenues. First and Second Avenue will remain unrestricted as now. You may of course experience more pressure for space from commuters who can no longer park on East Parade and residents of East Parade who do not wish to purchase a permit if the scheme is implemented.

Additional response

I would like to still object to the proposal on the grounds of the likely additional pressure on parking in the surrounding area. Additionally, I would still also object to the new proposal as it didn't form any part of the original consultation.

First Avenue

I wish to lodge my objection to the residents parking scheme proposed for East Parade.

I live in First Avenue and we have voted against the scheme, for our street, so thankfully it wont be going ahead.

However if East Parade does go ahead then it will cause more people from there to park in our street, which already happens enough. There just aren't enough parking spaces for the number of cars. Equally we get commuters parking here too on a regular basis, which is a problem enough.

I challenged one person once who was getting his bike and bag out again, and his response was sympathetic but he said that he finishes after 8 pm and the park and ride is shut. Perhaps extending the hours there would be a good idea

First Avenue

I hereby wish to register my objection to the introduction of Resident Priority Parking to the whole of East Parade, York including the remaining eastern section of East Parade.

My objection is based on my fear that visitors (and indeed residents of East Parade) would seek alternative parking in First Avenue. Parking in First Avenue is already limited, especially in the evenings and at weekends, and I fear that Resident Priority Parking in East Parade would make it well-nigh impossible for residents of First Avenue to park our own vehicles.

I am a senior citizen and could ill-afford the annual fee associated with a Residents' Priority Parking Zone in First Avenue. This proposal was anyway rejected last year by an overwhelming majority of First Avenue residents.

I believe we residents have a moral right to be able to park our cars free of charge on the street outside our houses.

Hence my opposition to a Resident Priority Parking scheme in either East Parade or First Avenue.

First Avenue

I would like to object strongly to the proposal of residents parking being introduced on East Parade York as a resident of First Avenue.

It is already difficult to find a parking space on First Avenue with residents cars who actually live on the street, let alone having residents of another street who want to avoid having to purchase a parking permit!

My neighbours and I objected to the previous version of this proposal because of the same issue and I can't see how this benefits anyone expect the council who will make money from the permits.

The fact that the B&B at the end of First Avenue was granted permission to be changed into an 8 bedroom occupancy already has the potential to make the parking situation worse and this will just add to it if allowed!

I'd just like to be able to park near my own home when returning from work or the supermarket with a week's food shop for a family of 4... is this too much to ask for!?

First Avenue

I am writing to express my objection to the proposed parking scheme around First Avenue, specifically East Parade.

We have anecdotal evidence from residents of East Parade, that rather than pay for parking permits they will use First or Second avenue for car parking, which will have detrimental effect on the residents of First and Second avenue.

We do not currently have any parking issues on First Avenue and we are generally able to easily park our car on First Avenue, or occasionally on Main Avenue. I feel that the proposed parking scheme will have a detrimental effect and make parking on First Avenue far more difficult.

I'm aware that we don't have a "right" to park outside our house, but I don't understand why the council are trying to implement a parking scheme where it is not required and most of the residents of First Avenue are opposed too.

I strongly object to the proposed scheme.

First Avenue

I would like to write to object to the planned East Parade residents' parking scheme outlined in your letter of 23rd April. I am a resident of First Avenue, which overwhelmingly voted against the scheme (94% against). The problem is that the proposal to add a residents' parking zone in East Parade would have substantial knock on effects for the other streets in the consultation, which all voted against the scheme. Only 24 out of the 88 properties in East Parade/Bull Lane/Parade Court were in favour of the scheme, which means that there is a likely majority of those properties that will opt not to buy a residents' permit and instead will park for free round the corner in First and Second Avenue, or on Main Avenue. There is just about enough space for parking in these streets right now, but with the extra vehicles the implementation of the scheme will lead to substantial problems in parking for the residents of these streets.

Given the knock on effects of the scheme on the whole area, it would seem fair to proceed with a residents' scheme *only* if there was a majority of households in favour of the scheme across the whole area. This is far from the case, with only 39/119 of the respondents as a whole supportive (33%). This amounts to just 18% of the properties consulted.

If the only impact of the scheme was on East Parade and Parade Court, then perhaps there would just about be a mandate to proceed. However, given that this is clearly not the case, there is no mandate to proceed with the parking scheme and I would urge you to leave things as they are.

Many thanks for considering my objection.

First Avenue

I am writing in objection to the proposed residents parking scheme for East Parade and surrounding area.

I am a resident of First Avenue and feel that the proposal will encourage residents of East Parade to park their cars on First and Second Avenues to avoid parking charges. This will I believe Create a parking problem for First and Second Avenue residents, where parking is limited but not currently an issue.

It would be a shame if this change means that we are not able to park near our own homes when returning from the weekly shop.

First Avenue

I wish to lodge my objection to the residents' parking scheme proposed for East Parade in Heworth

I live at _ First Avenue. We have voted against the residents' parking scheme for First Avenue and happily it won't be going ahead. I say "happily" because the sliding scale of charges for more than one vehicle becomes punitive. As a disabled person and cancer patient who is nominated by the Government as "a Vulnerable person" and who must shield, I require my car to take me to medical appointments at the hospital etc. I have been advised to avoid public transport. My partner owns a business and has a small van for work purposes, which we need to park in the street, to keep an eye on it and its contents. A great many households in First Avenue own more than one vehicle. Already, finding a parking space in the street is like a vehicular game of musical chairs... I am constantly having to move my car to park closer to the house. As I have trouble with mobility, I prefer to park close to my property whenever possible.

If the residents' parking scheme for East Parade goes ahead, both residents from East Parade and those already using First Avenue as a free "park and ride" will make parking in our street a competitive, and possibly combative, exercise. Every day, even on Sundays, people from outside the area arrive to enjoy the free parking which First and Second Avenues offer. Most of them park badly - taking up two spaces instead of one. Often I remonstrate with these strangers, asking them to park more considerately. Sadly, these days, a great many people are aggressive or hostile, even when asked politely to move their vehicle forward to accommodate another car.

You might say that this is reason enough to agree to a residents' scheme for these streets. I would argue that, with direct knowledge of how the scheme works at my rental property in Fountayne St YO31 8HN, the scheme proves costly for residents, tenants and landlords alike.

If I wish to visit my rental property in Fountayne St, I have to pay nearly £4 for the privilege per visit when using a Visitors' Parking Permit. Each year, I spend about £200 on these tickets, often for very short stays. My tenants pay a sliding scale for parking permits, a scale which escalates dramatically in cost for each permit applied for. There has been a need to show evidence of building works in advance of applying for a builder's permit, but this is simply not feasible for a landlord. Mostly, repairs at a rental property are unexpected and call-outs by tradespeople are often in response to unforeseen water leaks, or other plumbing or electrical emergencies.

Expecting a landlord or a property owner to predict repair works in order to acquire a suitable permit is ludicrous. Thus, those living along East Parade who require tradespeople will also face the same problem that I suffer as a property owner of a house along Fountayne Street. As a result, tradespeople attending call-outs to addresses at East Parade, will be jostling for the few parking spaces in both First and Second Avenues.

The problem has been further compounded by your Planning Department's short-sighted permission to change The Heworth Guest House at the corner of East Parade and First Avenue into an HMO which has 9 letting rooms. How the hearts of residents in First Avenue sank when permission was granted for this change in status to an HMO. Even if not all of the new tenants own cars, most certainly one third of them will. Thus, another 3 cars will be jostling for space in the street, alongside the three vehicles already owned by the HMO's owners (who will continue to reside next to their new HMO.)

In short, I object to the residents' parking scheme in East Parade vehemently. I should be grateful if you would note the points which I have raised above, which I hereby summarise for you:

Such a scheme would create overflow into the existing, over-stretched parking of both First and Second Avenues.

Residents of First Avenue already compete with some residents of East Parade to find a parking space in their own street. This competition will increase.

The residents of First Avenue currently jostle with those from outside the area who use the street as a free park and ride.

Tradespeople attending call-outs along East Parade will use First and Second Avenues in which to park when Builders' Parking Permits are not provided by householders.

The new HMO at the corner of East Parade and First Avenue will create additional competition for parking spaces for the residents of First Avenue.

Thank you for your consideration of these objections.

First Avenue

Please take this communication as a formal objection to the proposed Parking amendments to East Parade, York as detailed in R30 Extension paper.

I am a resident on First Avenue. My objection is to the fact that nowhere in your documentation do you state the intention and strategic objective to your decision to impose the parking restrictions that you outline. The effect of this decision will drive parking by non-residents of East Parade onto the already overcrowded First and Second Avenue. That is an inevitability, not a prediction. Where will the residents of First Avenue and Second Avenue then park? Most of the 'available' spaces will be permit restricted or to be paid for.

I can see no detail in the amendments where any scenario planning for such contingencies have been factored in. Has there been a detailed synopsis as to the impact that these proposed parking amendments will have on the parking for First and Second Avenue residents?

First Avenue

I am writing to raise my strong objection to the new proposal of making East Parade a Residents Priority Parking Area (with no action for other consulted streets).

You appear to have moved the goalposts. In the original consultation we thought the streets were being treated as a whole, but now you've decided to split them up.

I live in First Avenue and have already heard that people on East Parade will NOT be purchasing the required permits, but will be choosing to park on our side streets (First Avenue, Second Avenue and Main Avenue). This is going to cause chaos. Residents living in these side streets are going to suffer, as we will frequently be unable to park on our own street. This isn't fair. There are lots of people living in the street who will struggle to carry their shopping bags the further distance. And also workers like me who have lots of work resources to carry to and from their cars each day.

I don't see how you can make the change when the result is not what was originally consulted on. If you're going to move the goalposts, you ought to either consult again regarding the new proposal or *preferably* scrap the idea altogether. You already have the evidence to scrap it - out of 119 returns in total, 67% (80 properties) voted against it, and only 33% (39 properties) voted for it.

I do hope you take on board the objections - I have heard nothing but complaints about this in our neighbourhood and you will have lots of very unhappy residents if you go ahead regardless.

I look forward to hearing some good news from you.

First Avenue

I am writing regarding the proposals to amend the parking plan for East Parade. I would like to register my objection to these.

I'm concerned that proposal to extend the residents' parking area for East Parade will create unsustainable additional pressure on unrestricted streets in the immediate vicinity. While this possibility had been acknowledged, it does not seem to have been fully considered in the new plans.

I feel that longer term this would then mean that the extension of restricted parking into wider areas would become inevitable, despite the clear opposition that was voiced from the majority of residents that you consulted last year.

Thank you for taking this into consideration.

Second Avenue comments

Second Avenue

Although I was one of the Second Avenue residents who initially supported the scheme, it was with the understanding that the residents' parking would be implemented on all of the streets or not at all.

By just putting restrictions on East Parade, Bull Lane & Parade Court the situation will become even more problematic for residents of First, Second & Main Avenue. Especially as I see from the map that part of Second & First Avenue will have restrictions.

Many of the East Parade residents have said that they won't be paying for the permits and will just park in the side streets with no restrictions.

I would like it to be noted that I object to the proposed plan as it stands. The scheme will only work if the whole area has restrictions. If that is not an option then I would like to request that you leave the unrestricted parking on this end of East Parade as it currently is.

Second Avenue

I am writing to express my objection to the proposed extension to the R30 resident parking bays on East Parade and Bull Lane, which I was notified about in your recent letter informing residents of East Parade and other nearby streets of the results of the recent consultation on the matter. My objection is based on what I believe to be an improper interpretation of the results of the consultation, and what I perceive to be the unnecessarily hasty and undemocratic process by which the decision was made.

First of all, I argue that it is inappropriate to deal with each of these changes piecemeal, as you are proposing. Any change to the parking arrangements on East Parade will naturally impact upon the situation in the adjoining streets, as people who currently park on East Parade or Bull Lane when they use the local amenities will inevitably look for unrestricted parking nearby. As you will be aware, the consultation concerned parking on multiple streets - East Parade and Bull Lane, but also First Avenue, Second Avenue and Eastbourne Grove, and Main Avenue. As the consultation shows, taken as a whole, the residents of these streets were against any changes being made by a ratio of more than 2:1. It is true that there was a slight majority amongst the respondents from East Parade in favour of changes being made, but it is not clear whether the following points were considered:

- The response rate amongst East Parade residents was the lowest amongst all of the streets consulted. It was in fact the only street where the majority of properties did not return a response.
- The returns from East Parade were only in favour of changes by 57% to 43% - a majority, but a small one, particularly when set against the much larger majorities in all of the adjoining streets (94%, 84% and 68% against any changes).
- A far higher proportion of properties on East Parade have private off-street parking than on the other streets. These changes will have much less impact on the lives of people residing in a house with its own driveway and garage than they

will on those who live in terraces on the adjoining streets, who have no other option but to park on the street.

I have spoken to many of my neighbours about this, and *nobody* I have spoken to thought that what you are proposing is a reasonable outcome; many of them are exceedingly frustrated and perplexed by the idea that this was even a *possible* outcome, and might have responded to your consultation differently had they known that making changes on East Parade alone was on the cards.

Simply put, it is wrong of you to use a very small majority amongst a minority of respondents on a single street as justification for changes that will have impacts on the whole area, when it is crystal-clear that there is a very large majority against the changes in the area taken as a whole. The results of your consultation could not have been clearer: it ain't broke, don't attempt to fix it.

I would also argue that ramming this through without a public meeting where people could express their views is undemocratic, and grossly inappropriate. We all know that the pandemic would make such a public meeting impossible at the moment: this pandemic has affected all of our lives terribly, I myself lost my job and a close family member to the virus, I know only too well the importance of avoiding large public gatherings. However, the fact that we cannot have a public meeting *at the moment* does not mean that we will never be able to have one ever again. There is no urgent need for this decision to be made quickly, no reason why this could not have waited until the population has been vaccinated and a public meeting could be held. I am sorry to be blunt, but the optics here are terrible: I'm sure it does not seem like this to the people who made this decision, but from the outside it looks like you are using the pandemic as an excuse for turning what ought to be an exercise in local democracy into an entirely opaque decision, made behind closed doors by people with no personal interest in the negative effects it will have on the lives of those who live in the area.

For the above reasons I urge you, in the strongest possible terms, to reconsider this decision. Ideally, I'd ask you to scrap these unpopular proposals entirely - they are unwanted by the majority of people who live in the area as shown clearly by the results of your own consultation, and they are iniquitous in how they will affect the residents of the streets involved. At the very least however, I would ask that you reverse the decision for the time being, and wait until a proper public meeting can be held so that residents can properly express their views.

Second Avenue

We're emailing in response to the recent consultation exercise and decision taken to introduce resident priority parking for the remainder eastern section of East Parade

Having looked at the proposed plans, we are confirming that we are not in favour of the change. We believe that if only part of the area (and indeed only half our street) is under these restrictions, it will just force more cars onto surrounding streets, where permit parking is not in use, meaning increased congestion and finding it much harder for residents to park.

Second Avenue

I am a resident of Second Avenue and I'm taking this opportunity to object to the proposal of extending the residents parking on East Parade.

The general feeling of the people I have discussed this with, is that the scheme won't work if only part of the area has restrictions, therefore it would be preferable to leave things as they currently stand. As previously highlighted by extending parking restrictions you will simply push the problem to the surrounding streets.

This viewpoint is not uncommon amongst resident and as highlighted in Annex B - 67% of residents who returned their forms were not in favour of the scheme!

Second Avenue

I am writing to object to your decision to extend the R30 Residents Priority Parking area for East Parade in York only. You are not taking this action for First Avenue, Second Avenue, Eastbourne Grove and Main Avenue.

All the above streets are used by car users who are not residents but park and then walk into town for their jobs. We know this because most of them park all day. Also, some of the people who live on East Parade already park in my street - Second Avenue - so if your decision is upheld for East Parade, many more people will be parking here. I cannot see the logic behind this decision as all you are doing is making the parking problem we already have even worse!

The only way you can change our parking problem is to have residents parking for ALL of the above streets or you can leave the situation as it is now. If you go ahead with your decision for East Parade only or you do nothing at all, you have let down York residents either way.

You need to look at the parking problems in York urgently.

Second Avenue

I am emailing in opposition to the extension of R30 resident parking on East Parade.

The impact of less parking on the surrounding streets would be high, Second Avenue & First avenue are already impacted by motorists parking whilst visiting & working in York, there is already plenty of evening parking on East Parade with there only being a single yellow line on the South side of East Parade.

On the map for the proposal the junction of Second avenue & East Parade shows double yellow lines in Second avenue of the same length, I am in favour of this 100% as leaving Second Avenue at this junction is very dangerous with the current length of the double yellow lines at the west side of the junction, I certainly hope these double yellow lines are to be extended & I hope that this is not just a 'typo' on the diagram.

Response for clarification

The double yellow lines annotated for Second Avenue at its junction with East Parade have been refreshed as these are included within the TRO order.

Second Avenue

I would like to object to the proposed changes to parking restrictions in East Parade only as this is likely to exacerbate problems of parking in Second Avenue where I live. I would prefer to leave things as they currently stand.

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Main Avenue Comments

Main Avenue

I strongly OBJECT to the proposals to extend the RO 30 residents parking to the area for East Parade only.

The idea for the scheme was to remove the daily commuters who plague this area and care not a jot for the residents, or the pollution they cause.

Services, I.E. bin and waste collection, deliveries, building works, boiler services, sometimes cancelled because they cannot get parked in our streets, all hindered by these selfish motorists.

The scheme should be carried out as requested and not in part, all this will do is increase the burden on the remaining areas, causing more friction than already exists.

Main Avenue is just a rat run for the traffic light dodgers. The 20 MPH zone ??? that every body ignores, What a waste of public funds that was.

The frontage of my property is some 45 metres, perhaps Mr D'Agorne will consider this for inclusion in the RO 30 area.

So come on Mr D'Agorne, you have cleared the City centre, so don't inflict this burden on us, cars don't just disappear you know.

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Parade Court - Support for waiting restrictions (double yellow lines)

We are residents of Parade Court and strongly support your proposal to protect wider access to Parade Court with double yellow lines. The current situation is very dangerous, so we hope this will be a big improvement and hope the proposal receives approval to proceed as soon as possible.

I just wanted to share some photos ahead of the council meeting of what we gave in Parade Court on an almost daily basis. This person has been parked here for most of the day. Parking enforcement have ticketed the car but that does not help the total lack of consideration given to us as residents who already have to risk exit and entry without this ridiculous parking. Luckily I drive a mini and it only took two attempts to swing in from my left this evening. The poor workmen in their vans at number 7 have no chance of getting their larger vans out.

If this is not clear evidence of the need for the yellow lines and corresponding extension of the no parking area then I don't know what is. One parking ticket is simply not enough for this one.



No one appreciates the danger faced each time we try and get out of Parade Court. When pulling out slowly we've even had vehicles coming along East Parade from the right that have mounted the opposite pavement to avoid having to slow down and let us out. Many of the residents here are of an age where they are getting more and more nervous due to the poor parking either side and the speed of the traffic that is unwilling to slow down to wave us out.

There are many HMOs along East Parade and things are so much easier when the university is on a break but another 2 weeks and it will be as bad as ever. People just have no consideration for the safety of others.

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Councillor Comments

Councillor Claire Douglas

I'd like to submit these comments based on the Proposed Traffic Regulation Orders for Heworth dated 23rd April 2021

I would like to submit an objection to the extension of ResPark R30, listed under items 2 and 3 of the Notice of Proposals document.

I have been contacted by a significant number of residents on East Parade letting me know they object to the proposed extension of ResPark scheme R30. The reasons below outline both my and their concerns. I am very concerned about the unintended consequences from extending the scheme to include the full length of East Parade. Those consequences would be;

- Displacement commuter, visitor and East Parade resident parking moving in greater numbers onto the, already busy, surrounding streets particularly First Avenue, Second Avenue and Main Avenue. These three streets being the initial area earmarked for consultation and not East Parade.
- decreased custom for local shops and businesses along East Parade.

The proposed scheme is not the scheme that residents believed they were being asked to consider, it represents an entirely different scheme. Some residents on East Parade were in favour of the whole area being subject to residents' parking as proposed in the consultation, however the report shows this was based on a lower than 50% threshold response rate (48%) with 57% of respondents in favour of a potential scheme. In total only 27% of all the households on East Parade indicated they were in support of the scheme. This equates to 24 of 88 households in favour.

I'm in favour of residents' parking schemes in a lot of areas, however only when carefully planned on an area impact basis and with significant support from residents. I do not believe this scheme has that support and would lead to rancour and parking issues in the surrounding streets.

Thanks for taking my comments into consideration.

Regards,
Claire

Councillor Bob Webb

Please take this as my formal objection to the scheme.

'As a local councillor I am very concerned about the unintended consequences from extending this residents' parking scheme to the rest of East Parade. Those consequences would be;

- an increase in parking in surrounding areas; areas with narrow roads by comparison
- commuter parking moving into new areas, again with narrow roads by comparison
- decreased custom for local shops and businesses along East Parade

This proposed scheme is not the scheme that any resident voted for or against last year and in fact represents an entirely different scheme. Some residents on East Parade were in favour of the whole area being subject to residents' parking as proposed in the consultation, however I believe this was only just 50% and I'm sure that if residents in surrounding streets had been consulted on what is proposed now then they would have definitely voted against.

Personally, I am in favour of residents' parking schemes in a lot of areas, however only when carefully planned and with the support of residents. I do not believe that this scheme has that support and would lead to parking issues in the surrounding areas.'

As a local councillor I'd like to submit a written comment regarding one aspect of the decision and I'm hoping that you can add this to any paper that you are producing.

'As one of the local councillors I have been made aware of the safety issues around the junction between Parade Court and East Parade by residents. Residents are struggling to enter and exit Parade Court due to cars parking over the end of the narrow junction. This makes the junction dangerous and at times inaccessible. Part of this decision is around adding double yellow lines at this junction to prevent parking of this nature and I fully endorse that this part of the decision is made in full and urge quick action for the benefit of the residents.'

Kind regards,

Cllr. Bob Webb



Decision Session – Executive Member for Transport**17 May 2022**

Report of the Director Environment, Transport and Planning

PROW – Copmanthorpe Level Crossing Closure, proposed diversion of Public Footpath Copmanthorpe No2**Summary**

1. Network Rail are proposing to close the current level crossing in Copmanthorpe that carries Public Footpath, Copmanthorpe No 2 and divert the footpath across a new stepped footbridge which will be installed at the Beckett's Crossing site to the north of the current crossing (Annex 1: Location Plan. Annex 2: Proposed Diversion Plan).
2. Network Rail wish to close the level crossing due to the Transpennine Route Upgrade (east) plans, which will create an increased safety risk to users of the crossing. Network Rail have submitted an application under s119A of the Highways Act 1980 - Rail Crossing Diversion Order - to enable the above proposal to take place.
3. However, the bridge proposed by Network Rail does not include a ramp (Annex 3: Proposed stepped footbridge design), despite lobbying by Council Officers of Network Rail to provide a ramped, more accessible bridge.
4. This report includes a CYC Equalities Impact Assessment which assesses the proposal in the context of the Council's responsibilities under the Equalities Act 2010 and considers whether the application to divert the path over the stepped footbridge should be supported at this stage of the process.

Recommendations

5. The Executive Member is asked to:

- i) Support Network Rail's application to divert the footpath via a stepped footbridge at Beckett's Crossing and resolve that it is expedient in the interests of the safety of members of the public using the footpath or likely to use it to make and advertise the diversion order.

Reason: The public safety evidence supports the making of an order. Making an order will engage the public through the advertising of the order and the statutory consultation process. It will help evidence if the accessibility concern and premise that a stepped bridge is not as convenient for users as the current level crossing are concerns within the local community.

- ii) Should objections be received to bring a report to the Executive Member for Transport to consider the objections.

Reason: To consider any objections and determine if these outweigh the safety benefits of the proposal. The Council can at this future decision point determine if it wishes to continue to support the application and refer the order with the objections to the Secretary of State for confirmation, or, withdraw support and decide not to confirm the order based upon the objections received.

Background

6. Public Footpath, Copmanthorpe No 2 links the villages of Bishopthorpe and Copmanthorpe (Annex 2: Proposed Diversion Plan). The footpath currently crosses the East Coast Mainline at Bishopthorpe Crossing. Walking from Copmanthorpe, users of the footpath currently have to cross 4 tracks of electrified line before heading off through farmland towards Bishopthorpe in the east.

Safety of the Crossing

7. The railway at this location comprises of 4 lines of rails: Two lines carry trains between York and London, 2 lines between York and Leeds. The maximum speed on both the York/London lines is currently 125mph. The maximum speed on both the York/Leeds line is currently 90mph but is due to rise to 125mph when the Transpennine Route Upgrade (east) works are completed in the next 2 to 3 years.

8. On a typical weekday, approx. 690 trains pass over the rail crossing. Following the increase in speed on the Leeds/York line it is expected that the number of trains passing the crossing will rise.
9. Safe crossing of the tracks is currently controlled by miniature red and green stop lights on both sides. However, users are able to ignore a red light and cross the railway when they chose to do so. The green light changes to red when a train activates the mechanism. The system trigger is located at a distance from the crossing so when a train travelling at 125pmh activates it, the light changes to red so that there are 45 seconds before the train reaches the crossing. This timing allows for anyone crossing the lines when the lights are activated to safely reach the other side. If the lights are activated by a slower moving train, for example one of the 200 or so freight trains that use the line each day, the train may not reach the crossing for 2 minutes.
10. Due to the number of trains on the line it is common for the red light to remain on for more than one train. This possibility is highlighted on the signage at the crossing. Despite this, Network Rail have stated that they have evidence to suggest that some users chose to cross once a train has passed, possibly believing that it is safe to cross after a train has gone.
11. The planned upgrade, will mean an increase in line speed and a probable increase in train frequency. This will increase the number of times the lights will be activated. It will also increase the number of times 2 or more trains will pass in quick succession which will cause the lights to stay on red for longer. It is therefore thought more likely that one or more users will chose to ignore the red lights and cross under their own judgement.
12. Network Rail have recorded 8 incidents involving users of the crossing in the last 11 years, such as driver reported near misses, people trying to cross while a train is approaching, and children playing on the crossing, and believe that following the planned upgrades if the crossing remains open, there will be an increased safety risk to users.
13. Network Rail are therefore proposing to close the current level crossing and divert the footpath across a new stepped bridge which will be installed at the Beckett's Crossing site 342m to the north of the current level crossing. The current crossing would be fenced off with security fencing to prevent unauthorised use. This is the application submitted under s119A of the Highways Act 1980 to be considered.

Equalities

14. Network Rail have carried out their own Diversity Impact Assessment in regard to the changes.
15. Whilst the council is supportive of the obvious improvements to safety which a bridge would undoubtedly bring officers have voiced concern that a stepped bridge is not as accessible as one with ramps. Officers have raised this with Network Rail through their formal consultation.

Network Rail Consultation

16. Due to Covid restrictions, Network Rail carried out a virtual public consultation in September/October 2021. 351 responses were received. 67% agreed/strongly agreed to the closure and replacement of the crossing.
17. The consultation was limited to Network Rail's 2 preferred options for closing the level crossing and diverting the footpath. The first option was the provision of a 2.34km diversion via Temple Lane road bridge to then link back in with the public footpath on the Bishopthorpe side of the railway line. The second option was the provision of 430m diversion via a stepped footbridge over the railway line at Beckett's Crossing to again link back into the public footpath on the Bishopthorpe side of the line.
18. Other possible options such as keeping the current level crossing open; providing a footbridge at the current level crossing site, providing a subway or footbridge at Copmanthorpe sports ground; or a ramped bridge at Beckett's Crossing were not consulted upon. All these options were discounted by Network Rail early on in the process due to reasons of safety, cost, their impact on the landscape/environment, or surrounding land take requirements. The public and consultees were therefore not given the opportunity to comment on any of these.
19. Network Rail also consulted with 26 groups who represent people with protected characteristics as defined under the Equality Act 2020. Only one response was received. No further attempts at engagement with these groups to why no response was received from them was undertaken.
20. There was no evidence that Network Rail's own Built Environment Access Panel (BEAP) had been consulted on the proposal.

21. The council was also consulted about the proposal and stated that out of the 2 options presented by the consultation the preferred location of the footbridge was the Beckett's Crossing site and that the Temple Road bridge diversion was too long. The consultation response concluded that a ramped bridge at the Beckett's Crossing location would be the council's preferred option.
22. In regard to the provision of a ramped bridge at the Beckett's crossing location, this was discounted by Network Rail due to the fact that the height of the structure would be approx. 2m higher than a standard footbridge, which would increase the amount of ramps required, which would further increase the length of the diversion and private land take for a ramped structure. It was not thought possible for the ramped bridge to be contained within land under Network Rail's ownership.
23. The option of lowering the wires to reduce the height of the ramped structure was considered to be too costly and disproportionate to the scheme.
24. If approval is given to proceed with the application for a Rail Crossing Diversion Order, this would trigger a period of statutory consultation on the proposal by advertising the order.
25. The council would then need to consider any objections to the order and if it is still supported the order would be referred to the Secretary of State for confirmation.

Options

26. Network Rail having submitted an application under s119A of the Highways Act 1980 - Rail Crossing Diversion Order, the Council needs to determine whether to make and advertise the order and start a period of statutory consultation. A rail crossing diversion order under s119A can only be made where it appears to the council expedient in the interests of safety of members of the public using it or likely to use it that the footpath should be diverted. Therefore the following options are available:
27. **Option 1:** Reject Network Rail's application to divert the footpath via a stepped footbridge at Beckett's Crossing.
28. **Option 2:** Support Network Rail's application to divert the footpath via a stepped footbridge at Beckett's Crossing. Advertise the order and then

consider any objections. If objections are raised it would need to be considered at a future Executive Member Decision Session whether to decide not to confirm the order or to refer it to the Secretary of State for confirmation if the Council still supports the application.

Analysis

29. Public Footpath Copmanthorpe No 2 provides the only off road link between the neighbouring villages of Copmanthorpe and Bishopthorpe. The footpath forms part of the Ebor Way promoted walking route and is well used despite the requirement to cross the East Coast main line, at grade, via the traffic light system.
30. The footpath was in existence prior to the railway line. Since its construction the line has seen a number of upgrades which have made the footpath crossing increasingly difficult and dangerous to use and has systematically excluded and discouraged use of the public footpath by a number of groups protected under the Equalities Act 2010.
31. A 9 day census completed by Network Rail in October 2021 - showed that an average 52 people per day used the footpath crossing. These included adults, accompanied and unaccompanied children, Network Rail employees and walkers pushing cycles. The vast majority of users were adult. It was recognised that the 9 day census carried out may not have given a full picture of use of the path for the year. It should also be noted that the census would not perhaps pick up use of the path by people who have a hidden disability.
32. The current use of the path is likely to be restricted for some people with protected characteristics due to the short, steep inclines on either side of the railway embankment. These inclines act as effective barriers to use for those people with a disability that requires them to use a wheelchair, people with very young children or pushchairs and people with other limited mobility such as older or pregnant users. People in these groups would perhaps choose to use the existing crossing if the access was improved.
33. From a safety aspect, although the traffic light system allows users to cross the rails safely, some users may still be put off from using the crossing if they have limited mobility or are not confident in their ability to manage the crossing. It is also likely that unaccompanied children are discouraged from using the crossing for safety reasons.

34. Improving the safety of people who need to cross the railway line is obviously a positive improvement. Especially when considering that with the proposed rail improvements Network Rail consider the current crossing is inappropriate and will become more dangerous.
35. However, a stepped bridge without ramps potentially reduces the accessibility of those who can physically use the current surfaced level crossing. Equally a bridge may be more attractive to some people as it is a much safer way to cross four lines of railway track than the current surface crossing which may intimidate some potential users of the footpath.
36. The Council could chose at this point in the process not to support the diversion of the footpath via a stepped footbridge at Beckett's Crossing - this is Option 1.
37. However, the case for closing the current level crossing for safety reasons is strong. Given that a safer means of crossing the line at its current location cannot be accommodated, it is agreed that the path should be diverted and the lines crossed by means of a new footbridge; Beckett's Crossing being the least inconvenient location for this. However, a stepped footbridge is less accessible than one which includes ramps.
38. All users would be expected to use the new diversion route over the stepped footbridge and this in itself is likely to cause issues for a number of people with protected characteristics, a ramped footbridge may mitigate these impacts.
39. The additional length (approx. 430m) of the proposed route may impact a number of groups with protected characteristic (older people who have mobility impairment, people with a disability, Pregnancy/Maternity) and younger and older users may not wish to travel the extra distance to the footbridge. The increased walking distance for those wishing to do a shorter walk will also be a greater effort for those less able to manage longer walking distances.
40. Young people may be attracted to the new location and structure as a place to 'hangout' causing a perceived safety risk to users who may feel intimidated by groups of young people.
41. The proposed location of the footbridge may make users such as lone travellers and people with a protected characteristic feel more vulnerable

(Sex, Sexual Orientation, Age, Pregnancy/Maternity Race, Religion or Belief, Disability, Gender reassignment), especially given that the bridge is not proposed to be lit. Additionally, the new route is not as overlooked as the current crossing is.

42. Of the proposals consulted upon by Network Rail, the outcome of the consultation exercise was that a stepped footbridge should be provided at Beckett's Crossing and the public footpath diverted over it.
43. Undeniably a new footbridge crossing the rails at this point would continue to provide access to the countryside and recreational walks for the public, especially residents living at the northern end of the village. This is the only access to a countryside walk for these residents without a long walk through the village to either the footpath leading off the end of Moor Lane to the south, or a long on-road walk to the public bridleway leading off Hallcroft Lane, near Colton to the east (see Annex 1). However the introduction of a stepped bridge is likely to discourage or prevent more people from using the footpath, than the current level crossing does. The impact of providing a stepped footbridge crossing on people with a protected characteristic is considered within the council's Equalities Impact Assessment at Annex 4.
44. Once the new stepped footbridge has been constructed it is very unlikely that it will be changed in the foreseeable future, even if provision is made to be able to fit ramps retrospectively. The structure would be expected to remain "as is" for 120 years, so any future aspirations to improve the off-road route between Copmanthorpe / Bishopthorpe to provide an off-road cycle link between the 2 villages for example, would be more difficult to take forward.
45. It is also debatable whether as a new build project, the proposal of a stepped bridge meets Network Rail's responsibilities under the Equality Act 2010. Furthermore, the expectations of people with protected characteristics are expected to grow rather than diminish and their needs should be accommodated whenever it is reasonable to do so.
46. The council's Equalities Impact Assessment concluded that the inclusion of a stepped bridge as a means to cross the lines is not as convenient and accessible to current users of the level crossing. The outcome of the application does not align with the council's public sector duties introduced by the Equality Act 2010 to ensure that people with certain protected characteristics as defined by the Equality Act 2010 are not unlawfully discriminated against. It concluded that a ramped bridge

would better serve the needs of all those people who would wish to use the route.

47. However, the council has not engaged the public on this matter. For that reason it is recommended to advertise the order and consider any objections.
48. The nature of the objections will help inform the council and decision makers if the Council should continue to support Network Rail's proposal and refer the objections to the secretary of state or if it should reject the proposal at that point. In determining that future decision the council will have to weigh the safety improvements of closing the crossing with the equality impacts of a non-ramped bridge
49. It does not preclude Network Rail from considering the objections that may be triggered by the advertising of the order and Network Rail may choose to modify their proposal at this point, all be it this may require a new order.

Council Plan

50. As set out in the Council Plan 2019 - 2023 - Making History, Building Communities, two of our key outcomes are: Getting around sustainably and Good Health and wellbeing.
51. Getting around sustainably – Following the 2021 Review the Council is to 'Review city-wide public transport options, identifying opportunities for improvements in walking and cycling, rail, buses and rapid transit, which lay the groundwork for the new Local Transport Plan' so that in 4 years' time 'More people will travel by sustainable means, such as walking, cycling and clean public transport throughout the year'.
52. Good Health and wellbeing – Following the 2021 Review the council is to ensure that 'Open spaces will be available to all for sports and physical activity, including healthy walking, outdoor gyms and green spaces, which improve both physical and mental health and wellbeing' so that in 4 years' time, 'We will increase the emphasis on the wider determinants of health, by understanding that how the city runs, how people live their lives and interact with one another and the way the Council creates, protects and enhances the environment which has positive impacts on the health and wellbeing of York's population' and 'Health and wellbeing will continue to be a key driver in everything we do as a city - from the

design of housing and infrastructure through to ensuring that transport options meet the needs of the most vulnerable’.

Implications

- **Financial-** If it is determined to support Network Rail’s application to divert the footpath over a stepped bridge at Beckett’s Crossing, the cost of the legal orders and the proposed new stepped bridge will be met by Network Rail. Going forward the bridge would be maintained by Network Rail and the council as highway authority would maintain the new footpath diversion links.
- **Human Resources (HR)** – Either option will be met using existing staff resources.
- **Equalities** - Equalities Impact Assessment attached at Annex 4.
- **Legal** – Under the Highways Act 1980 section 119A the council, as highway authority, has powers to divert footpaths, bridleways and restricted byways crossing railways otherwise than by a tunnel or a bridge where it appears to the council expedient in the interests of the safety of members of the public using it or likely to use it that it should be diverted (whether on to land of the same or of another owner, lessee or occupier subject to payment of compensation). As a rail crossing diversion order under order under s119A can only be made where it appears to the council expedient to do so in the interests of safety of users or likely users of the footpath, the risk the public face when using the route would need to be established, for example with accident data. The courts have held that the word ‘expedient’ implies no more than that the action should be appropriate in all the circumstances. Other considerations as part of the ‘expediency test’ include the length and convenience of the diversion and the public interest in keeping the existing path open over its present route.

The Public Sector Equality Duty

- The Equality Act 2010 which sets out the Public Sector Equalities Duty, requires the Council, in the exercise of its functions, to have due regard to the need to:
 - i. eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;

- ii. advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- iii. foster good relations between persons who share a relevant protected characteristic and persons who do not share it.”

- The Equality Act further states:

“Having due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to—

- i. remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic;
- ii. take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it;
- iii. encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.”

- Officers in the preparation of the recommendations in this report have given due regard to the impacts on those with protected characteristics. The decision maker needs to do the same.
- **Crime and Disorder** – There is the possibility that the provision of a footbridge across the railway line may attract ASB to the location.
- **Information Technology (IT)** – No implications identified
- **Property** – Council property is not affected by either option
- **Other** – Outline planning permission has been granted at York Field for 160 houses. Some improvements to the section of Yorkfield Lane leading up to Beckett’s Crossing are planned. The housing profile for the development has not yet been determined but use of the footpath is likely to increase as people take advantage of it for the recreational, health and well-being benefits it presents.

Risk Management

51. A key part of the considerations is the safety and risk of the current crossing arrangements. These need to be weighed against the equality impacts of Networks Rail's proposal for a non-ramped bridge. Advertising the order allows the council to understand public sentiment through the statutory consultation process.

Contact Details

Author:

Alison Newbould
Rights of Way Officer
Rights of Way
Tel No.

Chief Officer Responsible for the report:

James Gilchrist
Director Environment, Transport and
Planning

Co-Author's Name
Title
Dept Name
Tel No.

Report **Date** 9/5/2022
Approved

Specialist Implications Officer(s) List information for all

Financial:
Patrick Looker
Head of Service Finance
Tel No. Ext 1633

Legal:
Sandra Branigan
Senior Solicitor
Tel No. Ext 1040

Wards Affected: Copmanthorpe

All

For further information please contact the author of the report

Background Papers:

- Network Rail, Rail Crossing Diversion Order Application (Highways Act 1980 s119A)
- Network Rail, Diversity Impact Assessment – Copmanthorpe Level Crossing Closure, Transpennine Route Upgrade (version P04 21/01/2022)

- Council response Network Rail's consultation to the closure of the level crossing and the proposed diversion of public footpath, Copmanthorpe No2

Annexes

Annex 1: Location Plan

Annex 2: Proposed diversion plan

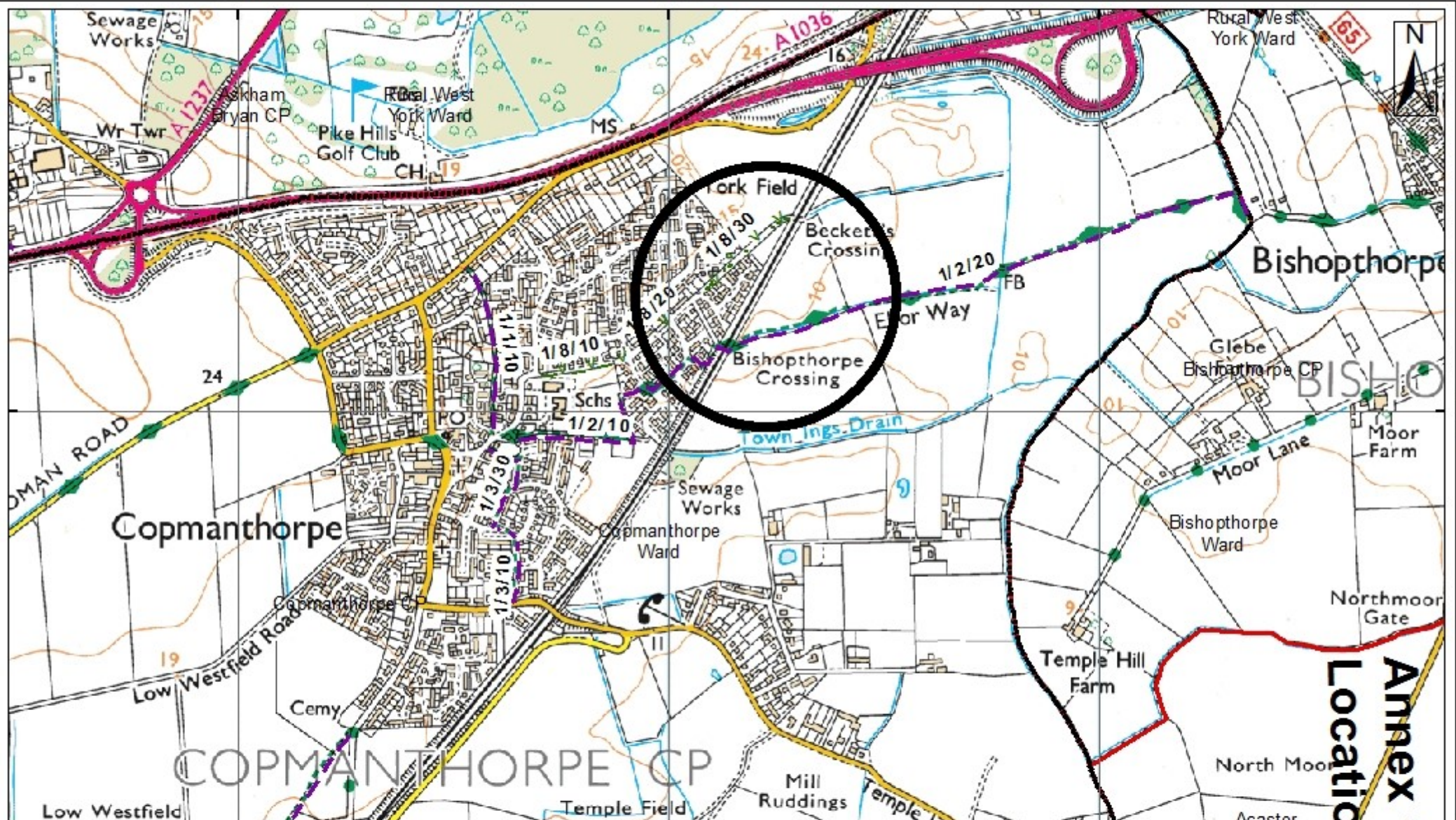
Annex 3: Proposed stepped footbridge design

Annex 4: Equalities Impact Assessment

List of Abbreviations Used in this Report

CYC – City of York Council

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447000

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446000

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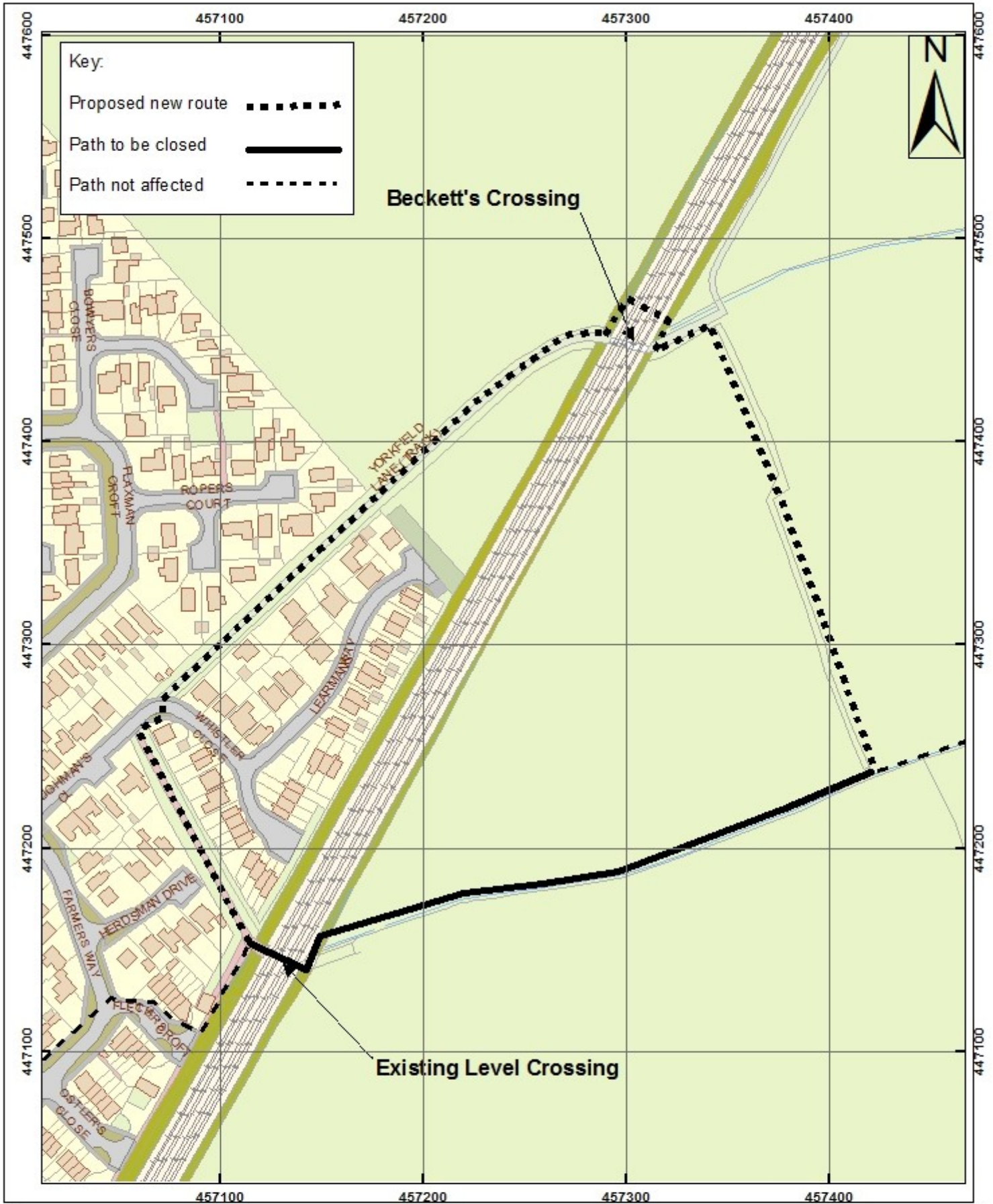
West Offices, Station Rise, York,
YO1 6GA
Telephone: 01904 551550

Annex1: Location Plan Public Footpath Copmanthorpe No 2 - Level Crossing

Scale 1:12,332	Drawn By:	Date:
Public Rights of Way	Reference:	Drawing No.

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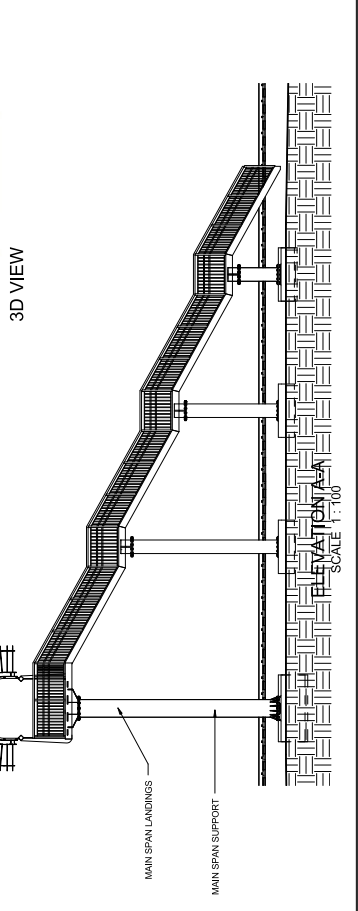
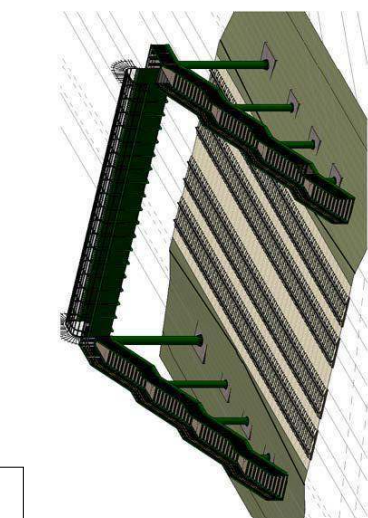
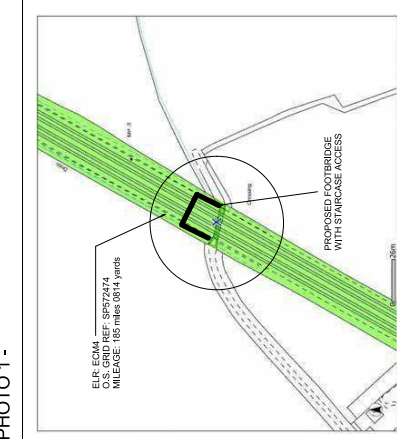
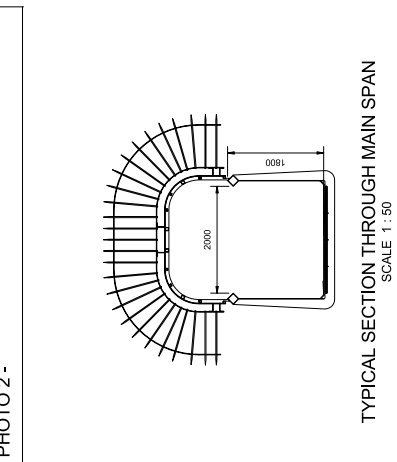
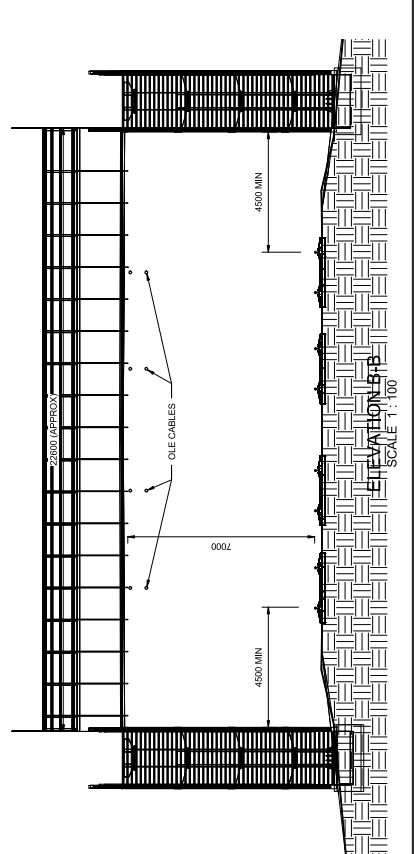
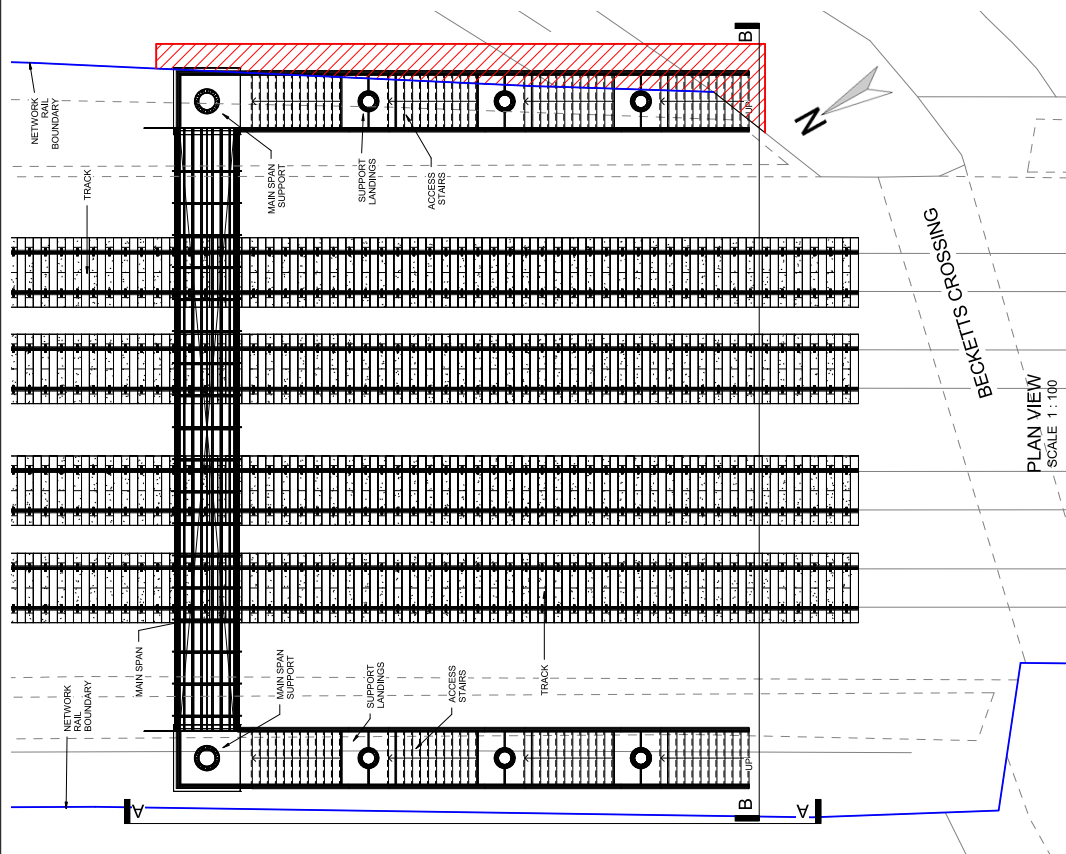
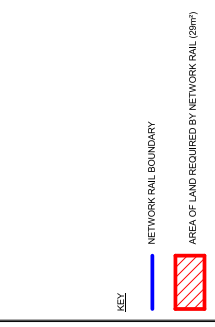
Annex 2: Proposed diversion route

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Public Rights of Way	Reference:	Drawing No.

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1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS STATED OTHERWISE.
2. DO NOT SCALE FROM THIS DRAWING.
3. HATCHED AREA ON PLAN INDICATES NETWORK RAIL LAND OWNERSHIP.
4. THE DIMENSIONS AND LEVELS SHOWN ON THIS DRAWING ARE BASED UPON ESTIMATES TAKEN FROM SITE AND TOPOGRAPHICAL SURVEY.
5. REPRODUCED FROM THE ORDINANCE SURVEY MAP WITH PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. CROWN COPYRIGHT LICENCE No. 91004082.
6. THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH THE LEVEL CROSSING REPORT.



Rev	Date	Description of Revisions	Drawn	Checked	Appr
FEASIBILITY					

Designers: **Network Rail Projects Buildings & Civils**
 Civils Design Group
 Mark Johnson
 Terry Green
 VOT B&P
 Tel: 01954 382627
 Fax: 01954 397044

Project Title: **NATIONAL LEVEL CROSSING CLOSURE PROGRAMME**

Drawing Title: **COPMANTHORPE LEVEL CROSSING FOOTBRIDGE GENERAL ARRANGEMENT**

Designer	Drawn	Checked	Approved	Issue	Date
A. ROYNTON	P. JAWSON	A. WILLIAMS	T. COBURN	1	12.02.15
				2	12.02.15
				3	12.02.15

Working at Site: **185m (59 ft) wide**
 As indicated: **185m (59 ft) wide**

Drawing No: **LN/143429/EAR/DRG/1AB/001**

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Annex 4: Equality Impact Assessment

City of York Council Equalities Impact Assessment

Who is submitting the proposal?

Directorate:	Place		
Service Area:	Rights of Way		
Name of the proposal :	Public Footpath Copmanthorpe No 2 – Closure of Bishopthorpe Crossing, diversion of footpath over stepped pedestrian bridge at Beckett’s Crossing, Copmanthorpe.		
Lead officer:	Alison Newbould		
Date assessment completed:	4 April 2022		
Names of those who contributed to the assessment :			
Name	Job title	Organisation	Area of expertise
Alison Newbould	Rights of way Officer	City of York Council	Public Rights of Way

1.1	<p>What is the purpose of the proposal? Please explain your proposal in Plain English avoiding acronyms and jargon.</p>
	<p>Network Rail are proposing to close the current level crossing in Copmanthorpe that carries Public Footpath, Copmanthorpe No 2 and divert the footpath across a new stepped bridge which will be installed at the Beckett's Crossing site to the north of the current crossing.</p> <p>The level crossing is to be closed due to Network Rail's plans to increase both the speed and the number of trains in service across all 4 lines, which is believed will create an increased risk to users of the footpath.</p> <p>Network Rail have submitted an application under s119A of the Highways Act 1980 for a Rail Crossing Diversion Order to enable the above to take place. This Equalities Impact Assessment (EqIA) assesses the affect the above proposal will have on people with protected characteristics as defined under the Equality Act 2010.</p>

Step 1 – Aims and intended outcomes

1.2	Are there any external considerations? (Legislation/government directive/codes of practice etc.)
	<p>Under the Highways Act 1980 s119A (HA 80) the council, as highway authority, has powers to divert footpaths, bridleways and restricted byways that cross railway lines where it appears to the council expedient in the interests of the safety of members of the public that a footpath, bridleway or restricted byway in their area which crosses a railway, otherwise than by tunnel or bridge, should be diverted (whether on to land of the same or of another owner, lessee or occupier).</p> <p>The legislation requires the risk the public face when using the route to be established, for example with accident data. It also requires assessment of whether it is reasonably practical to make the crossing safe instead of altering the public right of way for example by the installation of an underpass or a bridge.</p> <p>If the application under the Highways Act is not successful, Network Rail may opt to make an application to the Secretary of State for Transport for an Order to be made under s 48 of the Transport and Works Act 1992. One Order could give the power to close the crossing, carry out works, divert the footpath, acquire land for the creation of new links and/or give rights to carry out works on private land to create the new links to the required standard. The alternative route to one being closed by the proposed Order needs to be 'suitable and convenient'.</p> <p>The required works would be funded by Network Rail who since September 2014 needs to respond positively to the Public Sector Equality Duty. This part of the Equality Act 2010 requires public bodies and organisations that carry out public functions to consider everyone's needs when doing so.</p>

1.3	Who are the stakeholders and what are their interests?
	<p>City of York Council – duty to assert and protect the use of the footpath by members of the public; Order Making Authority (OMA).</p> <p>Network Rail – the Applicant; Health and Safety of employees, passengers and members of the public.</p> <p>Current users of the footpath – Health and recreational use: walkers, dog walkers, joggers, cyclists. Utility use: commuters; access to village services, only off-road route between Copmanthorpe and Bishopthorpe.</p> <p>Possible future users of the footpath – Those currently put off using the path due to at-grade crossing. Additional demand - planned housing development nearby. Possible future off road cycle route to link Copmanthorpe with the Sustrans York/Selby cycle route at Bishopthorpe.</p> <p>Other Residents of Copmanthorpe and Bishopthorpe who may be affected by the diversion proposals.</p> <p>Users of the Ebor Way – a nationally promoted walking route.</p>
1.4	What results/outcomes do we want to achieve and for whom? This section should explain what outcomes you want to achieve for service users, staff and/or the wider community. Demonstrate how the proposal links to the Council Plan (2019- 2023) and other corporate strategies and plans.
	<ul style="list-style-type: none"> • To ensure the provision of a safe and more accessible means of crossing the railway line for current and future users of the public footpath and also for those who wish to use the footpath but are currently unable to do so, due to reasons of accessibility. • Council Plan: Two of the key outcomes are: Getting around sustainably and Good Health and wellbeing.

- | | |
|--|---|
| | <ul style="list-style-type: none">• Getting around sustainably – Following the 2021 Review the Council is to ‘Review city-wide public transport options, identifying opportunities for improvements in walking and cycling, rail, buses and rapid transit, which lay the groundwork for the new Local Transport Plan’ so that in 4 years’ time ‘More people will travel by sustainable means, such as walking, cycling and clean public transport throughout the year’.• Good Health and wellbeing – Following the 2021 Review the council is to ensure that ‘Open spaces will be available to all for sports and physical activity, including healthy walking, outdoor gyms and green spaces, which improve both physical and mental health and wellbeing’ so that in 4 years’ time, ‘We will increase the emphasis on the wider determinants of health, by understanding that how the city runs, how people live their lives and interact with one another and the way the Council creates, protects and enhances the environment which has positive impacts on the health and wellbeing of York’s population’ and ‘Health and wellbeing will continue to be a key driver in everything we do as a city - from the design of housing and infrastructure through to ensuring that transport options meet the needs of the most vulnerable’. |
|--|---|

Step 2 – Gathering the information and feedback

2.1	<p>What sources of data, evidence and consultation feedback do we have to help us understand the impact of the proposal on equality rights and human rights? Please consider a range of sources, including consultation exercises, surveys, feedback from staff, stakeholders, participants, research reports, the views of equality groups, as well your own experience of working in this area etc.</p> <p>The following information has been provided by Network Rail:</p> <p>Information gathered from Community Insight (CI) – a joint project from Housing Associations’ Charitable Trust (HACT) and Oxford Consultants for Social Inclusion (OCSI) for the profile for the Copmanthorpe area in the catchment for Copmanthorpe Level Crossing. The data summarises that there are a slightly higher number (than national average) of people over 65 and of a Christian religion living in the Copmanthorpe area.</p> <p>A 9 day census completed in October 2021 - showed that an average 52 people per day used the footpath crossing. These included adults, accompanied and unaccompanied children, Network Rail employees and walkers pushing cycles. The vast majority of users were adult. No pedestrians pushing a pushchair or pram and zero attempts from wheelchair users or people with limited mobility were recorded as using the crossing. It was recognised by Network Rail that the 9 day census carried out may not give a full picture of use of the path for the year. It should be noted that the census would also not perhaps pick up use of the path by people who have a hidden disability.</p> <p>An online public consultation was carried out and postal questionnaires took place in September 2021 with a total of 1100 unique users visiting the virtual site. 351 responses to the survey were received with 235 (67%) of those agreeing to the closure of the crossing.</p> <p>Of the responses received a number commented that the current level crossing was dangerous citing speed of the trains, broken pedestrian gates either side of the embankment and misuse of the crossing.</p>
-----	--

	<p>However, comments were also received stating that the existing level crossing works effectively and safely, is easily accessible and used frequently by many residents. Also that replacing it with a longer walk as well as multiple steps would mean it may be impossible for some long-term residents in the area to continue to use the path. It was also suggested that removing the level crossing and replacing it with one that discriminates against some individuals is morally questionable.</p> <p>Comments that the proposed stepped footbridge would not be as accessible as the level crossing, and would prevent/discriminate against families with pushchairs, bicycles and those with mobility aids or less able to climb steps from using the path were also received. It was also suggested that the bridge should be of an innovative design and chosen on merit for the people of Copmanthorpe and not on cost.</p> <p>The location of local facilities including places of worship and places of education, all of which are located on the western side of the village/railway line, was collected. There are no residential properties located on the east side of the current level crossing or the proposed new bridge crossing.</p> <p>If the council makes the Order to divert the footpath, this will trigger a period of statutory consultation. All prescribed bodies (eg The Ramblers and British Horse Society) and statutory undertakers would be consulted as detailed in Regulations. However this does not currently include consultation with those groups with protected characteristics and no request has been made by these groups to be consulted on Rights of Way matters.</p>
Source of data/supporting evidence	Reason for using
Information gathered from Community Insight	Gives Age Group and Religion profile for the Copmanthorpe area
Data from Office of National statistics (mid 2020 data source and 2011 data source)	For comparison of the above data to the national average

9 day census of use of the footpath crossing (October 2021)	To give an indication of the use of the crossing and by whom
Network Rail's online and postal public consultation	To gain the opinion of Copmanthorpe Residents, the wider public and user groups regarding the 2 options presented by Network Rail for the safe crossing of the railway line following the closure of the level crossing. The 2 Options presented for the path diversion being the Temple Lane Road Bridge diversion and the Beckett's Crossing stepped footbridge option.

Step 3 – Gaps in data and knowledge

<p>3.1</p>	<p>What are the main gaps in information and understanding of the impact of your proposal? Please indicate how any gaps will be dealt with.</p> <p>Data on possible latent demand ie increase in use of the current level crossing should access up the embankments either side of the railway line be made more accessible</p> <p>Likely future use of the path eg likely increased use and profile of residents of the planned new housing development adjacent to the bridge site.</p> <p>Currently no evidence present by Network Rail of any further attempt to engage with the 26 groups identified by Network Rail as representing people with a protected characteristic as defined under the Equality Act 2010 eg consultation with schools, youth groups, groups representing physically/mentally disabled, blind or partially sighted people.</p>	
<p>Gaps in data or knowledge</p>	<p>Action to deal with this</p>	
<p>Possible latent demand</p>	<p>Request this information from Network Rail.</p>	
<p>Possible future use of the path</p>	<p>Request this information from Network Rail.</p>	
<p>Knowledge gap</p>	<p>Request that Network Rail re-engage with the 26 groups identified as representing people with protected characteristics</p>	

Step 4 – Analysing the impacts or effects.

4.1	<p>Please consider what the evidence tells you about the likely impact (positive or negative) on people sharing a protected characteristic, i.e. how significant could the impacts be if we did not make any adjustments? Remember the duty is also positive – so please identify where the proposal offers opportunities to promote equality and/or foster good relations.</p>		
Equality Groups and Human Rights.	Key Findings/Impacts (Think about these in terms of physical, operational and behavioural impacts)	Positive (+) Negative (-) Neutral (0)	High (H) Medium (M) Low (L)
Age	<ul style="list-style-type: none"> The provision of a stepped footbridge would all but eliminate the risk of crossing the railway lines, so young people and unaccompanied children who are possibly discouraged from using the current level crossing will be to cross the railway line safely A proposed stepped footbridge may impact older people who have mobility impairments (but who are currently able to negotiate the existing level crossing), due to the large number of steps to be negotiated on either side of the proposed footbridge NB Copmanthorpe has a higher than national average of people aged over 65 years. Although the proposed diversion route adds an additional 430 metres (5 minutes) to a walk between Copmanthorpe and Bishopthorpe, the additional distance may impact older people who have mobility 	<p style="text-align: center;">+</p> <p style="text-align: center;">-</p> <p style="text-align: center;">-</p>	<p style="text-align: center;">M</p> <p style="text-align: center;">M</p> <p style="text-align: center;">L</p>

	<p>impairments or younger children who cannot walk very far and only wish to go on a shorter walk.</p> <ul style="list-style-type: none"> • Young people may be attracted to the new crossing location for a place to “hang out”. There may be an increased risk in Anti-social behaviour or trespass on the line 	-	L
Disability	<ul style="list-style-type: none"> • The provision of a stepped footbridge would all but eliminate the risk of crossing the railway lines for people with disabilities who are able to manage the steps. • The proposed stepped footbridge may impact disabled people who have a mobility or cognitive impairment (but who are currently able to negotiate the existing level crossing), due to the large number of steps to be negotiated on either side of the footbridge. • A stepped bridge would not be accessible to people whose disability means they have to use a wheelchair. Improvements could more easily be made to the existing level crossing to allow easier access for wheelchairs. • Visually impaired users may have difficulty navigating the change to the footpath route. • A footbridge can act as a barrier for those with a sight impairment. The current traffic light system on the existing level crossing also acts as a barrier to use. • Although the proposed diversion route adds an additional 430 metres (5 minutes) to a walk between Copmanthorpe and Bishopthorpe, the additional 	<p>+</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p>	<p>L</p> <p>L</p> <p>L</p> <p>L</p> <p>L</p> <p>M</p>

	distance may impact disabled people who have mobility or cognitive impairment who perhaps only wish to go on a shorter walk.		
Gender	<ul style="list-style-type: none"> The proposed stepped footbridge, which is also proposed to be unlit, is an enclosed structure and may make lone users, especially women feel vulnerable, due to the fact that there is no easy escape route. The current level crossing is overlooked by housing and benefits from latent lighting from street lights and neighbouring properties. The crossing is also more open with direct sightlines. 	-	M
Gender Reassignment	<ul style="list-style-type: none"> As above 	-	L
Marriage and civil partnership	No effects identified		
Pregnancy and maternity	<ul style="list-style-type: none"> The provision of a stepped footbridge would all but eliminate the risk of crossing the railway lines for people who are pregnant and who are able to manage the steps. Users who are pregnant may find the additional distance of the footpath and the stepped bridge difficult to negotiate due to reduced mobility. A stepped bridge would cause difficulty to maternal/paternal groups with pushchairs who may find the steps in accessible or challenging to use. The current access restrictions of the existing footpaths that may restrict access to the foot crossing 	+ - - -	L L L L

	by expectant mothers, paternal and maternal groups with pushchairs and young children will remain.		
Race	No effects identified		
Religion and belief	No effects identified		
Sexual orientation	<ul style="list-style-type: none"> The proposed stepped footbridge is an enclosed structure and may make lone users feel vulnerable. 	-	L
Other Socio-economic groups including :	Could other socio-economic groups be affected e.g. carers, ex-offenders, low incomes?		
Carer	<ul style="list-style-type: none"> It is likely that carers of people with protected characteristics may be affected the same way as those groups. 	-	L
Low income groups	<ul style="list-style-type: none"> Public rights of way are free to use. People with low incomes may be affected by the inconvenience of the diversion if they use the route for utility purposes ie as a route to work etc instead of using the car or going by public transport. 	-	L
Veterans, Armed Forces Community	No effects identified		
Other	-		
Impact on human rights:			

List any human rights impacted.	-		
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Use the following guidance to inform your responses:

Indicate:

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

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

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

Mitigating adverse impacts and maximising positive impacts

<p>5.1</p>	<p>Based on your findings, explain ways you plan to mitigate any unlawful prohibited conduct or unwanted adverse impact. Where positive impacts have been identified, what is been done to optimise opportunities to advance equality or foster good relations?</p>
------------	--

- Request that a ramped bridge be installed instead of a stepped bridge to ensure the new method of crossing the railway lines is at least as accessible as the current level crossing.
- Request that the bridge be designed to include lighting to make it feel safer for lone users and people with protected characteristics who may feel vulnerable using the bridge at the new location.
- Ensure that the diversion route is well signposted to reassure and give people confidence in using the path, especially for the first few occasions when it will be new and unfamiliar.
- Ensure that Ordnance Survey is aware of the changes to the path, to reflect the new crossing point and the change in route of the Ebor Way promoted route
- Look at providing seats and or resting places along the diversion route for people who are less mobile and may have difficulty walking the extra distance caused by the diversion.
- Consider the surface requirements of the new diversion route. Could they be made more accessible? – On the Bishopthorpe side of the railway line; currently a natural surface which is prone to poaching in the winter due to the popularity of the route.
- Ensure that the level crossing remains open and available until such time a diversion route and agreed new method of crossing the railway lines has been agreed and legally put in place.

Step 6 – Recommendations and conclusions of the assessment

6.1	Having considered the potential or actual impacts you should be in a position to make an informed judgement on what should be done. In all cases, document your reasoning that justifies your decision. There are four main options you can take:
-----	--

- **No major change to the proposal** – the EIA demonstrates the proposal is robust. There is no potential for unlawful discrimination or adverse impact and you have taken all opportunities to advance equality and foster good relations, subject to continuing monitor and review.
- **Adjust the proposal** – the EIA identifies potential problems or missed opportunities. This involves taking steps to remove any barriers, to better advance equality or to foster good relations.
- **Continue with the proposal** (despite the potential for adverse impact) – you should clearly set out the justifications for doing this and how you believe the decision is compatible with our obligations under the duty
- **Stop and remove the proposal** – if there are adverse effects that are not justified and cannot be mitigated, you should consider stopping the proposal altogether. If a proposal leads to unlawful discrimination it should be removed or changed.

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

Continue with the proposal - Network Rail's main driver to close the current footpath crossing is in the interest of increasing user safety as a result of the planned TRUe improvements to the railway line.

Network Rail have argued that although a ramped bridge would be the default consideration when closing such a level crossing, a stepped footbridge at the location of the old Beckett's site should be progressed, rather than a ramped bridge due to the issues summarised below:

- The option of lowering the wires to reduce the height of the ramped structure was considered to be too costly and significantly disproportionate to the scheme
- the height of the structure having to be approximately 2m higher than a standard footbridge, this would increase the amount of ramps required, which would further increase the length of the diversion and private land take to accommodate a ramped structure.

- The installation of ramps in this area would require additional land to be acquired. The required land take and re-landscaping that would be required is thought to be beyond what is deemed reasonable practicable and disproportionate to the scheme. Upon enquiry, this has already been objected to by the current landowner.
- Network Rail have stated that the approaching footpaths are in poor condition with steep gradients, uneven, unsurfaced ground and are negatively impacted by poor weather conditions. This already results in a challenging environment for individuals with mobility issues related to age, physical disability, pregnancy/parents and in particular non-multi-terrain wheelchairs. The provision of a stepped footbridge would therefore not have much impact on these users.
- Following public consultation – 67% of the replies supported the closure and replacement of the current level crossing.
- The location of the Beckett's Crossing site was the preferred option over diverting people over Temple Lane road bridge due to the much lengthier diversion of approximately 2.4km.

As, a result of this EqlA it is believed that a stepped bridge would present even more of a barrier to use as the current level crossing.

It is agreed that a bridge is required to cross the line and believed that Beckett's Crossing is the least convenient location for it due to the relatively short diversion of approximately 430m (net) via Field Lane/York Field Lane.

A crossing at this point would continue to provide access to the countryside and recreational walks for those residents living at the northern end of the village. It is noted that this is the only access to a countryside walk for these residents without a long walk through the village to either the footpath leading off the end of Moor Lane to the south, or a long on-road walk to the public bridleway leading off Hallcroft Lane, near Colton to the east.

As it stands, the current crossing excludes a number of users with protected characteristics. The public right of way was in existence prior to the railway line being constructed. As the railway line has expanded and train speeds have increased this which has in turn precluded an increasing number of people with from using the crossing, especially those with mobility impairments, blind and partially sighted people and those with pushchairs for example. The steep embankments leading up and down to the tracks have made the accessibility of this path even more problematic for these groups. The introduction of a stepped bridge will discourage or prevent yet more people from using the footpath. The expectations of these protected groups are expected to grow rather than diminish and no account is taken of those people with limited mobility etc who may want to use the path but are currently prevented from doing so. The council therefore favours a ramped bridge at this location.

Indeed it is not clear whether as a new build project, the proposal of a stepped bridge meets Network Rail's responsibilities under the Equality Act 2010. Once the new stepped footbridge has been constructed it is very unlikely that it will be changed in the foreseeable future, even if passive provision for ramps is made in the design of the bridge. The structure would be expected to remain "as is" for 120 years so any future aspirations to improve the off-road route between Copmanthorpe/Bishopthorpe to provide an off-road cycle link between the 2 villages for example, would stall.

The proposal does not take into consideration any future use of the path, for example by residents of the proposed new development on York Field adjacent to the railway line. It is likely that future residents living within this development will increase the use of the path even more so than current numbers.

In regard to the construction period of a bridge at Beckett's Crossing (steps or ramp), it is argued that as this is in reality a standard construction project, a variation of construction time from 6 to 8 months is more likely a result of railway possessions and in reality the impact on residents is likely to be minimal. Railway possessions are likely to be night time. If the ramp was directed away/off-set from the railway line this would reduce the dependency on railway possessions. Construction work for ramps should be no more disruptive than steps as this is effectively a "green field site" which would simplify the construction process and thus keep any additional timescales to a minimum. We believe the site does not present constraints which are difficult or impossible to overcome in this respect.

Option selected	Conclusions/justification
Continue with the proposal	<p>It is concluded that Network Rail's application to divert the footpath be supported due to the public safety evidence that has been presented supports the making of the requested order.</p> <p>The statutory consultation period that will follow the making of the order will engage the public, residents of Copmanthorpe/Bishopthorpe etc and provide evidence of any accessibility concern and premise that a stepped bridge is not as convenient for users as the current level crossing. It will also inform certain gaps in data and knowledge as identified above.</p>

Step 7 – Summary of agreed actions resulting from the assessment

7.1 What action, by whom, will be undertaken as a result of the impact assessment.			
Impact/issue	Action to be taken	Person responsible	Timescale
This EqlA demonstrates that that the proposal to divert the footpath via a stepped footbridge would have an impact on people with protected characteristics as defined under the Equality Act	Support Network Rail's application for a s119A Highways Act 1980 Rail Crossing Diversion Order to divert the footpath via a stepped footbridge at Beckett's Crossing	Executive Member for Transport	Executive Member Decision Session to be held on 17 th May 2022

2010. Some people who are currently able to use the footpath via the existing level crossing will be prevented from doing so.			
Objections are received to the order	Review this EqIA based on the objections received	Rights of Way Officer	TBC
Objections are received to the order	Report back to the Executive Member for Transport to consider the objections, and determine if these outweigh the safety benefits of the proposal and make a decision as to whether to continue to support the application and refer the order with the objections to the Secretary of State for confirmation, or, based upon the objections received, to withdraw support and decide not to continue with the order.	Executive Member for Transport	TBC

Step 8 - Monitor, review and improve

Review this EqIA in view of any objections/representations received should a Railway Crossing Order Diversion Order be made and subsequent statutory consultation period ended.



Decision Session – Executive Member for Transport**17 May 2022**

Report of the Director of Transport, Environment and Planning

Piccadilly city living neighbourhood – Highway changes**Summary**

1. This report summarises the work undertaken so far to develop a preferred design for changes to the highway on Piccadilly (between Tower Street and Merchangate) to deliver the Castle Gateway Masterplan which was approved by the Council's Executive in April 2018.
2. The executive Member is asked to select one of the options presented in the report to progress changes to the highway in this location by continuing with the implementation of the "preferred option" (Option A) with or without changes proposed in Options B and C, or pausing the work to implement the preferred option whilst a new design is developed (Option D).

Recommendations

3. The Executive is asked to:
 - 1) Consider the information included in this report and in the Annexes, including Annex C which presents an Equality Impact Assessment for the proposal and approve Option B & C to be implemented together. Option B proposes to continue to work with developers and Council led projects in the area to implement the "preferred option" as set out above, with the following elements added:
 - Creation of an additional "integrated", on carriageway bus stop (with associated facilities and Kassel kerbs) in front of the Banana Warehouse site;
 - Further work to assess the feasibility of implementing an alternative cycle route through quieter streets or segregated

cycling provision on Piccadilly (linked to work being undertaken through the City Centre Bus Routing Study/LCWIP/LTP4 processes); and

- Review opportunities to provide additional public seating within the “preferred option”;
- Implementation of a 20mph speed limit on Piccadilly.

Option C adds a Review of on street parking provision aiming to maximise Blue Badge parking provision, and to provide a taxi rank and motorcycle parking if possible.

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

Background

4. The Castle Gateway area sits largely within the city walls on the site of the former York Castle where the River Ouse and River Foss meet. The area covers Clifford's Tower and the Eye of Yorkshire, and runs through to St George's Field, the Foss Basin, the Coppergate Shopping Centre, and Piccadilly.
5. The Castle Gateway Masterplan was approved by the Council's Executive in April 2018 (<https://democracy.york.gov.uk/ieDecisionDetails.aspx?AllId=48509>).
6. For Piccadilly, the masterplan's vision is to *“turn Piccadilly in to a new city living neighbourhood, with wide pedestrian streets and spaces for independent traders at ground floor level and apartments above”*. The objectives included:
 - a. Redeveloping the Spark site, offering more permanent opportunities for independent business in small scale commercial units with apartments above
 - b. A new apartment building at Castle Mills would offer retail space on to the street frontage, and also provide the link to the new Castle area over the pedestrian cycle bridge
 - c. Working with the developers of the other sites in the area, to ensure that new development is brought forward, bringing back in to use vacant plots and buildings and securing financial contributions to create a new high quality public street scene.
7. The majority of the development sites on Piccadilly are owned by private developers. Planning permission was first granted for 46-50 Piccadilly (Hampton by Hilton site) in December 2017 (pre-masterplan), and Ryedale House had permitted development rights and obtained planning permission in September 2018 for the addition of commercial units at ground level.
8. When a development is given planning permission, there is an opportunity for the local authority to secure some limited improvements to the surrounding highway. High level principles are usually set out in the planning permission itself, with agreement of the detailed design then delegated to officers.

9. Ordinarily Piccadilly would have proceeded in this manner, with each individual site seeking planning permission and highways officers negotiating and agreeing the detail with the developers. However, through the Castle Gateway masterplan and the number of new private sector developments taking place on Piccadilly, there was an opportunity to coordinate the design, capture a greater level of quality from the private developers, and bring forward the Piccadilly improvements earlier in the masterplan.
10. Consequently the Council's regeneration team consulted with developers, highways officers and planning officers and reached an agreement that the regeneration team would, through the council's architects BDP and transport consultants WSP, produce an over-arching design shaped through public engagement under the My Castle Gateway project. The detail of this design would then be agreed between highways officers and individual developers. Later phases for any missing parts of the design that was not connected to a development site would then be completed by the council with future funding asks to the Executive.
11. In agreeing this approach with the various parties, there were a number of factors to be considered:
 - a. The design would need to work with existing planning permissions;
 - b. The design would need to be technically achievable; and
 - c. Where changes were to be conditioned through planning consent, it would need to meet the following planning criteria (as set out in Paragraph 55 of the National Planning Policy Framework):
necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise, and reasonable in all other respects.
12. The design was produced through the My Castle Gateway public engagement model, using a series of events, blogs and social media to create an open brief for the area in an open and transparent way. This approach also clearly acknowledges that there may be challenges in delivering any project and different people's aspirations, and seeks to work through these in an open and collaborative way.
13. The design for Piccadilly was developed in response to the open brief (<https://mycastlegateway.org/2019/03/12/piccadilly-my-castle-gateway-draft-open-brief/>) that was produced for the street by My Future York, formed through extensive public engagement events and social media.

The designers worked to this brief in producing the design. The main elements of the open brief are:

- a. *“Narrow the road: reduce the road (carriageway) width to the minimum allowable and creatively deploy the additional space for a variety of pedestrian uses;*
 - b. *Meander the road, slow the traffic: use some of this additional space to meander the road, as part of a range of measures to reduce vehicle speeds;*
 - c. *Use the meander to create new mini-public spaces: plan the meander of the carriageway route to create a series of spaces which relate to buildings and side routes. These spaces can be used to encourage different public uses, supported by trees, planting and benches (or other street furniture);*
 - d. *Increase community ownership: ownership of the new area of public realm will be key to animating and caring for them, making the early establishment of traders’ and community associations vital;*
 - e. *The bridge is for moving and lingering: the new bridge is a key movement route but also creates possibilities for spending time near the Foss, as does the new public space between the Castle Mills buildings; and*
 - f. *Seeing the Foss: visual links with the Foss are felt to be important; where we have design control, we should maximise them and elsewhere engagement with developers to achieve this should be encouraged”.*
14. One of the key challenges identified during the design process is the layout of the street, narrowing at the northern end, near the junction with Pavement. The carriageway width available at the northern end of the street would not allow for cycle lanes to be provided whilst providing sufficient width for two way bus movements and sufficient footway width for pedestrians in what is a high footfall area.
15. An alternative option considered to achieve a segregated cycle route, was to consider one way traffic only. However, at that stage officers felt that the impact of redirecting the one way traffic on to the much narrower Walmgate area would have a disproportionate impact on that street.

16. Given the constraints described above, the design focused on catering for pedestrians (who are at the top of the transport hierarchy) and for public transport users whilst achieving the best possible option for cyclists. The first aim was to reduce traffic speeds, resulting in the introduction of speed tables and a proposed 20mph speed limit. The second was to reduce on street parking to reduce the risk of car doors opening in to the carriageway and the obstacle of manoeuvring traffic. The third was to provide parking and loading bays for loading activities and waiting taxis, so that cyclists do not have to navigate around parked vehicles in the carriageway.
17. It is important to note that loading bays and space for outdoor seating were not prioritised over segregated cycle lanes in shaping the overarching design. The need for a two way bus route, a desire not to reduce the width of busy footpaths, meeting the open brief aspirations for the street, and needing to work with existing planning permissions were the context that influenced the design. The focus was on how best to create a safe environment for cyclists given these constraints.

Place making and pedestrian space on Piccadilly

18. The vision for Piccadilly was described as:
 - a. New heart of a thriving city centre neighbourhood
 - b. Capitalise on Area for City Centre living;
 - c. Pedestrian (and cyclist) friendly environment; and
 - d. Green and 'healthy' Street.
19. In order to deliver the vision, the following interventions were identified by the consultants commissioned to develop the design:
 - a. Reduce carriageway width - to create wider pedestrian footpaths and help to reduce vehicle speeds along street. ;
 - b. 'Meander' the road alignment – to help reduce vehicle speeds, create more opportunities for introducing 'green' along the street and spaces for activity / lingering;
 - c. Proposed tree planting – to break up mass of buildings and create visual and seasonal interest along the street;

- d. Improve pedestrian movement – by incorporating wider footpaths, designated crossing points, improved wayfinding;
 - e. Create safer / more legible cycling routes;
 - f. Deliver an uplifted, higher quality streetscape – using the CYC Streetscape Guidance Document as a starting point (available here: www.york.gov.uk/downloads/file/1747/sd109-city-of-york-streetscape-strategy-and-guidance-2014-);
 - g. Reduction of visual clutter – rationalising of highway signage, structured approach to positioning of street furniture;
 - h. Rationalising of servicing requirements for new developments; and
 - i. ‘Integrated’ bus stop solution (on carriageway stopping area).
20. When considering place making, the designers adopted the following key design principles when developing the “preferred option”:
- a. The carriageway width is reduced to 6.75m (to enable buses to pass each other - two way route) allowing for the additional footway/pavement space. The pavement is organised to maintain clear pedestrian access, clear entrance spaces to adjoining buildings and a flexible furniture/activity/loading strip of 2-2.5m wide;
 - b. A rhythm along the street is defined by sightlines to and from key entrances. These entrances are clearly marked through the use of planting. The remaining flexible zone is maintained as a clear paved area which can be used for loading, drop-off or breakout cafe/seating spaces;
 - c. The design of planters, benches, litter bins and light columns are all organised within the flexible zones set-out within along the street.

Road layout and cycling provision

21. In 2019, a specific engagement session focused on the walking and cycling routes through St George’s Field, over the Fishergate Gyratory, over the new bridge and into and along Piccadilly.
22. A range of options were considered and modelled to consider the aspirations of the brief, the practical requirements of a bus route, the

needs of pedestrians and cyclists, and the need to service commercial buildings such as shops and hotels, which require regular deliveries.

Option 1 - Cycle Lane in the Road – Primary Position

23. One key issue relates to the amount of space available at the northern end of the street. Due to other proposed uses for the space, including large pavements for planting, for street cafes and benches and loading bays for the new hotels, an option explored was to have cyclists share the road in primary position. (Although the current carriageway is generally between 8 and 10.5m, on-street parking effectively reduces the existing carriageway shared by vehicles and cyclists to 6.75m).
24. Having considered all of those constraints, the “preferred option”, put forward by the transport designers and technical officers, was as shown in Figure 1 below.



Figure 1: Piccadilly “preferred option”

Option 2 - Segregated cycling provision

25. Three sub-options were considered here:
- a. **2a) Cycle lane in road – secondary position** – This would not allow for the minimum required width of 6.7m to enable buses to pass each other. It would not allow for the loading bay for the new

hotels and existing Tesco deliveries at the narrowest section of Piccadilly to be taken off the highway. This would mean servicing vehicle would cause obstructions to buses and sever the cycle lane. It would not create wide enough pavements to accommodate planting, seating and cycle parking.

- b. **2b) Cycle lane in the road – secondary position with greater space for bus passing** - This option would allow for the 6.7m required for buses to safely pass without encroaching on the cycle lane, but would require reduction in footway widths, reduced to only 1.3m at the narrowest point.
- c. **2c) Segregated two way cycle lane** – This option would not allow the space for loading bays to be taken off the carriageway and at the narrow section of Piccadilly there would be no space for planting, seating or activity with a very narrow pavement. As loading bays and servicing would need to be in the road it would also pose a risk to cyclists of delivery drivers and bus passengers crossing over the cycle lane.

26. The following key points were noted following the consultation with cycling groups on these options:

- a. There was a very strong feeling at the consultation event that, from a cyclist perspective, Option 1 (cyclists in primary position) was not acceptable;
- b. One person said of Option 1: *“This has made it worse than it is at the moment – it works ok at the moment”*;
- c. Others said that if there were no segregated cycling lanes then this would mean that they would not cycle this way;
- d. It was argued that the big opportunity of this scheme was to create a continuous cycling route up New Walk over the gyratory into Piccadilly and toward the cycle parking in Whip-Ma-Whop-Ma-Gate – and that the current plans were not seen as realising this.

27. Three questions emerged from the discussions to explore further:

- a. Can speed be more actively reduced to 20 mph? If this was demonstrably possible would a segregated cycle lane still be needed?
- b. What other options might there be for making the segregated cycle lane work all the way up Piccadilly?
- c. Is there a way of taking a segregated cycle path up St Denys and to contraflow up Walmgate and Fossgate?

Providing for buses on Piccadilly

28. Piccadilly is currently a key bus route to and through the city centre, with a wide range of services stopping at existing bus stops on Piccadilly. This includes bus routes 8, 10, 12A, 14, 16, 22, 24, 25, 26, 35, 42, 67, 195 & 196, 415, 747.
29. Services stopping on Merchantgate also use Piccadilly. This includes bus routes 35, 36, 66 & 67.
30. A key principle of the design brief was therefore to retain bus access to Piccadilly and continue to offer a route through the city centre for bus services. This required sufficient carriageway width for two buses to be able to pass each other (travelling in both directions) or to pass another bus waiting at a bus stop.
31. It was also decided that the bus stops should be designed as “integrated”, on carriageway stops, rather than in bays, as this tend to be a more efficient use of available road space, improve accessibility through the use of Kassel kerbs (providing level access to the bus), and reduces dwelling times for buses.
32. This is in line with 2018 CIHT guidance (available here: www.ciht.org.uk/media/4459/buses_ua_tp_full_version_v5.pdf) which states:
 - a. Streets with bus services should provide for bus movement in both directions;
 - b. The carriageway width should be sufficient to ensure that buses are not obliged to wait to pass oncoming vehicles. To accommodate this, an unobstructed carriageway width of 6.5 metres will avoid buses having to slow to pass one another (or other large vehicles):
 - c. To ensure the widths are consistently available, the carriageway must be kept clear of parked vehicles. Parking and loading activity should be provided for in parallel off-carriageway bays;
 - d. Localised widening should be assumed on bends, in line with results of a realistic tracking exercise;
 - e. Footways should have more generous dimensions on streets with buses or other heavy traffic to help mitigate the impact of noise and fumes but also to reduce intimidation when large or fast-moving vehicles pass close to pedestrians. The minimum footway width on bus routes recommended by CIHT is 2.5 metres;

- f. The addition of planted verges or swales can improve the pedestrian and driver experience. Parking bays can also act as a buffer between pedestrians and passing vehicles.

Piccadilly “preferred option” Stage 2

33. Based on the options presented above and feedback from the consultation process, a design (Stage 2) was developed as a “preferred option” by the team working on the Castle Gateway project, focusing on Piccadilly between its junction with Merchantgate and its junction with Tower Street. This is presented overleaf in Figure 2 and Figure 3.
34. This is presented in more detail in Annex A: BDP Concept Design Proposal Draft Stage 2 Report, and Annexes B and C: WSP Highway Scheme.

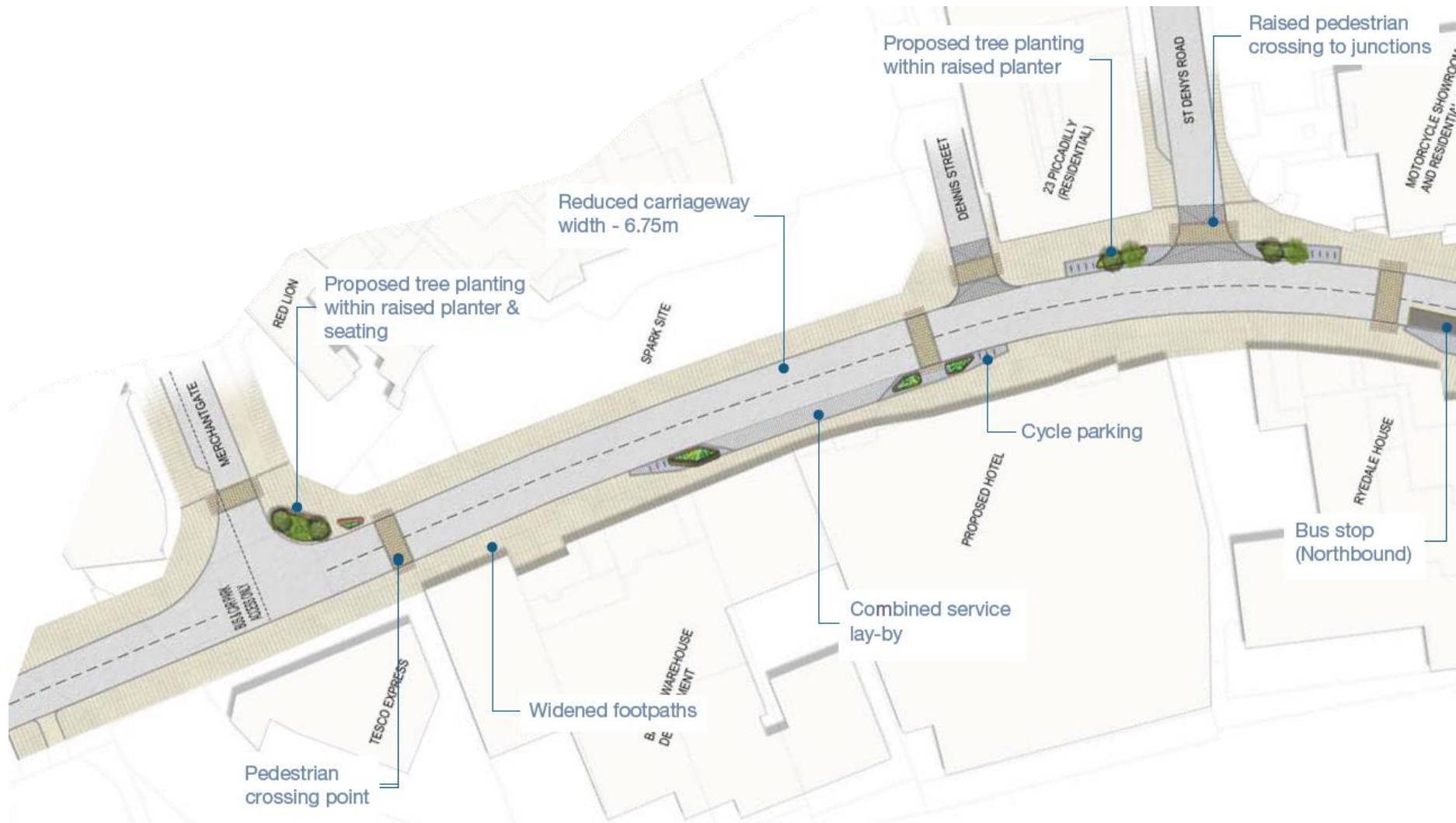


Figure 2: “Preferred option” – Merchangate to St Denys Road

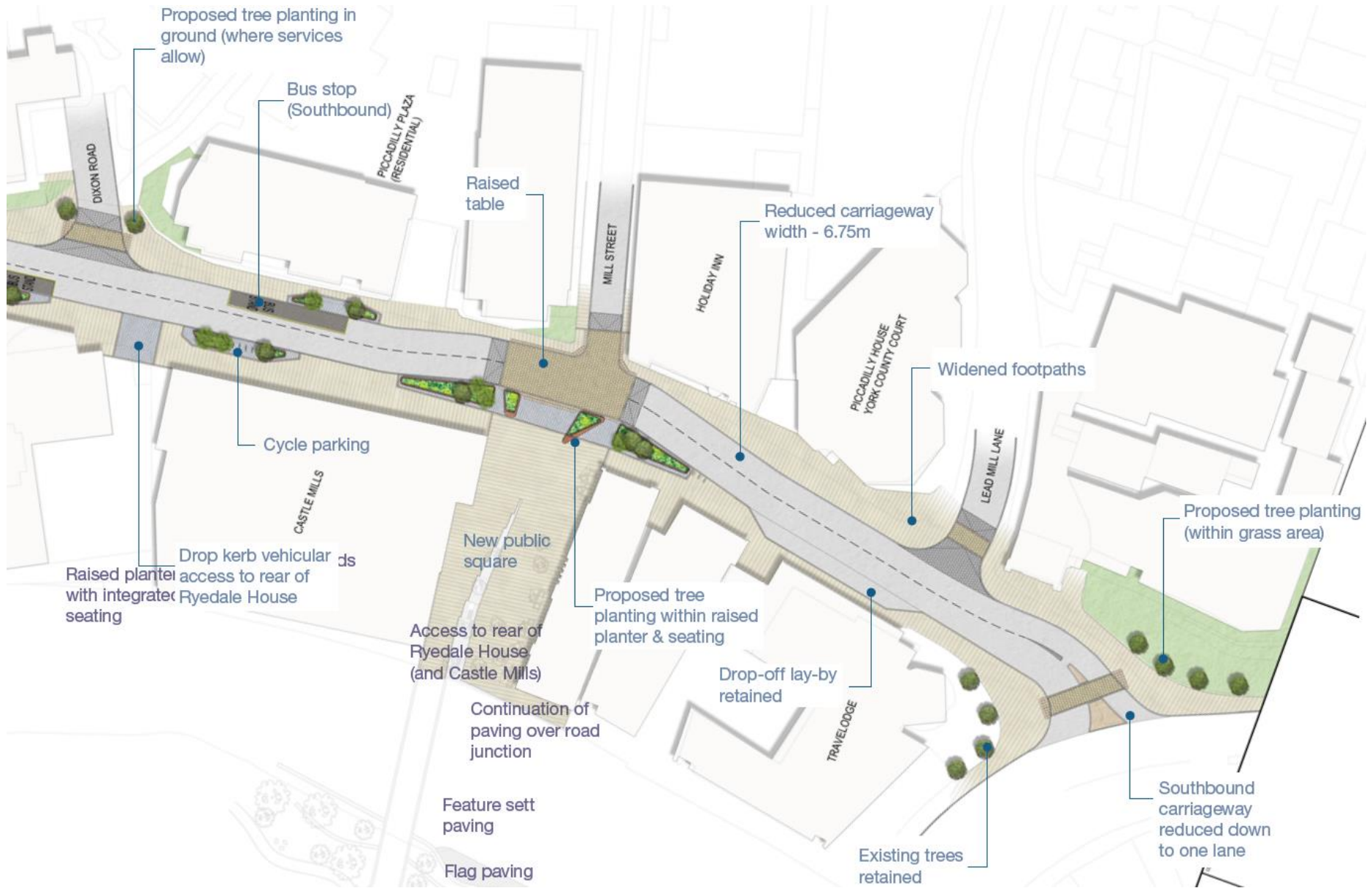


Figure 3: "Preferred option" – Dixon Road/Lane to Tower Street

Implementation through the planning process

35. As the “preferred option” was being developed and refined, planning applications were progressing for several development sites along Piccadilly. This includes the following key sites:

- a. **36-44 Piccadilly**, Planning reference 19/02293/FULM, Partial demolition of existing building and construction of 3 to 5 storey hotel with ancillary restaurant/bar, landscaping and retention of the Banana Warehouse façade.

The application was approved in July 2020 and condition 33 states: *“Details of the highway works for the narrowing of the Piccadilly carriageway to 6m, widening of footway along site frontage as shown in indicative drawing BW-CDA-ZZ-SW-DR-A-PL-0011 Revision P6 (received 30 April 2020) (which shall include works associated with any Traffic Regulation Order required as a result of the development, signing, lighting, drainage and other related works) and a timescale for their implementation shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation. The approved highway works shall be carried out in accordance with the approved timescale and in accordance with the approved details, or arrangements entered into which ensure the same. Informative: drawing is indicative only as the Council are finalising the plans for Piccadilly and some changes are likely, for example with the location of loading bays, bus stops, pedestrian crossing facilities, etc. Reason: In the interests of the safe and free passage of highway users and to secure regeneration improvements to Piccadilly proportionate to the development proposed in accordance with policy SS5”.*

- b. **46 - 50 Piccadilly (Hampton by Hilton hotel)**, Planning reference 18/01296/FULM, Erection of part 6/part 7-storey hotel (143 bedrooms) with 6-storey apartment block (8 apartments) following demolition of existing buildings.

The application was approved in March 2019 and condition 26 secures highway improvements through a similar condition to that quoted above.

- c. **Ryedale House 58 - 60 Piccadilly**, Planning references 17/02398/FUL 18/00103/ORC, 18/01176/FUL, Proposed change of use from offices to 77 apartments & Erection of three storey

extension to provide 3no. flexible use (A1/A2/A3/B1) commercial units at ground floor level with 9no. new/enlarged apartments, substations and widening of existing pavement along Piccadilly with associated carriageway narrowing, landscaping and ancillary works.

- d. **Castle Mills Car Park**, Planning reference 19/02415/FULM, Erection of 106 apartments, flexible commercial floorspace, provision of new pedestrian and cycle bridge across the River Foss and creation of new public realm and pedestrian and cycle route at riverside north.

The application was approved in December 2020 and condition 16 secures highway improvements through a similar condition to that quoted above.

- e. **23 Piccadilly**, Planning reference 19/02563/FULM, Erection of no.132 bed hotel with bar/ restaurant, after demolition of existing office building.

The application was approved in August 2020 and conditions 16 and 17 secure highway improvements through similar conditions to that quoted above.

36. As the Hampton by Hilton (46 - 50 Piccadilly) and Ryedale House sites progressed, it was necessary to agree the new highway design with the developers to ensure that all required works would be conducted in line with the requirements set out in the relevant planning conditions and funded by the developers (through the Highway Act 1980 Section 278 process).

37. Some amendments to the “preferred option” were required, mainly adapting the planting proposals to the reality of significant buried services under Piccadilly’s footways and carriageway. It was therefore decided to use removable planters in these locations to retain access to the buried services when required in the future. Large trees and planters will be retained where possible.

Consultation

My Castle Gateway

38. Consultation on potential changes to Piccadilly was undertaken as part of the wider Castle Gateway project (<https://mycastlegateway.org/>), which includes Fossgate, Walmgate, Piccadilly, Foss Basin, Castle area, and Eye of York. The Castle Gateway project used a long-term conversation approach to consultation, following three key steps:
- a. Step 1: Castle Gateway unleashing ideas. Using community-led public events to explore what makes the area important and what people would like to be able to do in the area. Leading to: a vision for the area and a collaborative 'statement of significance' and 'brief'.
 - b. Step 2: Castle Gateway deepening understanding. Collaborative inquiries to research key issues and public events to explore, question and discuss. Leading to: masterplan and planning options.
 - c. Step 3: Castle Gateway making change together. Formal decision-making process and delivery will be directly linked to ongoing community action in the area. Leading to: formal decision making and a strategy for ongoing involvement throughout the delivery process.
39. The consultation and engagement process have included:
- a. 2017-2018: In 2017 My Castle Gateway opened up a conversation about the future of the Castle Gateway area using walks, workshops, photography, social media and lots of post it notes. In August 2017, My Castle Gateway published an open community brief for the Castle Gateway area for further discussion and, in December 2017, gathered responses to emerging Masterplan ideas. In April 2018, the Council Executive approved the masterplan. The decision report and associated documents provide additional information on the consultation process supporting this decision:
(<https://democracy.york.gov.uk/ieDecisionDetails.aspx?AllId=48509>)
 - b. 2019-2020: In January 2019, the Council launched the next phase of My Castle Gateway, to develop more detailed community briefs for Piccadilly, and to consider the planning applications for St

George's Field car park and Castle Mills apartments. The Open Community Brief for the new public spaces was developed in summer and early autumn 2019. The Draft Open Brief for the new public spaces was posted for further discussion and testing in December 2019 and a final version was published in May 2020.

40. Consultation and engagement with a specific focus on Piccadilly has included:

- a. Five events in February 2019, looking at Piccadilly from different angles, in terms of green, uses of public space, movement and lingering, bus stops, and connections to the Foss;
- b. March 2019 – Development of the Piccadilly open brief through events held at Spark York;
- c. April/May 2019 - Events to explore in detail the walking and cycling routes through St George's Field, over the Fishergate Gyratory, over the new bridge and into and along Piccadilly;
- d. 17th April 2019 Castle Gateway - Piccadilly Coordinated Design Meeting with representatives from developers on the street.

Planning consultations

41. As noted above, the “preferred option” was generally presented as a proposed design for highway changes through the planning applications which have been decided for development sites on the streets. To date, this includes the following applications which are published on the planning portal (www.york.gov.uk/SearchPlanningApplications):

- a. 36-44 Piccadilly, Planning reference 19/02293/FULM;
- b. 46 - 50 Piccadilly (Hampton by Hilton hotel), Planning reference 18/01296/FULM;
- c. Ryedale House 58 - 60 Piccadilly, Planning references 17/02398/FUL 18/00103/ORC, 18/01176/FUL;
- d. Castle Mills Car Park, Planning reference 19/02415/FULM; and
- e. 23 Piccadilly, Planning reference 19/02563/FULM.

Traffic and Road Safety data

42. Traffic surveys were undertaken on a Saturday in March 2017, after the introduction of the bus lane restrictions on Coppergate, covering the junction between Piccadilly, Coppergate and Pavement.
43. This shows that traffic on Piccadilly reduced following the introduction of the restrictions on Coppergate, from over 3,000 vehicles/day to around 2,100 vehicles/day.
44. The 2017 data shows a breakdown of vehicles as follows for Piccadilly, near the junction with Coppergate and Pavement (two way movements over a 12 hour period - 7am to 7pm):
- a. 2,131 vehicles in total including;
 - b. 349 pedal cycles;
 - c. 30 motorcycles;
 - d. 1,339 cars and light goods vehicles (including taxis);
 - e. 35 heavy goods vehicles; and
 - f. 378 buses.
45. Additional surveys were undertaken in 2021 to assess traffic levels further south on Piccadilly, near the junction with Merchangate and the junction with Tower Street. Results are summarised in Table 1 below, showing two way movements over a 12 hour period (7am to 7pm).

Table 1: Summary of 2021 traffic surveys

Locations and vehicles	Saturday 27th Nov 2021	Sunday 28th Nov 2021	Tuesday 30th Nov 2021
Piccadilly near the junction with Tower Street*			
All vehicles	6,067	5,173	4,778
Pedal cycles	70	63	90
Motorcycles	27	34	59
Cars and light goods vehicles (including taxis)	5,386	4,815	3,947
Heavy goods vehicles	64	23	134

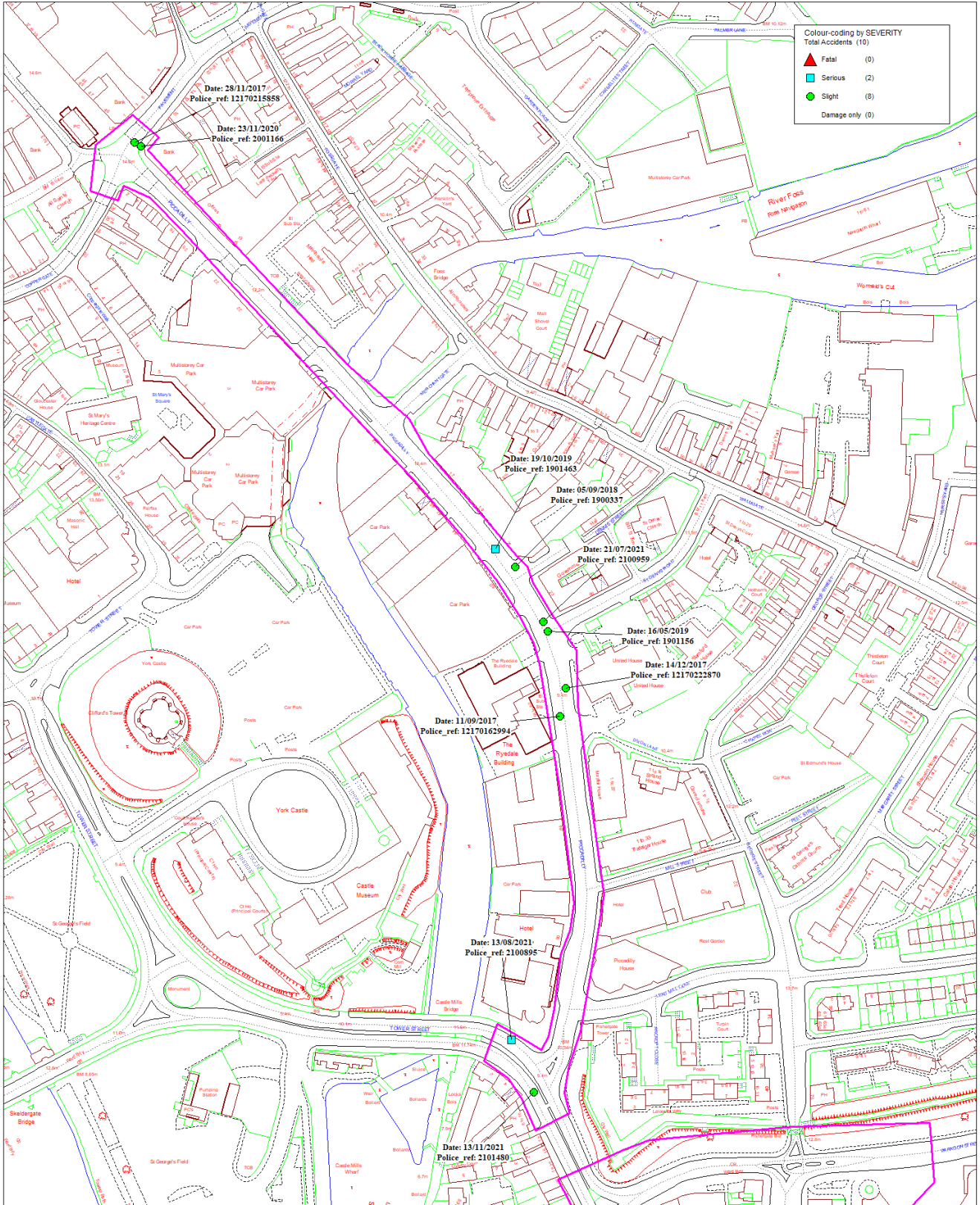
Locations and vehicles	Saturday 27th Nov 2021	Sunday 28th Nov 2021	Tuesday 30th Nov 2021
Buses	520	238	548
<i>% Buses & HGVs</i>	9.6%	5.0%	14.3%
Piccadilly south of the junction with Merchangate			
All vehicles	5,641	4,628	4,319
Pedal cycles	151	196	401
Motorcycles	55	50	60
Cars and light goods vehicles (including taxis)	4,878	4,137	3,204
Heavy goods vehicles	50	18	112
Buses	507	227	542
<i>% Buses & HGVs</i>	9.9%	5.3%	15.1%
Piccadilly north of the junction with Merchangate			
All vehicles	5,022	4,398	3,980
Pedal cycles	198	294	534
Motorcycles	56	39	49
Cars and light goods vehicles (including taxis)	4,281	3,857	2,833
Heavy goods vehicles	37	20	99
Buses	450	188	465
<i>% Buses & HGVs</i>	9.7%	4.7%	14.2%

* Note: The Navigation Road low traffic neighbourhood trial started in October 2021, before the surveys were undertaken

46. A review of road safety data for Piccadilly shows that there were 10 collisions on Piccadilly or at junctions near Piccadilly between 1 January 2017 and 31 December 2021. Two of these collisions were classed as serious and 6 were classed as slight, as detailed below and shown overleaf:

- At the Piccadilly/Pavement junction:
 - One slight collisions between a car and a pedestrian at the crossing point;

- One slight collision between a parked car and a cyclist (dooring);
 - On Piccadilly between Merchangate and Mill Street:
 - One serious collision and one slight collision between a car and a pedestrian;
 - One slight collision between a car pulling out of Dennis Street junction and a cyclist travelling on Piccadilly;
 - One slight collision between a car doing a U-turn at the junction with St Denys Road and a motorcycle travelling on Piccadilly;
 - One slight collision between a van coming out of St Denys Road and a car travelling on Piccadilly;
 - One slight collision between a cyclist coming out of Dixon Lane and a car;
 - Tower Street, near the junction with Piccadilly:
 - One serious collision between a bus/coach and a pedestrian;
 - One slight collision between a car and a pedestrian.
47. The collision data does not point to any existing, recurring road safety issues on Piccadilly.



Accidents Between Dates
01/01/2017 and 31/12/2021

Piccadilly, York

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City of York Council
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SCALE	1 : 1200
DATE	09/02/2022
DRAWING No.	949
DRAWN BY	Sharon Wilkins

Options

48. The following options are presented for Members to consider.
- a. **Option A – Continue to work with developers and Council led projects in the area to implement the “preferred option”** as set out above and in the BDP Design report and WSP Highway Scheme drawings (Annexes A, B and C2);
 - b. **Option B – Continue to work with developers and Council led projects in the area to implement the “preferred option”** as set out above, **with** the following elements added:
 - i. Creation of **an additional “integrated”, on carriageway bus stop** (with associated facilities and Kassel kerbs) in front of the Banana Warehouse site;
 - ii. **Further work to assess the feasibility of implementing improved cycling facilities**, considering an alternative cycle route through quieter streets or segregated cycling provision on Piccadilly (linked to work being undertaken through the City Centre Bus Routing Study/LCWIP/LTP4 processes); and
 - iii. **Review opportunities to provide additional public seating** within the “preferred option”;
 - iv. Implementation of a **20mph speed limit on Piccadilly**.
 - c. **Option C – In addition to Options A or B, Option C proposes a review of the “preferred option” to consider on street parking provision on Piccadilly**, aiming to maximise Blue Badge parking provision, and to provide a taxi rank and motorcycle parking if possible;
 - d. **Option E – Pause the implementation of the “preferred option”** as set out above, instruct developers not to make any further changes to the current highway layout, **develop alternative designs and secure separate funding** to deliver these designs when finalised.

Analysis

49. Table 2 overleaf presents an analysis of the advantages and disadvantages of each of the options identified above.

50. Guidance considered for this analysis includes the following key documents:

- Cycle Infrastructure Design Local Transport Note 1/20 (LTN 1/20);
- Buses in Urban Developments, Chartered Institution of Highways & Transportation (CIHT);
- Inclusive mobility: a guide to best practice on access to pedestrian and transport infrastructure, Department for Transport.

Table 2: Option analysis

Options	Advantages	Disadvantages
<p>Option A – Implement the “preferred option”</p>	<p>Implements the “preferred option” identified through significant consultation and engagement.</p> <p>Supports the aspirations of the Castle Gateway Masterplan’s vision for Piccadilly.</p> <p>Significant improvements to place making (planting, layout, materials) and pedestrian facilities.</p> <p>Provision of adequate public transport facilities enabling two way movements for bus services.</p> <p>Carriageway width sufficient to enable two way movements for buses and larger vehicles with a few pinch points.</p> <p>The majority of changes are funded by developers as they fund highway improvements in the vicinity of their site. This significantly reduces highway scheme costs for the Council as only areas which have not been redeveloped will need to be funded through the Council’s capital programme.</p> <p>Enables developers to coordinate works on their site and on the highway, generally ensuring that highway improvements are</p>	<p>The “preferred option” is not LTN 1/20 compliant:</p> <ul style="list-style-type: none"> • Appendix A Cycling Level of Service Tool: <i>“Cyclists should not be required to share the carriageway with high volumes of motor vehicles”</i> • Paragraph 7.1.1: <i>“Where motor traffic flows are light and speeds are low, cyclists are likely to be able to cycle on-carriageway in mixed traffic. Most people, especially with younger children, will not feel comfortable on-carriageways with more than 2,500 vehicles per day and speeds of more than 20 mph. These values should be regarded as desirable upper limits for inclusive cycling within the carriageway”</i> (between 4,000 and 6,000 vehicles per day travel on Piccadilly). • Table 7.2: <i>“Lane widths of between 3.2m and 3.9m are not acceptable for cycling in mixed traffic”</i>. <p>Cyclists who took part in the consultation were generally opposed to the proposals for</p>

Options	Advantages	Disadvantages
	<p>completed when their site opens (works on the highway are checked and inspected by Council officers through the S278 process).</p> <p>No change proposed for disabled/ loading/ taxi bays at the north end of Piccadilly (approx. 7 spaces).</p>	<p>cyclists, which do not segregate cyclists from traffic (cyclists are expected to cycle using the primary position).</p> <p>Aspirations for a continuous cycling route up New Walk over the gyratory into Piccadilly and toward the footstreets are not met.</p> <p>Some changes to the planting proposals included in the “preferred option” are likely to be required for other areas due to the presence of significant buried services under Piccadilly (as implemented in front of the Hampton by Hilton).</p> <p>More work may be required in the future, funded by the council, to improve the design and provide LTN 1/20 compliant cycling facilities.</p> <p>No bus stop provided near Banana Warehouse, reducing capacity and resilience.</p> <p>Existing on street Pay & Display car parking removed (approx. 9 spaces outside the Castle Mill site and approx. 7 spaces outside Spark). This will result in a loss of parking capacity and revenue for the Council. Existing motorcycle parking bay on Piccadilly is removed.</p>

Options	Advantages	Disadvantages
<p>Option B - Implement the “preferred option” with:</p> <ul style="list-style-type: none"> • additional bus stop • further work on cycling provision • review public seating • 20mph speed limit 	<p>Implements the “preferred option” identified through significant consultation and engagement but also allows for further engagement on possible additional changes for example on speed limit/management and cycling facilities.</p> <p>Supports the aspirations of the Castle Gateway Masterplan’s vision for Piccadilly. Significant improvements to place making (planting, layout, materials) and pedestrian facilities, seating (through the review) & provision of adequate public transport facilities delivered as the development sites progress.</p> <p>The majority of changes are funded through developers as they fund highway improvements in the vicinity of their site. This significantly reduces highway scheme costs for the Council as only areas which have not been redeveloped and additional changes identified would need to be funded through the Council’s capital programme.</p> <p>Enables developers to coordinate works on their site and on the highway, generally ensuring that highway improvements are completed when their site opens (works on the highway are checked and inspected by</p>	<p>Cyclists who took part in the consultation were generally opposed to the “preferred option”, which does not segregate cyclists from traffic (cyclists are expected to cycle using the primary position).</p> <p>Any options identified through the work on improved cycling provision would require the council to identify alternative funding sources, likely resulting in implementation delays.</p> <p>The change in speed limit would improve compliance with LTN 1/20 but does not make the scheme fully compliant with LTN 1/20, as traffic flows on Piccadilly are above 2,500 vehicles/day, with a significant proportion of HGVs and buses and lane width are not compliant with the guidance.</p> <p>Additional costs to be funded by the Council for further consultation and design work to consider the feasibility of a segregated cycling facility.</p> <p>Existing on street Pay & Display car parking removed (approx. 9 spaces outside the Castle Mill site and approx. 7 spaces outside Spark). This will result in a loss of parking capacity and income.</p> <p>Existing motorcycle parking bay on</p>

Options	Advantages	Disadvantages
	<p>Council officers through the S278 process). Additional bus stop provided near the Banana Warehouse to cater for existing and future demand.</p> <p>The “preferred option” is brought closer to LTN 1/20 requirements (20 mph speed limit) but traffic flows remain higher than recommended by LTN 1/20 for on carriageway cycling and lane widths are not compliant due to the need for buses to travel in both directions.</p> <p>The feasibility of improved cycling provision will be considered through the City Centre Bus Routing Study, the Local Cycling and Walking Infrastructure Plan, and Local Transport Plan 4.</p> <p>No change proposed for disabled/ loading/ taxi bays at the north end of Piccadilly (approx. 7 spaces).</p>	<p>Piccadilly removed.</p> <p>Additional costs for future changes (such as the provision of a segregated cycling facility, if feasible) would need to be met by the Council. Estimated at approx. £35k for the feasibility study & detailed design. TRO and construction costs not known at this stage.</p>
<p>Option C - Options A or B, with the addition of a review of on street parking provision</p>	<p>As the main option chosen: A or B but with a review of options to provide Blue Badge parking within the “preferred option” design (replacing some of the capacity currently available on street in P&D bays which are free to use for BB holders), as well as a taxi rank (location and operating times to be confirmed) and motorcycle parking provision</p>	<p>Some areas of the widened footways planned as open space or pavement cafes in the “preferred option” would be designed as Blue Badge parking bays, taxi rank or motorcycle parking, reducing the space available for pedestrians and other uses.</p> <p>Some potential conflict between road users</p>

Options	Advantages	Disadvantages
	(similar to existing).	<p>(including cyclists) and kerbside activities. This will result in a loss of parking income as P&D spaces would be removed or a reduced number of P&D spaces would be provided.</p> <p>Cost estimated at approx. £15k for the review and design changes.</p>
<p>Option D – Pause the implementation of the “preferred option”, instruct developers not to make any further changes to the current highway layout, develop alternative designs and secure separate funding to deliver these designs when finalised</p>	<p>Enables a review of all options and more engagement and consultation.</p> <p>Could enable the implementation of a different, LTN 1/20 compliant, design for the street, if such a solution can be identified.</p>	<p>Delayed implementation of highway improvements which are required to meet the Masterplan’s vision for the street.</p> <p>Unless a solution can be agreed quickly, the revised design would be unlikely to be delivered and funded by developers, as it is likely that most sites would be completed before a new design is approved. The Council would therefore need to identify alternative funding sources for the schemes, likely resulting in further delays.</p> <p>The Council may need to fund changes to the highway layout in front of the Hampton by Hilton, where changes have already been implemented in line with the “preferred option”.</p> <p>Impact on on-street parking, including Blue Badge parking, parking revenue, loading, taxi rank and motorcycle parking unknown.</p>

Options	Advantages	Disadvantages
		<p>Additional costs to be funded by the Council for consultation and design work. Estimated at approx. £50k for consultation and initial design only – detailed design and construction costs TBC with all construction costs to be funded by the Council</p>

Council Plan

51. This proposal relates to the following key priorities of the Council Plan 2019-2023:
- Good health and wellbeing;
 - Well paid jobs and an inclusive economy;
 - Getting around sustainably;
 - A greener and cleaner city;
 - An open and effective council.
52. This proposal also relates to York's Economic Strategy 2016-2020 which identifies the need to *"Invest in a programme of maintenance and enhancement of public realm in York city centre to improve its attractiveness as the 'shop window' of the city"*.

Implications

53. This section considers the wider implication of this proposal as follows.

- Financial –**

The following table shows the Pay and Display parking income for 2021/22 for the bays currently provided on Piccadilly. This income will be lost under the recommended option.

Piccadilly Pay & Display income 2021/22			
April 2021	£4,069	October 2021	£7,699
May 2021	£3,512	November 2021	£7,000
June 2021	£6,337	December 2021	£8,855
July 2021	£7,236	January 2022	£6,776
August 2021	£7,869	February 2022	£7,128
September 2021	£7,005	March 2022	Not available
Average monthly income			£6,681
Estimated annual income			£80,166

In order to create a car free environment the removal of on street parking bays. On average 30 cars use these pay and display bays. This can probably be accommodated within the existing car park estate but will inevitably mean some of this accommodation is within the private parking operators so there will be some real loss to the parking income budget all be it not 100%.

The preferred option has identified additional review costs as follows:

- £35k for the feasibility study & detailed design for improved cycle provision – to be funded through the LTP/LCWIP process.
- £15k for the review and design changes – to be funded from the Transport capital programme
- **Human Resources (HR)** – No HR implications identified
- **Equalities** – Equalities implications have been presented in detail in Annex C, see also below under Legal implications.
- **Legal** – The Council, as a traffic authority, has the power to make Traffic Regulation Orders under the Road Traffic Regulation Act 1984 and in accordance with the procedure contained in relevant regulations.

The Public Sector Equality Duty - Under Section 149 of the Equality Act 2010 a public authority must in the exercise of its functions have due regard to the need to eliminate discrimination, harassment, victimisation and any other prohibited conduct; advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it and foster good relations between persons who share a relevant protected characteristic and persons who do not share it. This is known as the Public Sector Equality Duty. A fair and proportionate balance has to be found between the needs of people with protected characteristics and the interests of the community as a whole.

- **Crime and Disorder** - No crime and disorder implications identified
- **Information Technology (IT)** - No IT implications identified
- **Property** – No property implications identified apart from the expected increase in value of council properties on Piccadilly if the regeneration scheme as a whole is successful.
- **Other** – no other implication identified

Risk Management

54. This section considers the key risks associated with this proposal:

- a. Delays to the approval of the design could result in additional costs for the Council as developers cannot be asked to deliver the final design
- b. Future changes required as a result of the review of cycle facilities may result in additional cost to make modifications to recently implemented changes
- c. The location of utilities on Piccadilly is likely to result in further design changes, mainly relating to planting as planters may be required as an alternative to planting trees, requiring more management. Planters are currently licensed in the adopted highway and privately maintained by frontagers.
- d. Risk of conflicting activities on Piccadilly, i.e. pedestrian activity, loading, parking, pavement cafes

Contact Details

Author:

Helene Vergereau

Traffic and Highway
Development Manager
Place Directorate
Tel No. 01904 552077

Chief Officer Responsible for the report:

James Gilchrist

Director of Transport, Environment and
Planning

**Report
Approved**



Date 9/5/2022

Specialist Implications Officer(s) List information for all

Financial:

Name: Patrick Looker

Title: Finance Service Manager

Legal:

Name: Cathryn Moore

Title: Legal Manager

Wards Affected: Guildhall

All

For further information please contact the author of the report

Background Papers:

None

Annexes

Annex A: BDP Concept Design Proposal Draft Stage 2 Report

Annexes B and C: WSP Highway Scheme (plan in two parts)

Annex C: Equality Impact Assessment

List of Abbreviations Used in this Report

BDP – Architecture firm

CIHT - Chartered Institution of Highways & Transportation

EQIA – Equality Impact Assessment

HGV – Heavy Goods Vehicle

HR – Human Resources

IT – Information technology

LTN 1/20 – Local Transport Note 1/20

P&D – Pay and Display (parking)
TBC – To be confirmed
TRO – Traffic regulation Order
WSP – Engineering consultancy

PICCADILLY - YORK

CONCEPT DESIGN PROPOSAL

(REP) L001 - Draft Stage 02 Report R01

07th November 2019

1. DEFINING THE BRIEF

01 - THE BRIEF

Vision for Piccadilly

- New heart of a thriving city centre neighbourhood
- Capitalise on Area for City Centre living
- Pedestrian (and cyclist) friendly environment
- Green and 'healthy' Street

Delivering the vision

- Reduce carriageway width - to create wider pedestrian footpaths and help to reduce vehicle speeds along street
- 'Meander' the road alignment – to help reduce vehicle speeds, create more opportunities for introducing 'green' along the street and spaces for activity / lingering
- Proposed tree planting – to break up mass of buildings and create visual and seasonal interest along the street
- Improve pedestrian movement – by incorporating wider footpaths, designated crossing points, improved wayfinding etc
- Create safer / more legible cycling routes
- Deliver an uplifted, higher quality streetscape – using the CYC Streetscape Guidance Document as a starting point
- Reduction of visual clutter – rationalising of highway signage, structured approach to positioning of street furniture etc
- Rationalising of servicing requirements for new developments
- 'Integrated' bus stop solution

02 - EXISTING SITE AND CONTEXT





03 - WALKING

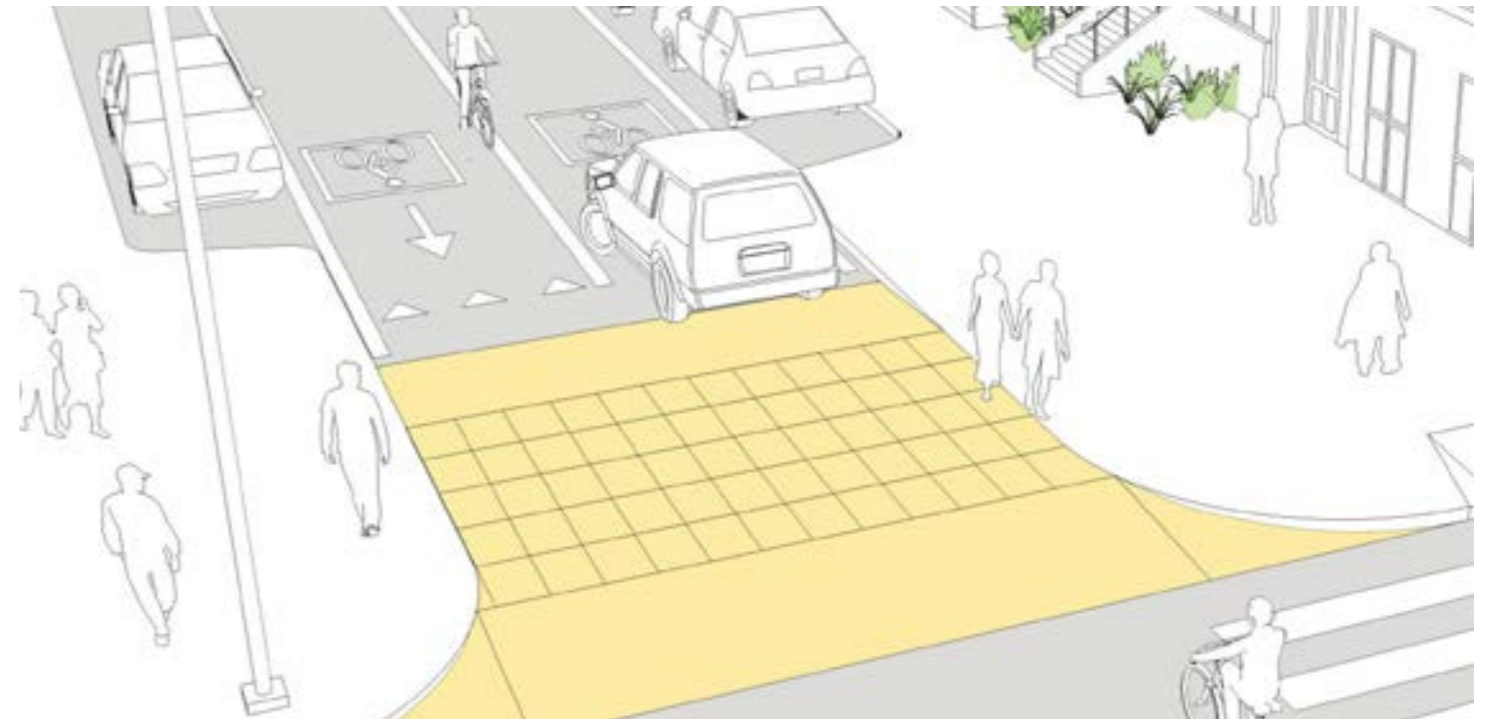
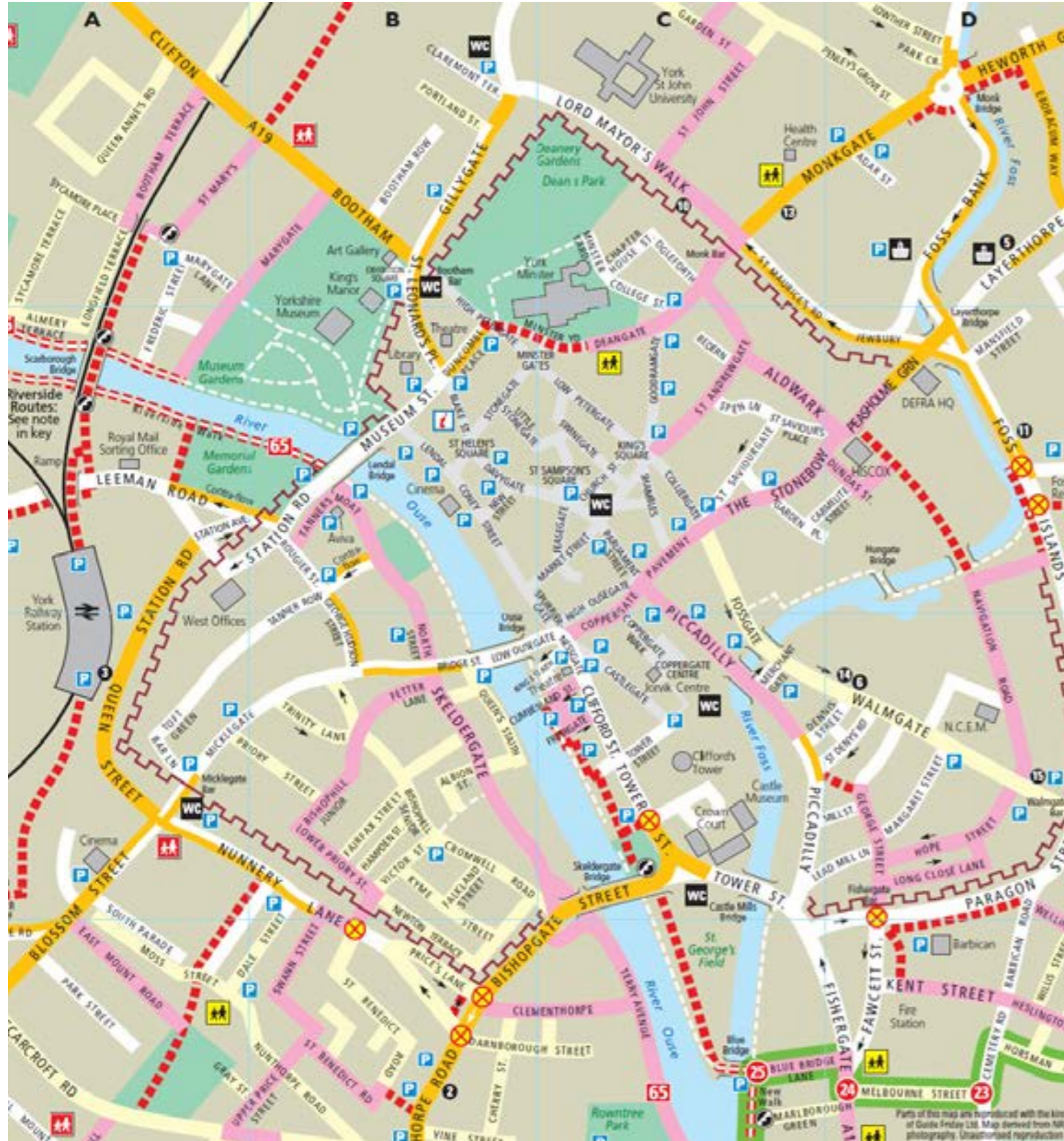


Image extract from the Global Designing Cities Initiative



04 - CYCLING



Extract from the iTravel York cycle map

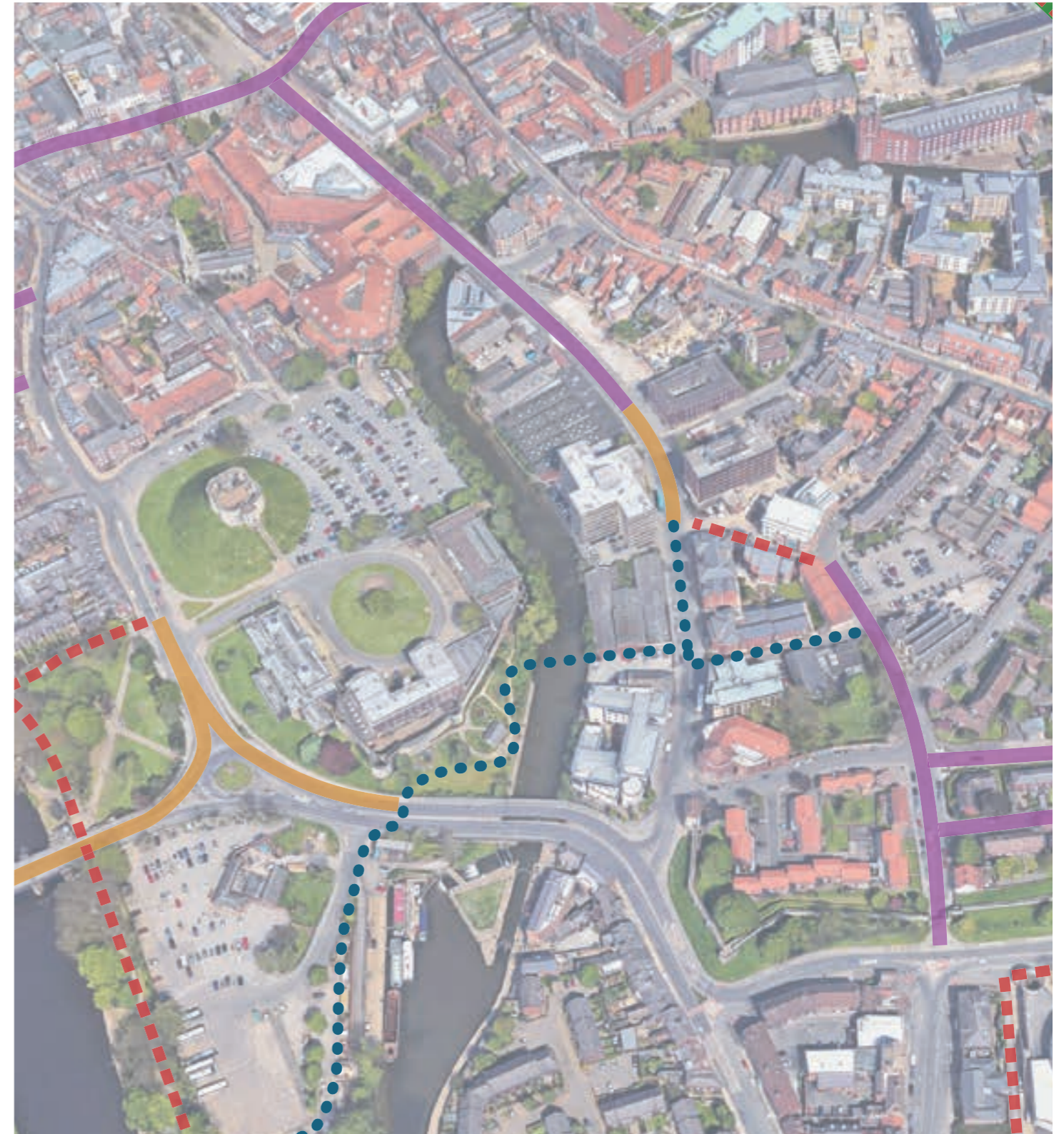


Diagram illustrating existing and proposed cycle routes

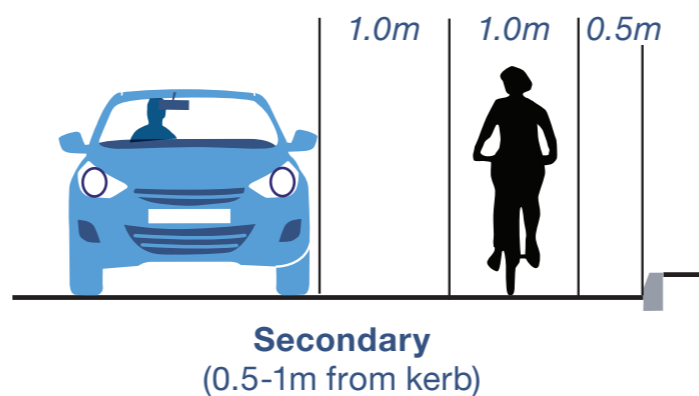
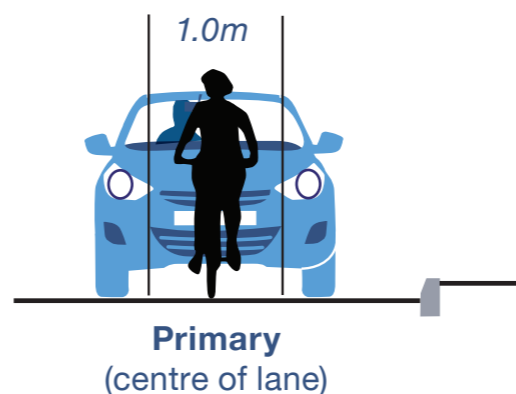
Sustrans Design Manual

Handbook for cycle-friendly design

April 2014

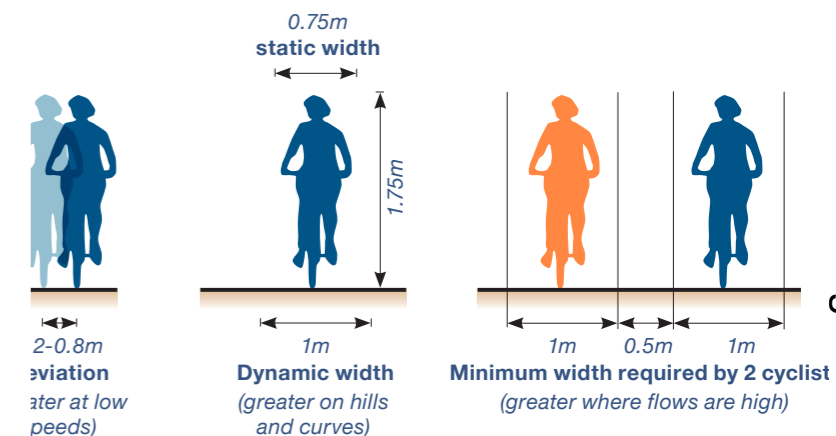


Primary and secondary riding positions



The **primary road position** is that of the general flow of traffic (i.e. in the centre of the lane). The **secondary road position** is roughly 1 metre to the left of the traffic flow and not less than 0.5 metres to the edge of the road

ally reflect the expected design speed of the route. A design speed of for a main route where there is likely to be significant interaction with could aim to provide a higher design speed of 20mph.



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Table H.2 Additional clearances to maintain effective widths for cyclists (see figure below)

Type of edge constraint	Additional width required (mm)
Flush or near-flush surface (including shallow angled battered kerbs - see photo below)	Nil
Kerb up to 150 mm high	Add 200
Vertical feature from 150 to 600 mm high	Add 250
Vertical feature above 600 mm high	Add 500

Table H.3 Calculation of minimum width required:

minimum width = a+b+c+d

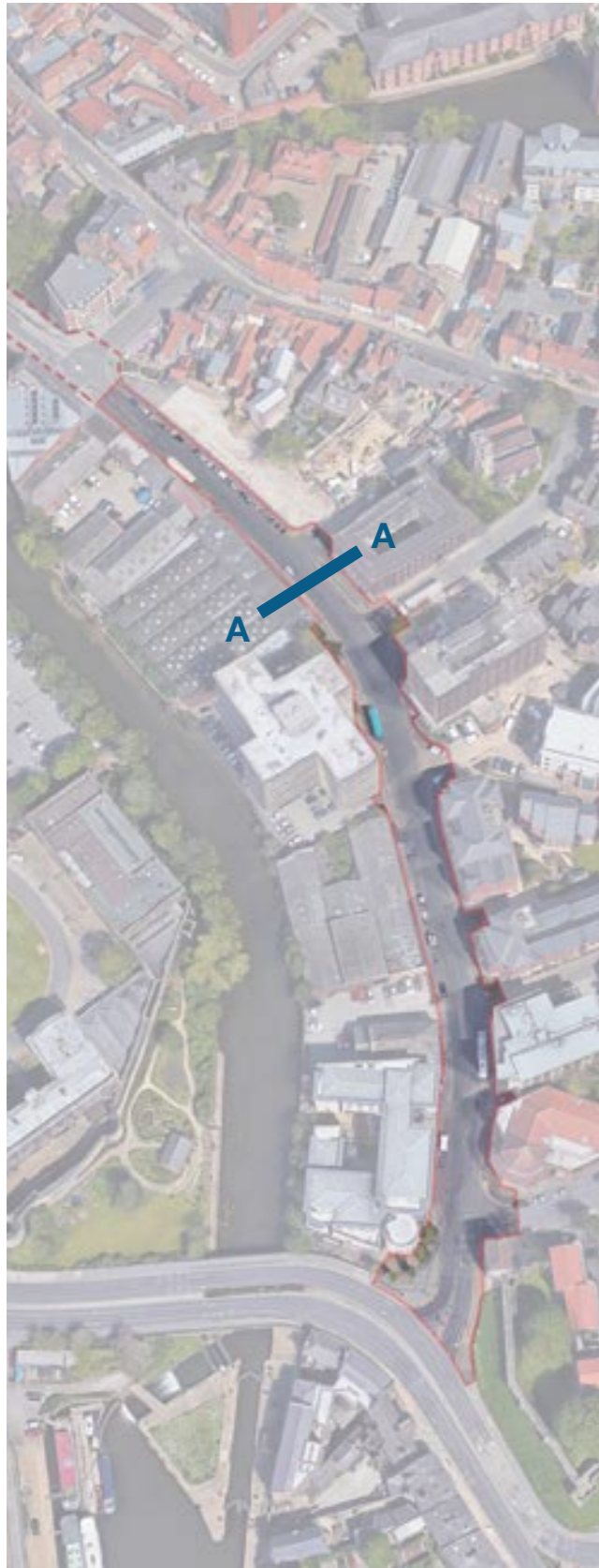
a	dynamic width
b	minimum passing distance from other users (Table H.1)
c	clearance for edge constraints (Table H.2)
d	additional width for high cycle/pedestrian volumes, steep gradients, curves

required
HGV at
30mph to
clear a cyclist
in secondary riding
position

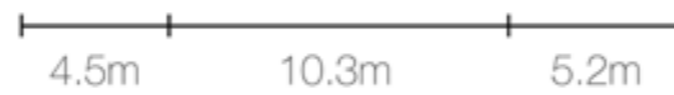
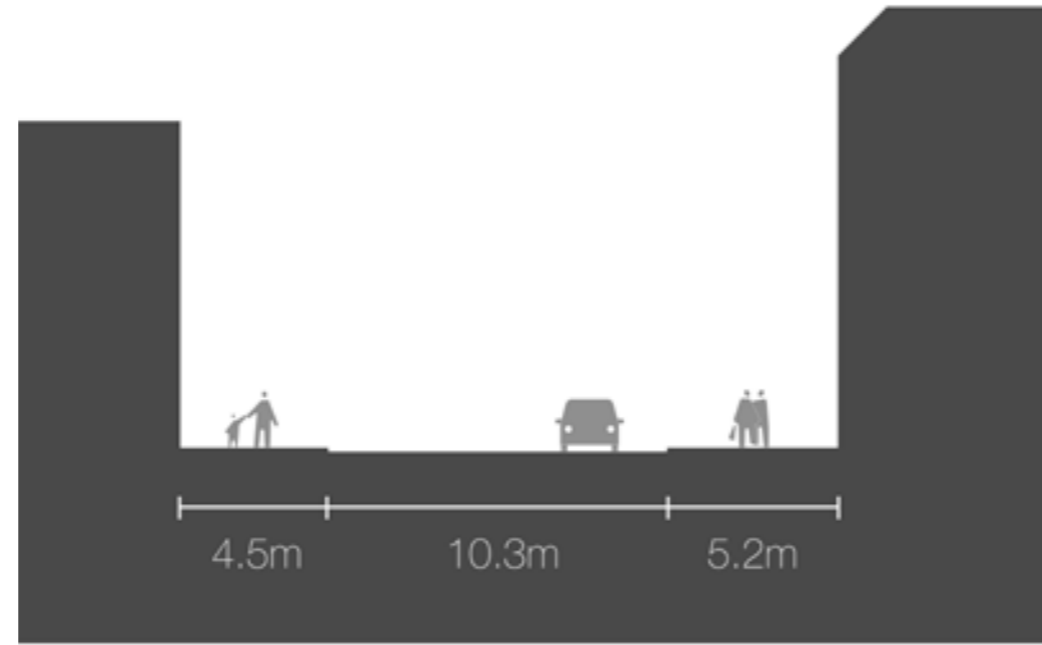
Additional
clearance
to maintain
effective width
and headroom
for cyclists



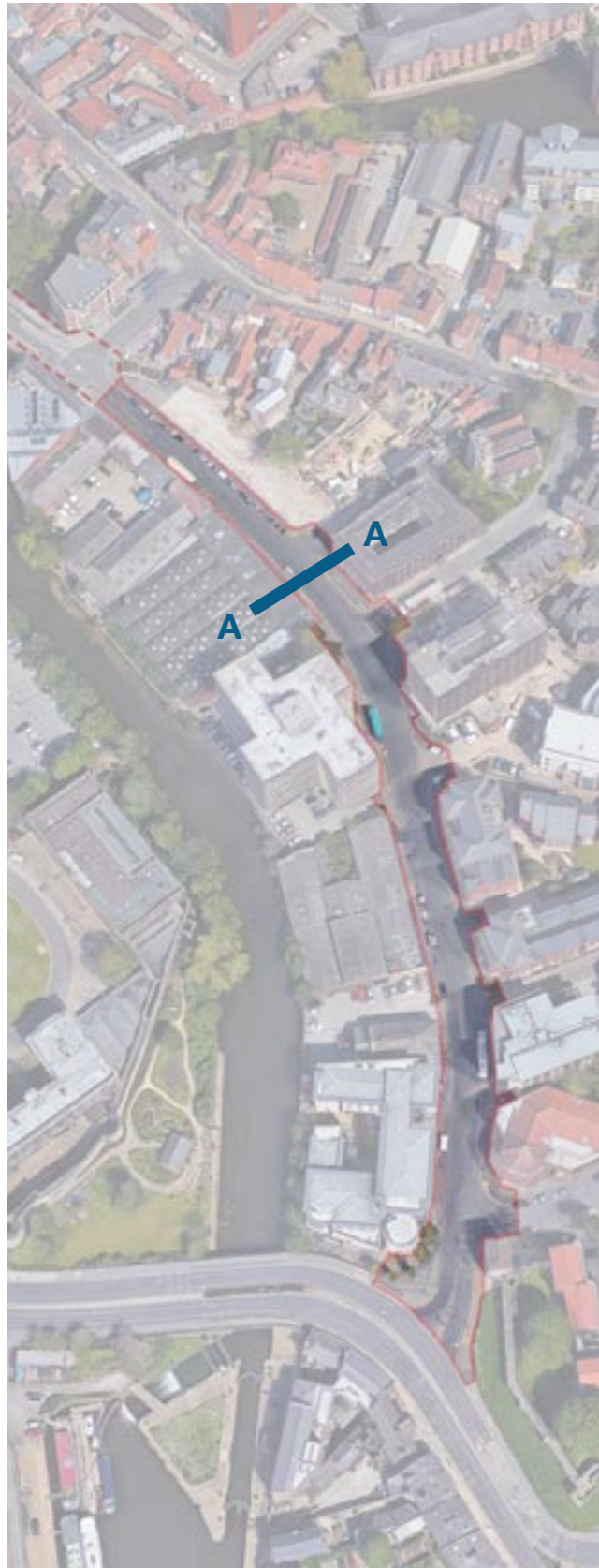




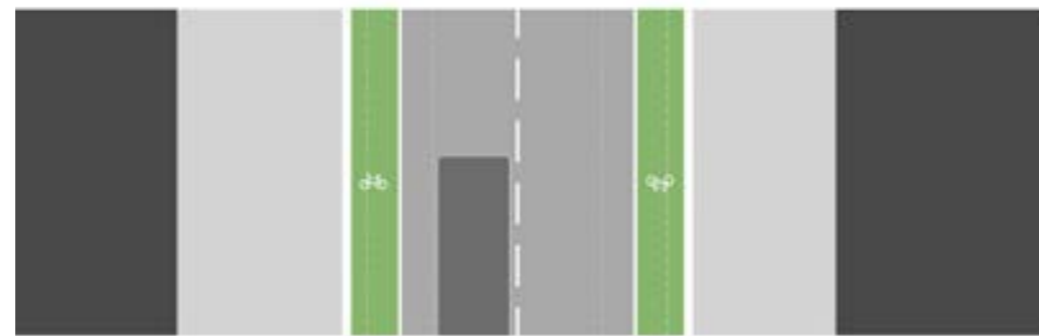
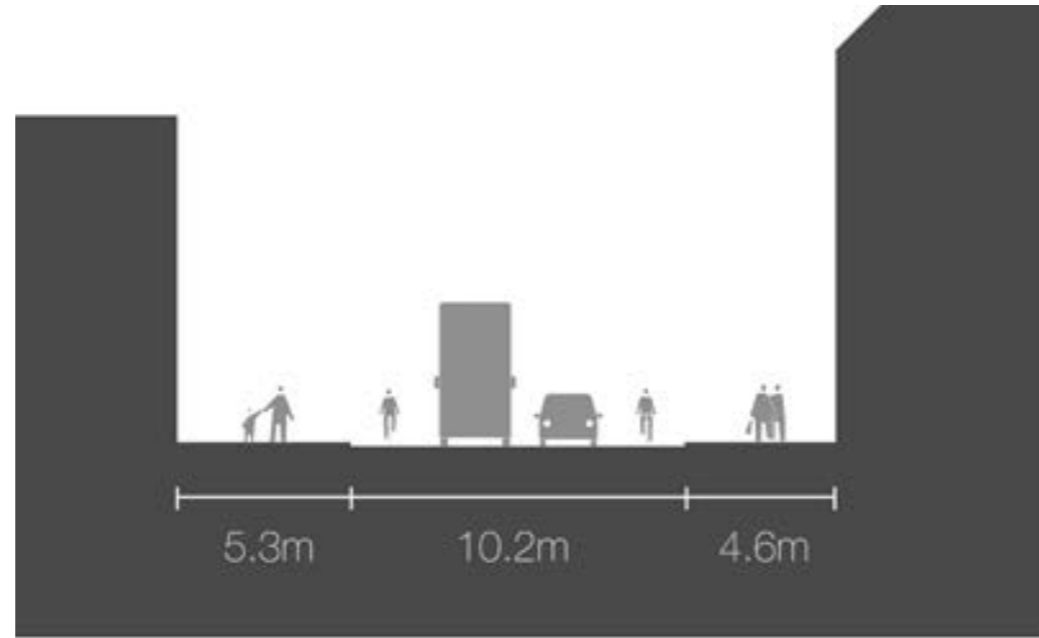
EXISTING ROAD LAYOUT



SECTION A-A

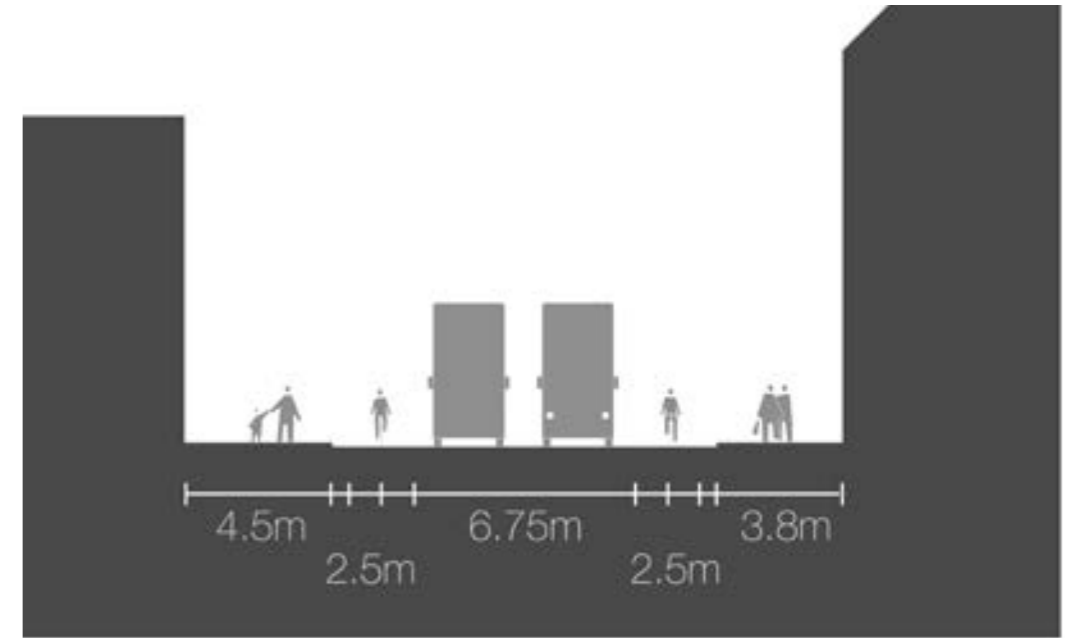


CYCLE LANE IN ROAD - SECONDARY POSITION (TO SUSTRANS GUIDANCE)



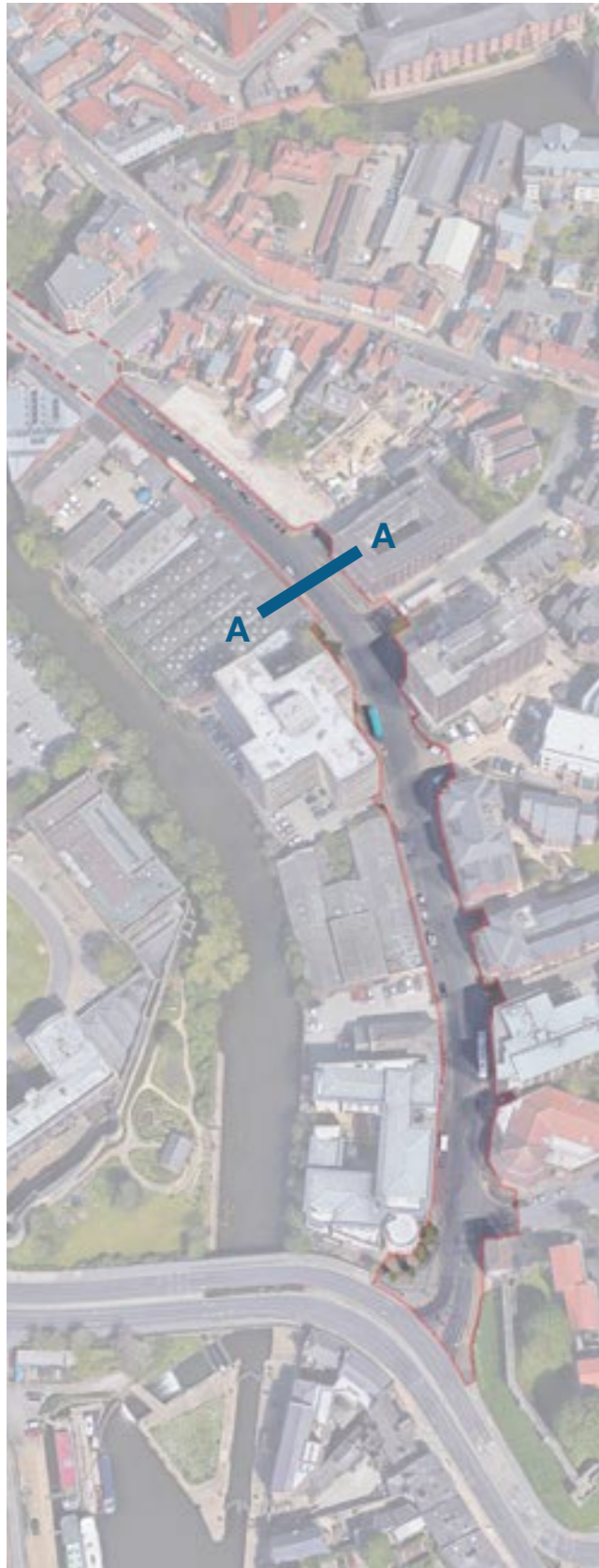
SECTION A-A

CYCLE LANE IN ROAD WITH 6.75m CLEAR ROAD WIDTH

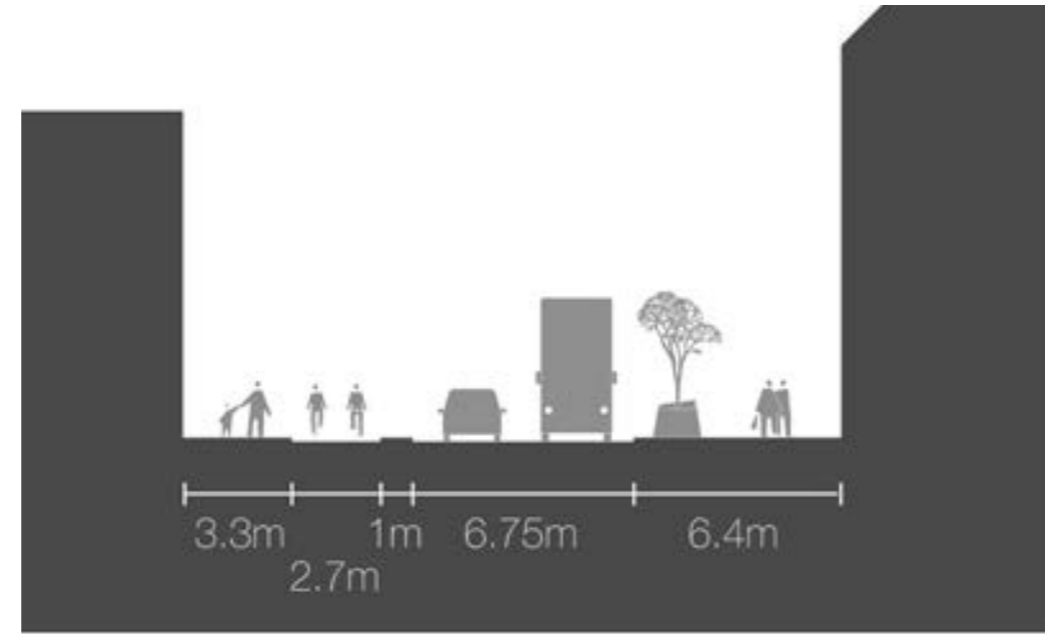


SECTION A-A





SEGREGATED CYCLE LANE (TO SUSTRANS GUIDANCE)



3.3m 3.7m 6.75m 6.4m

SECTION A-A



CYCLE LANE IN ROAD - PRIMARY POSITION

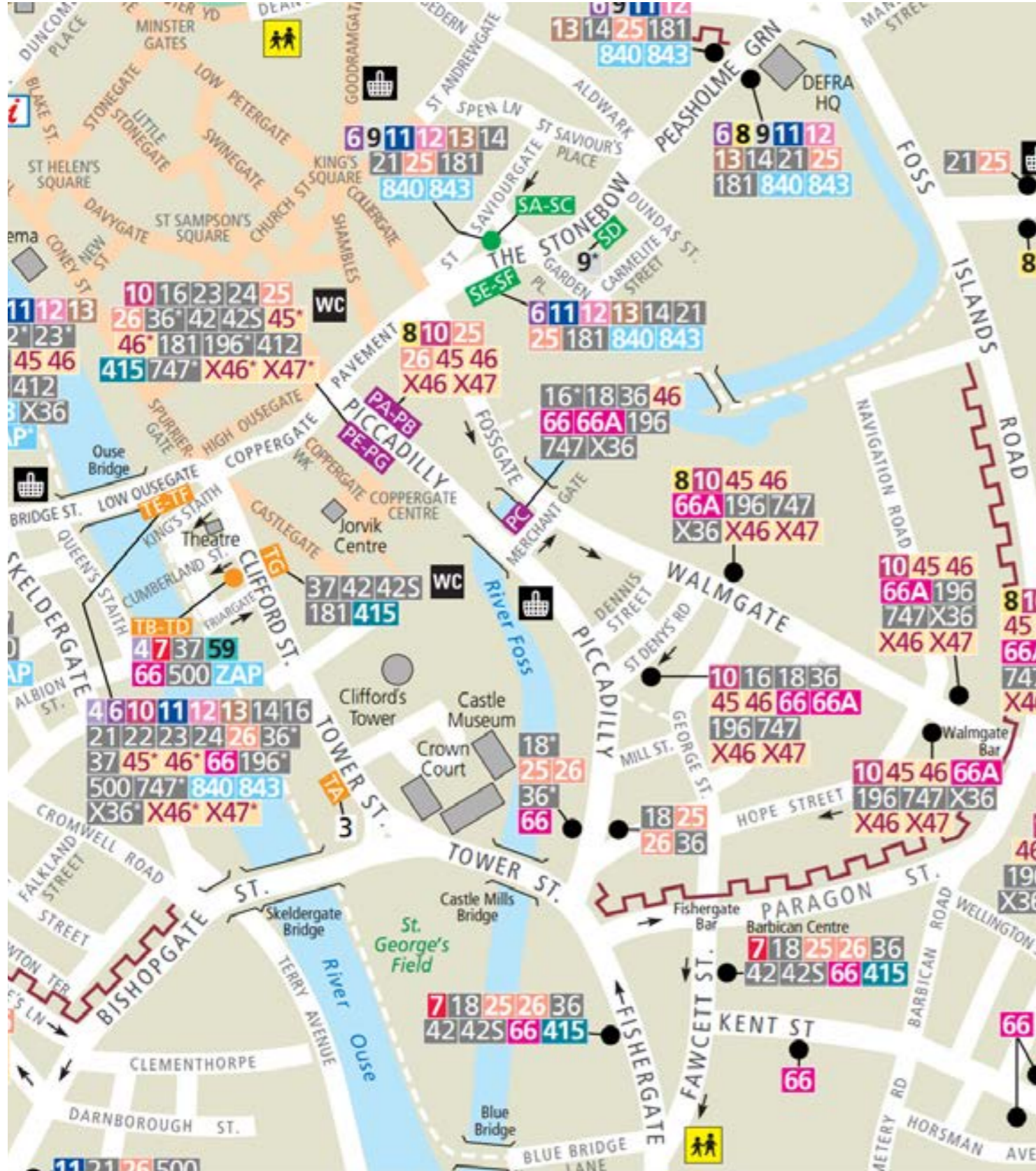


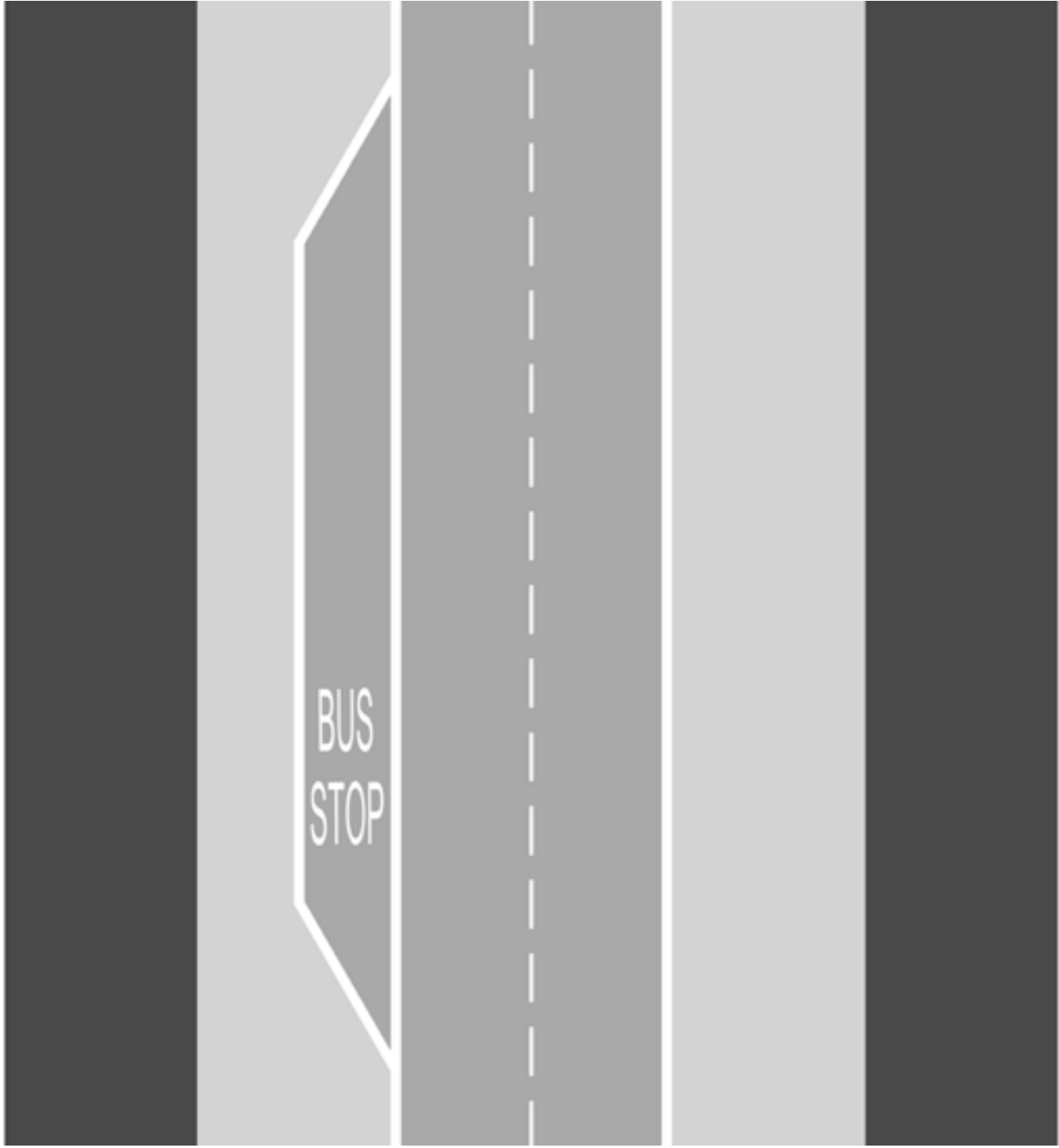
7m 6.75m 6.35m

SECTION A-A

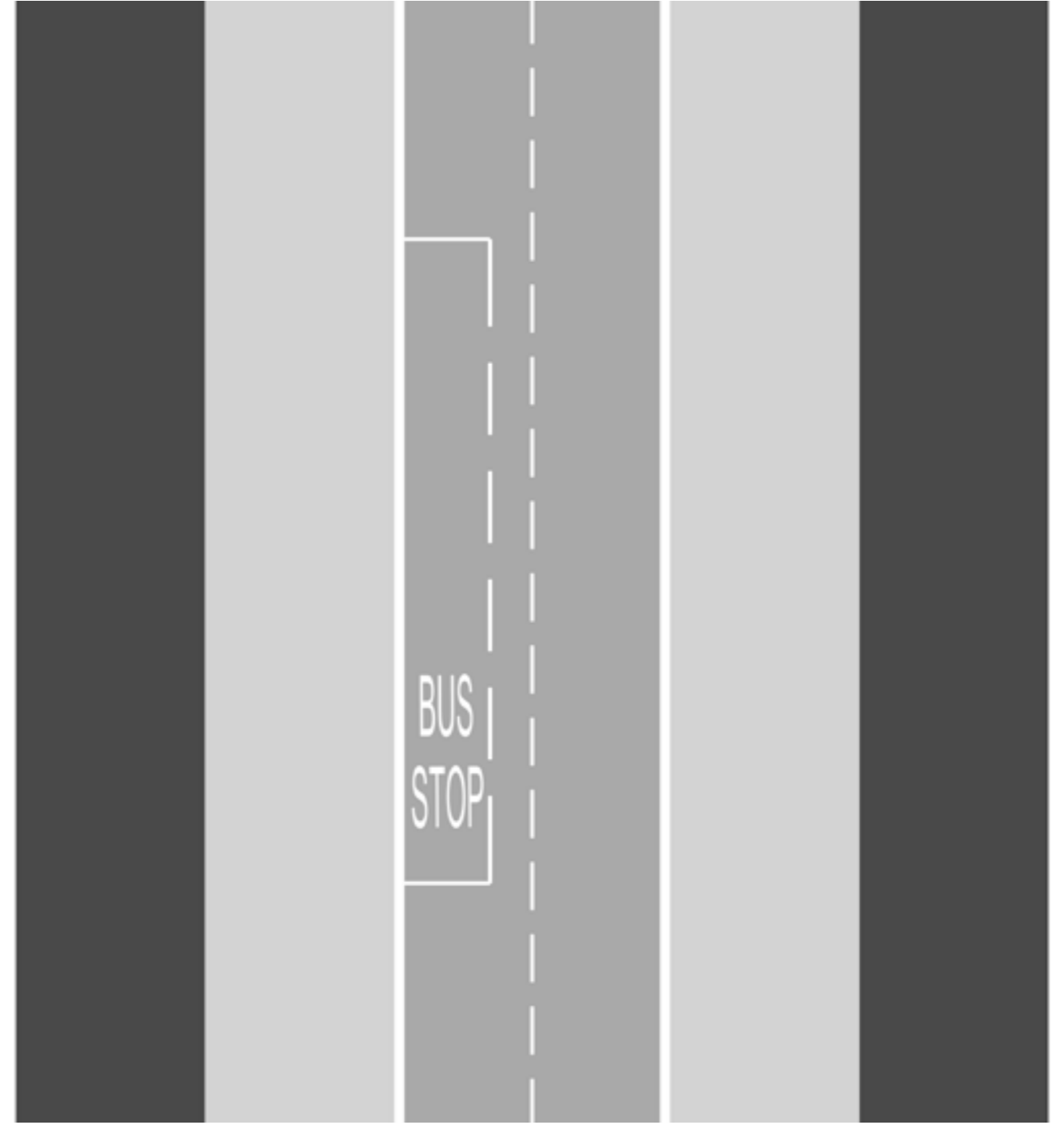


05 - BUSES

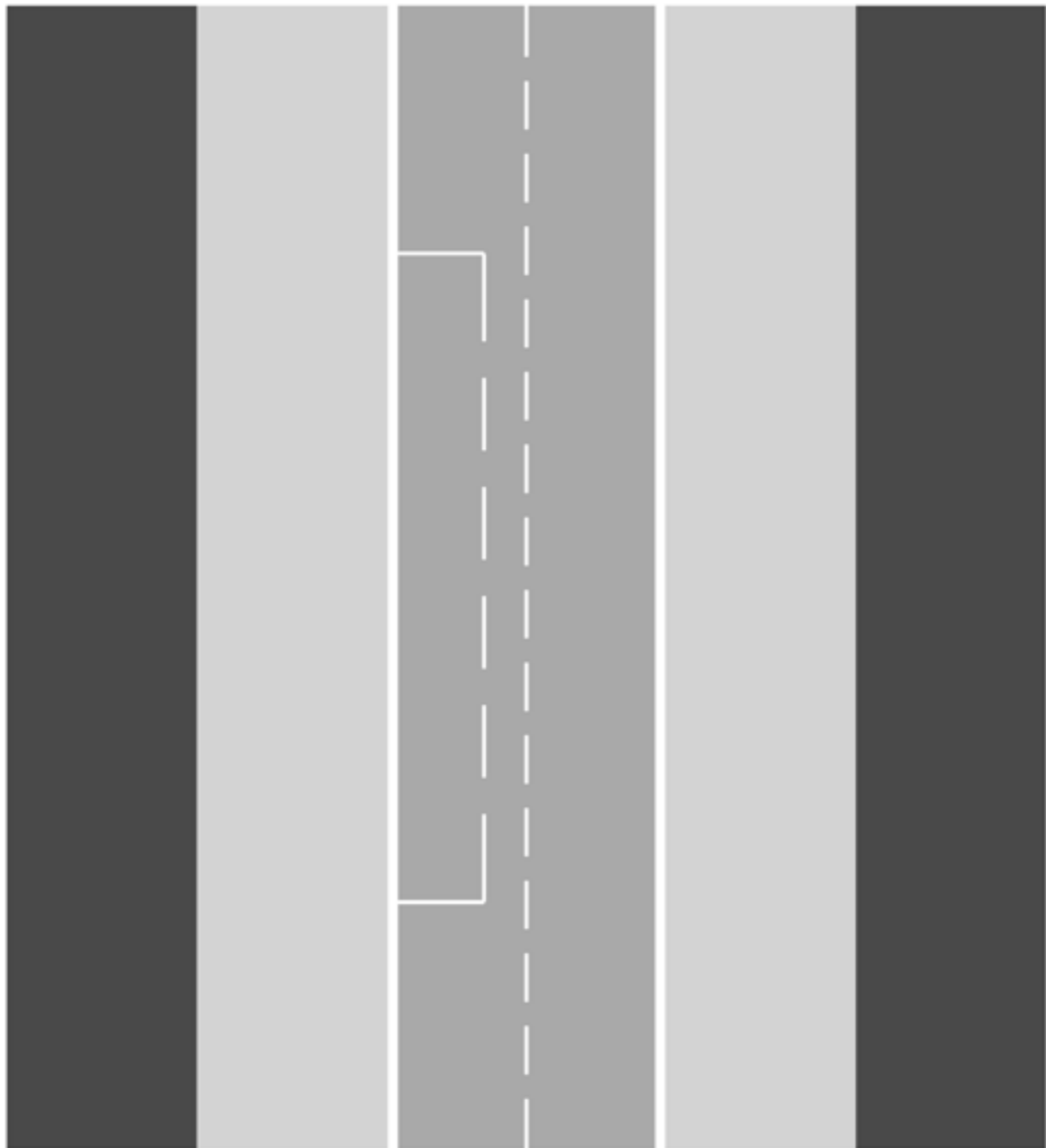




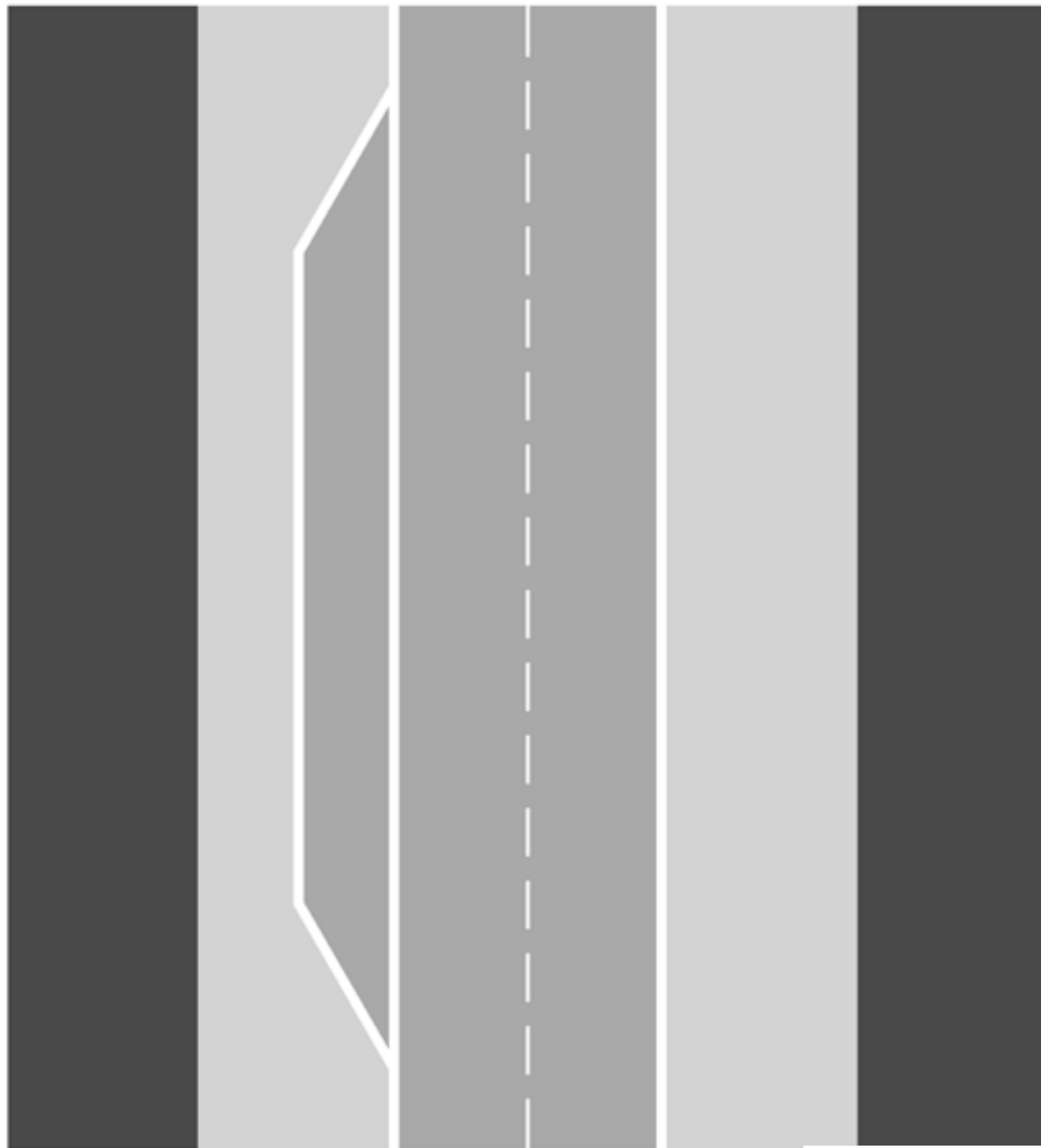
DESIGNATED LAY-BY



ON-ROAD



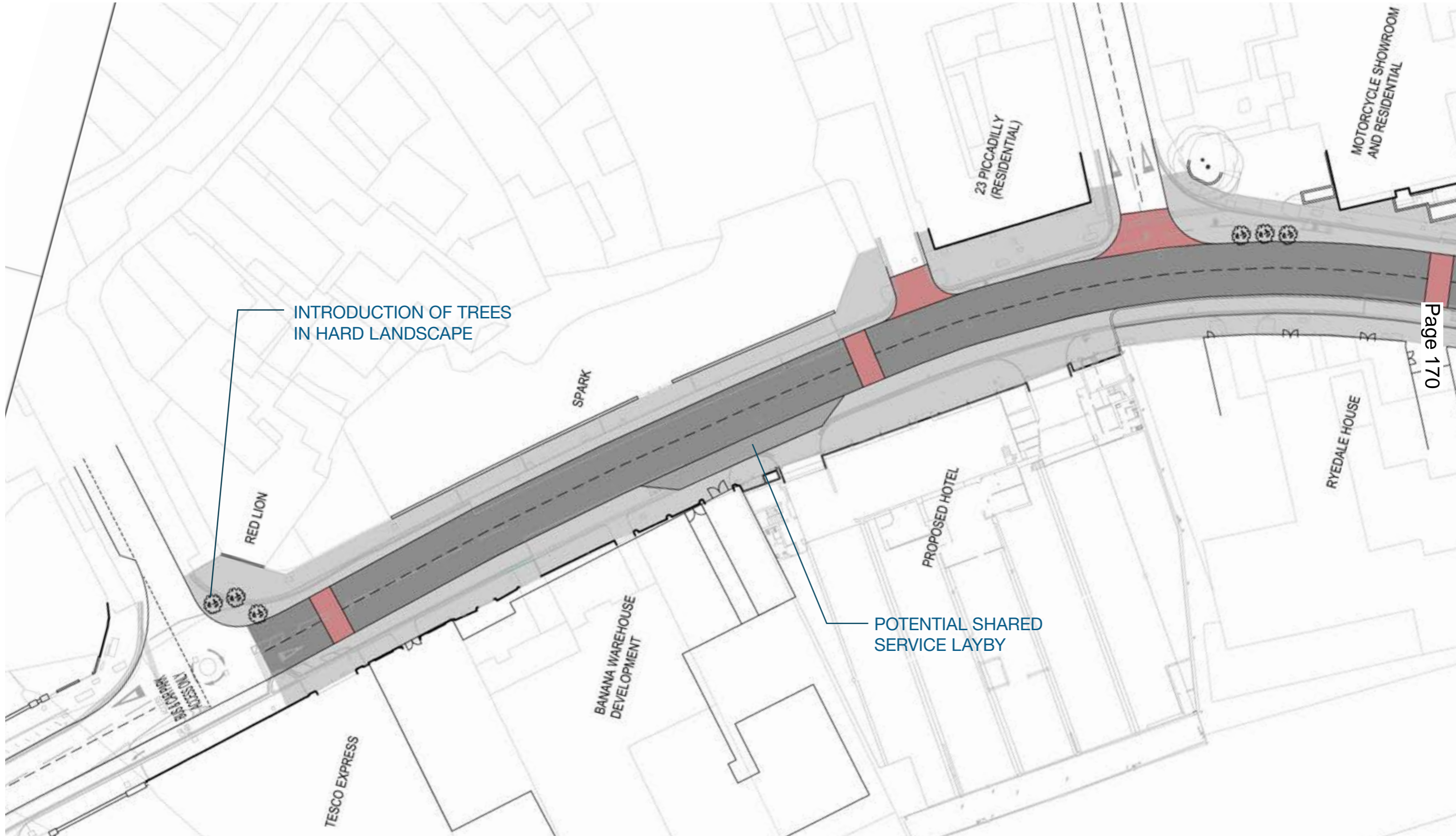
ON-ROAD

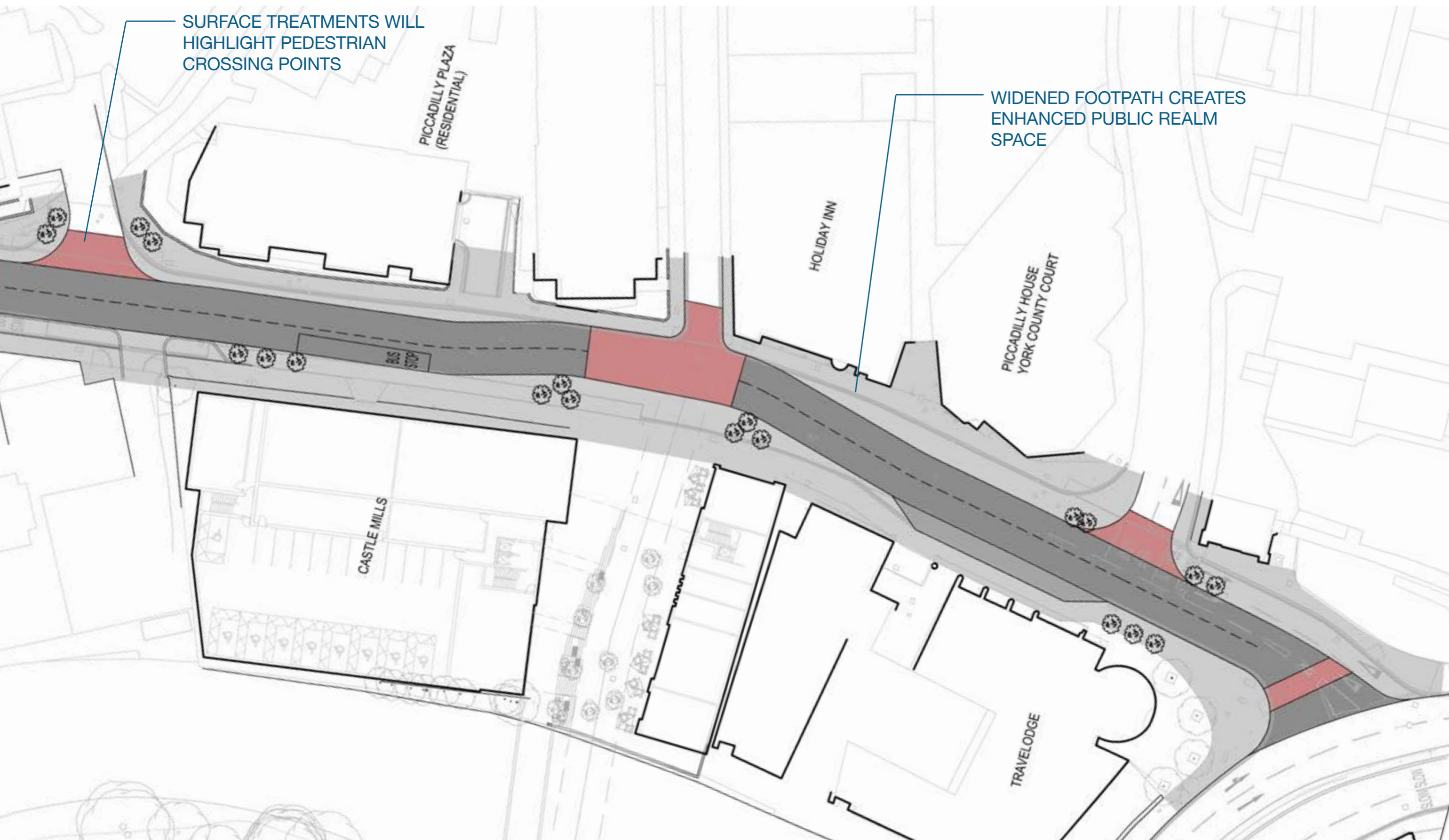


DESIGNATED LAYBY



07 - PROPOSED NEW KERB ALIGNMENT - BASED ON 6.75m ROAD WIDTH

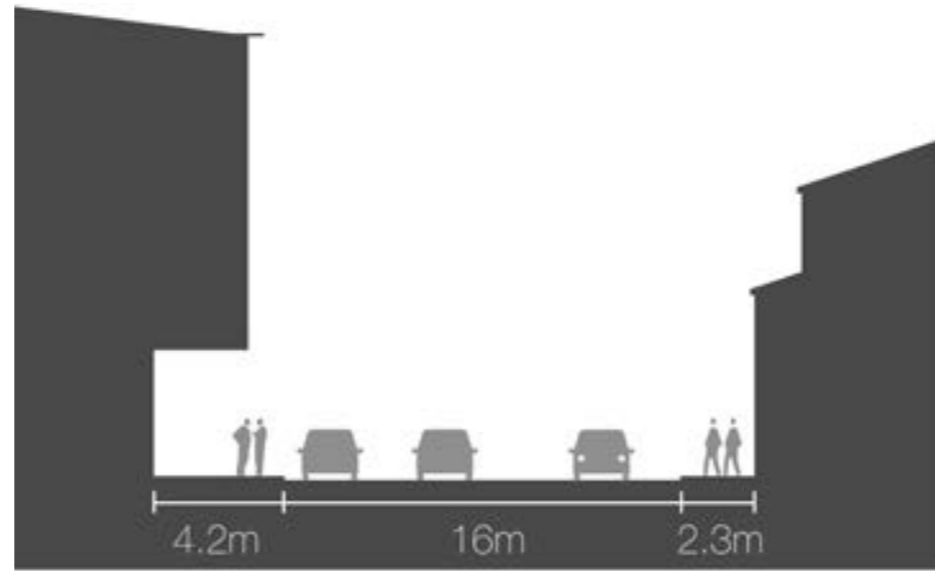
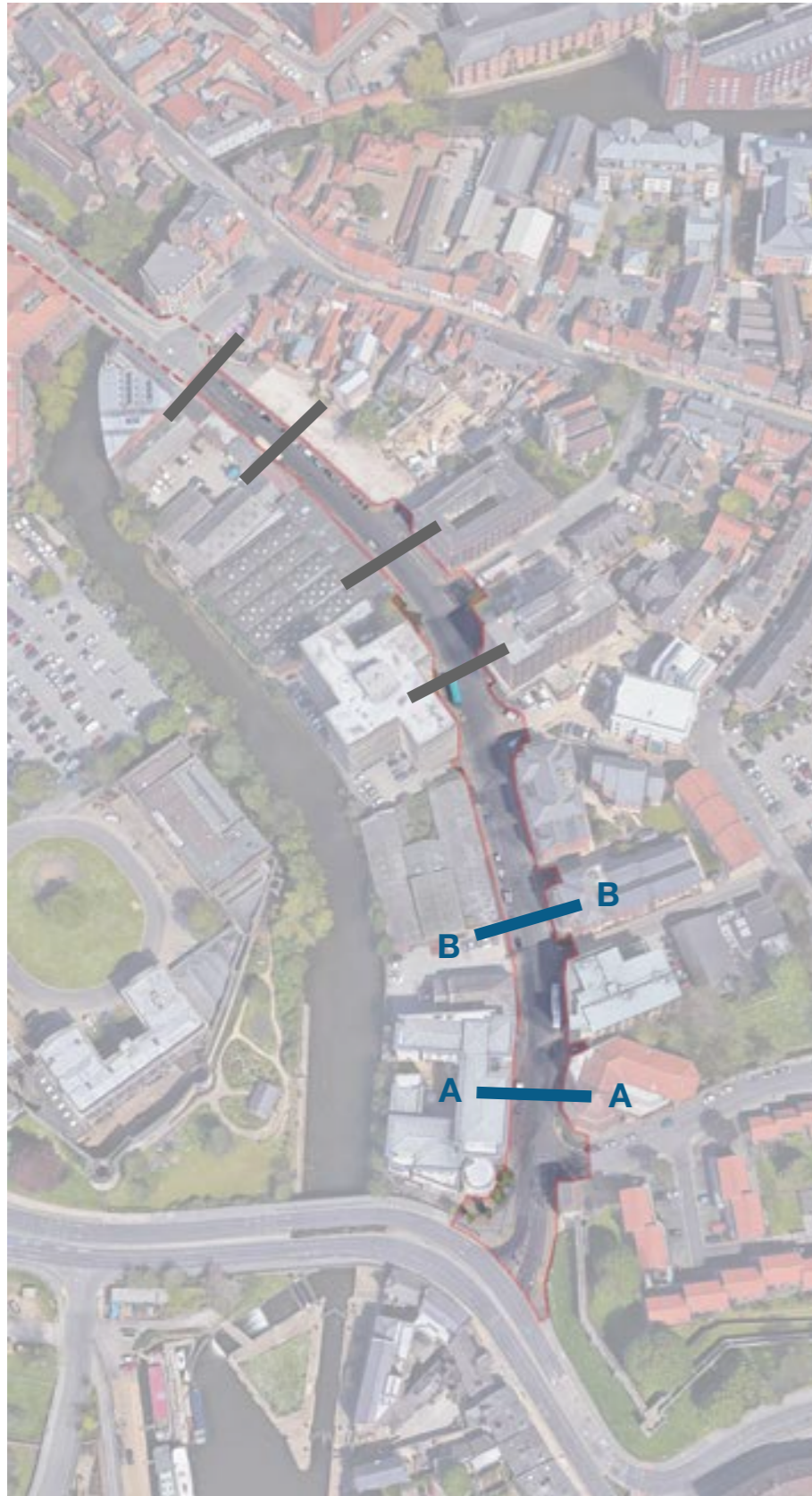




SURFACE TREATMENTS WILL HIGHLIGHT PEDESTRIAN CROSSING POINTS

WIDENED FOOTPATH CREATES ENHANCED PUBLIC REALM SPACE

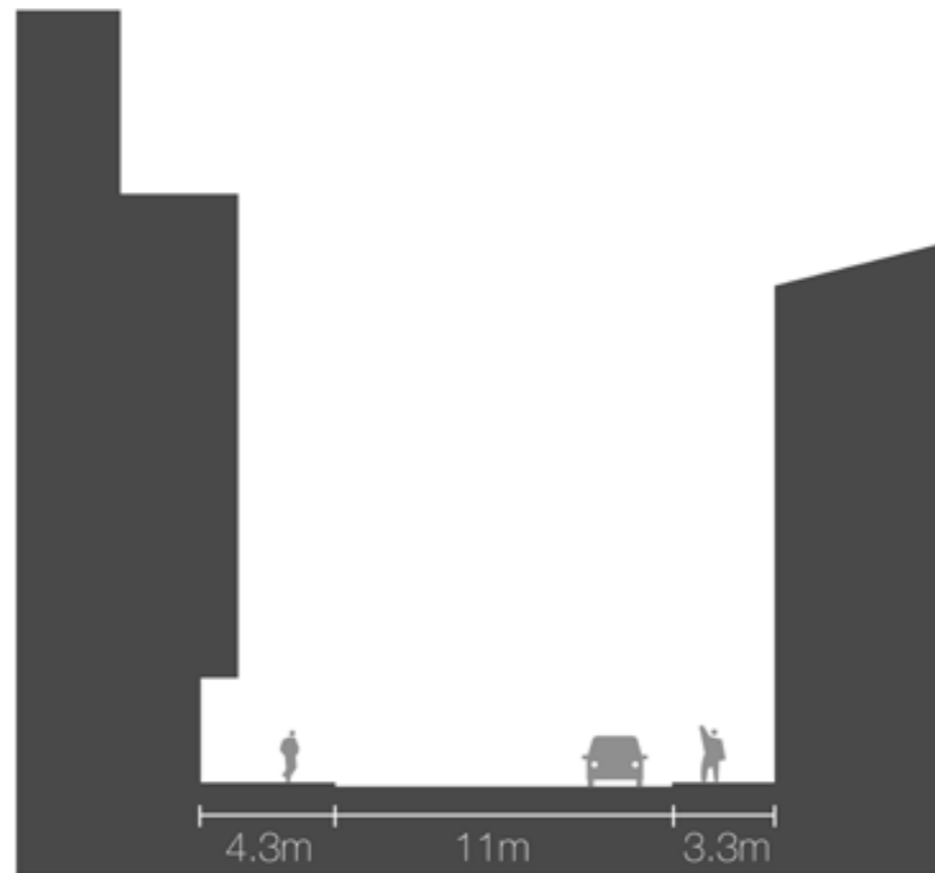
08 - ROAD WIDTH



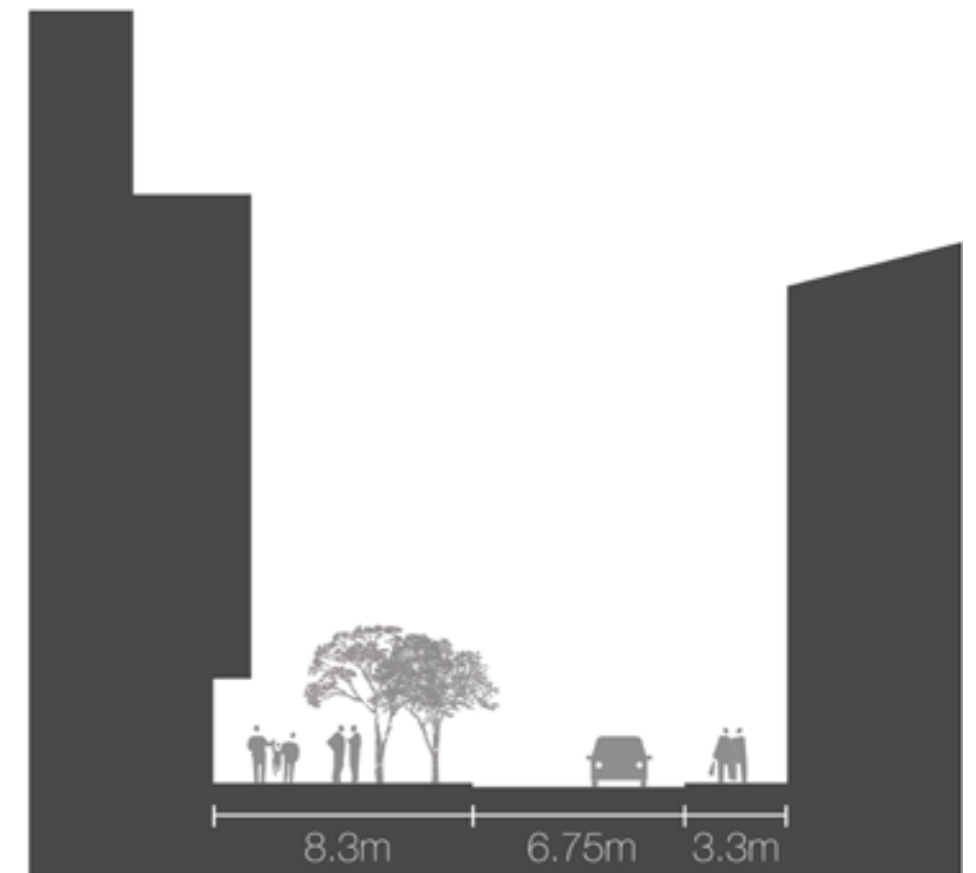
SECTION A-A - CURRENT LAYOUT



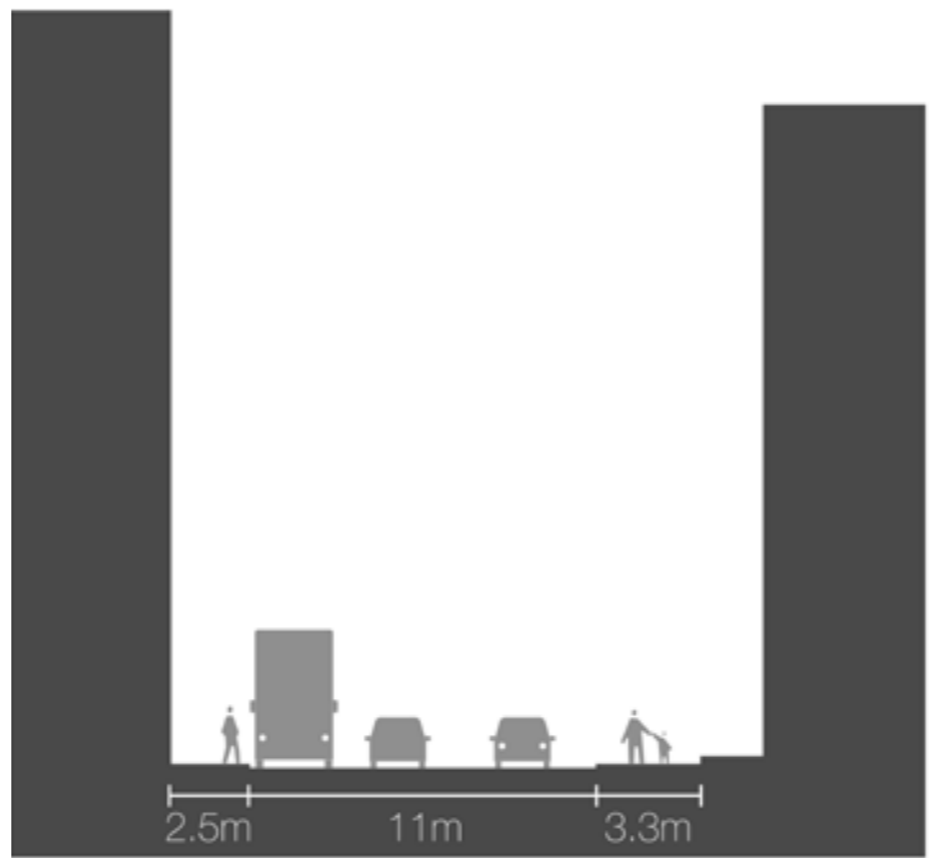
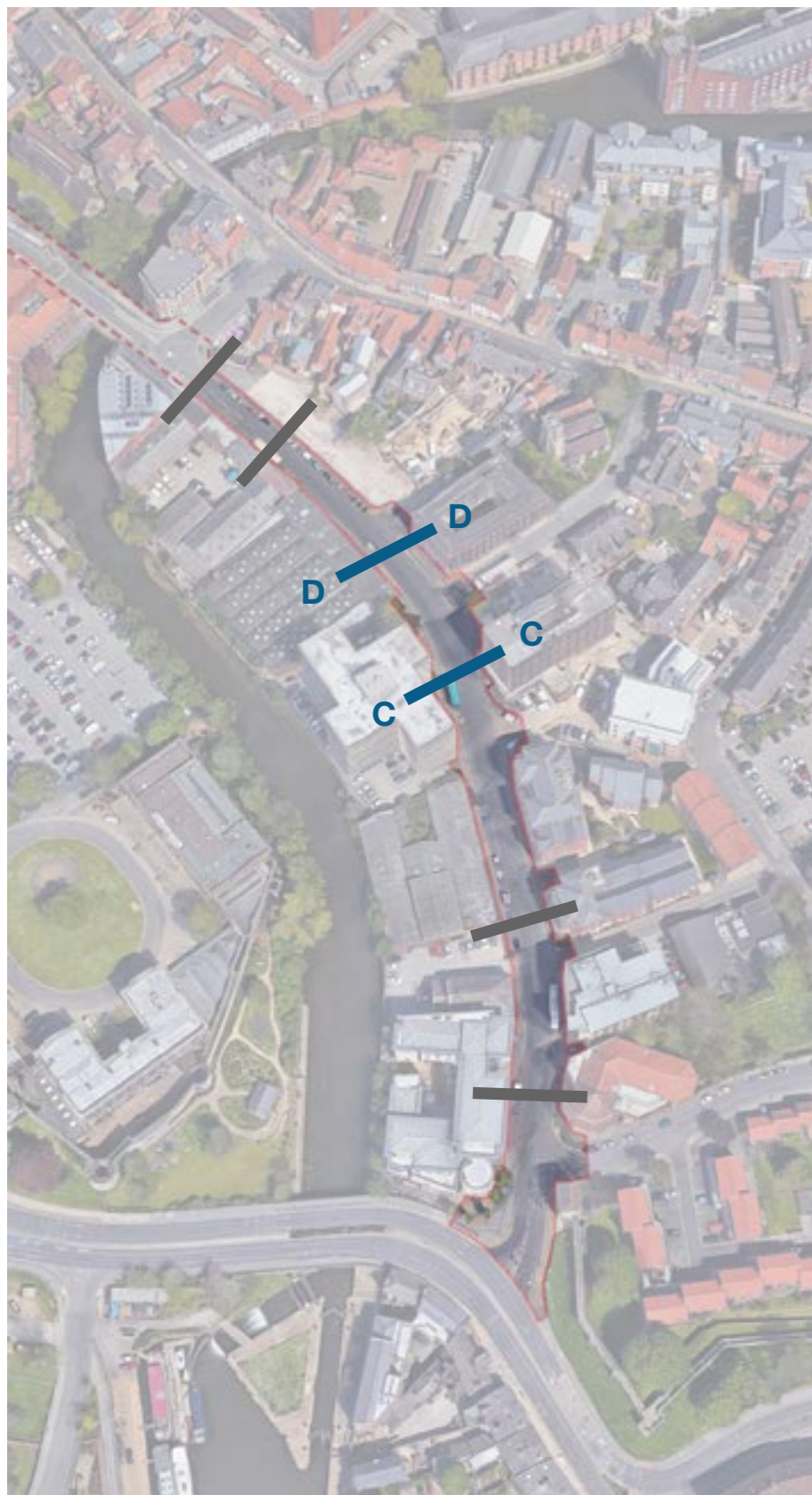
PROPOSED LAYOUT



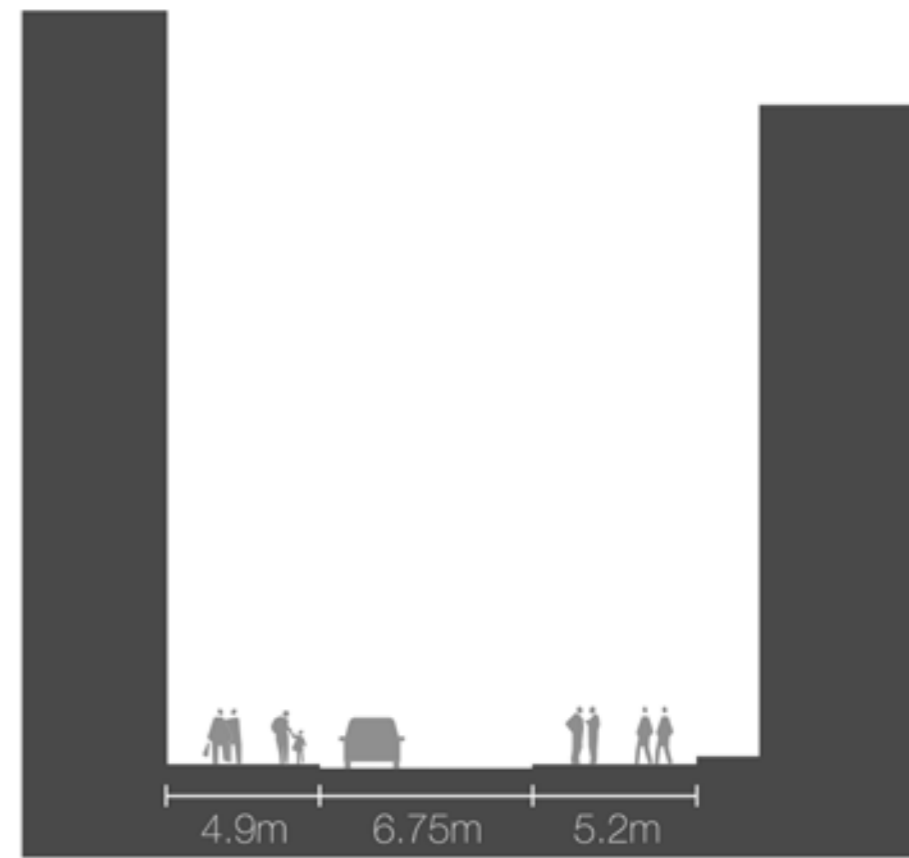
SECTION B-B - CURRENT LAYOUT



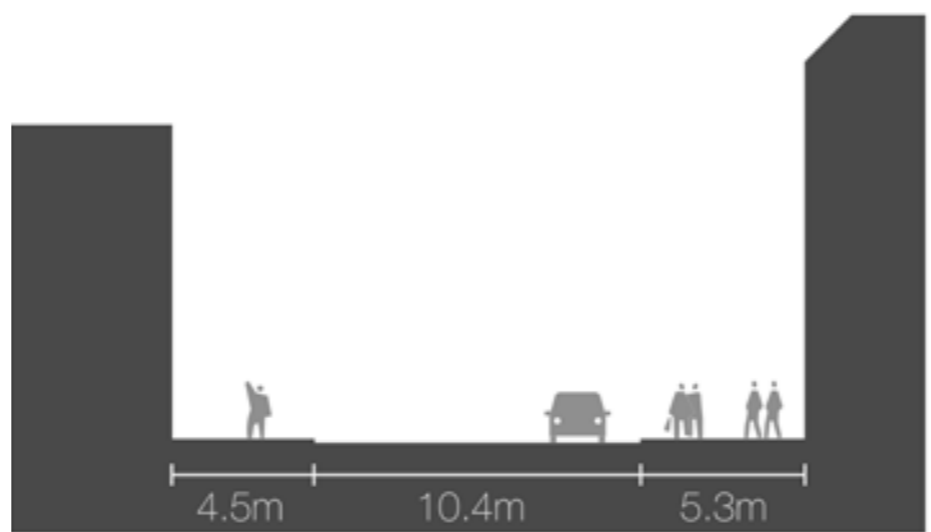
PROPOSED LAYOUT



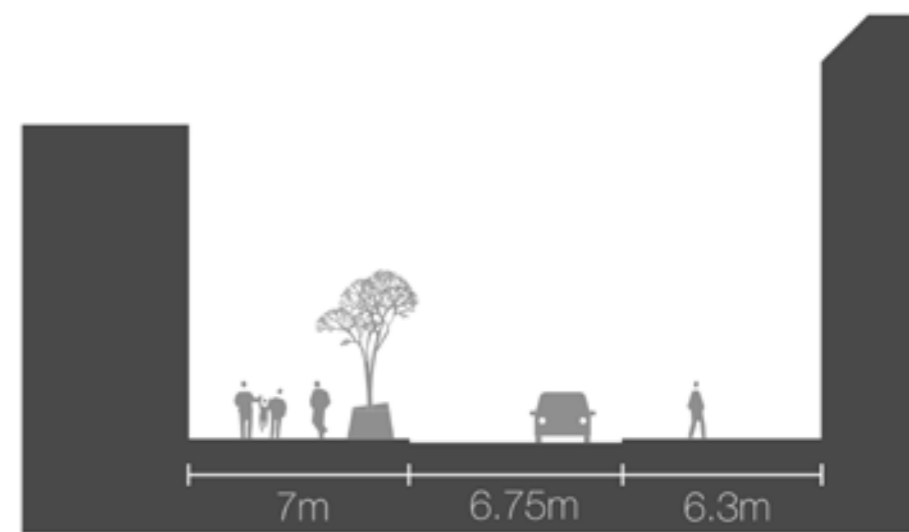
SECTION C-C - CURRENT LAYOUT



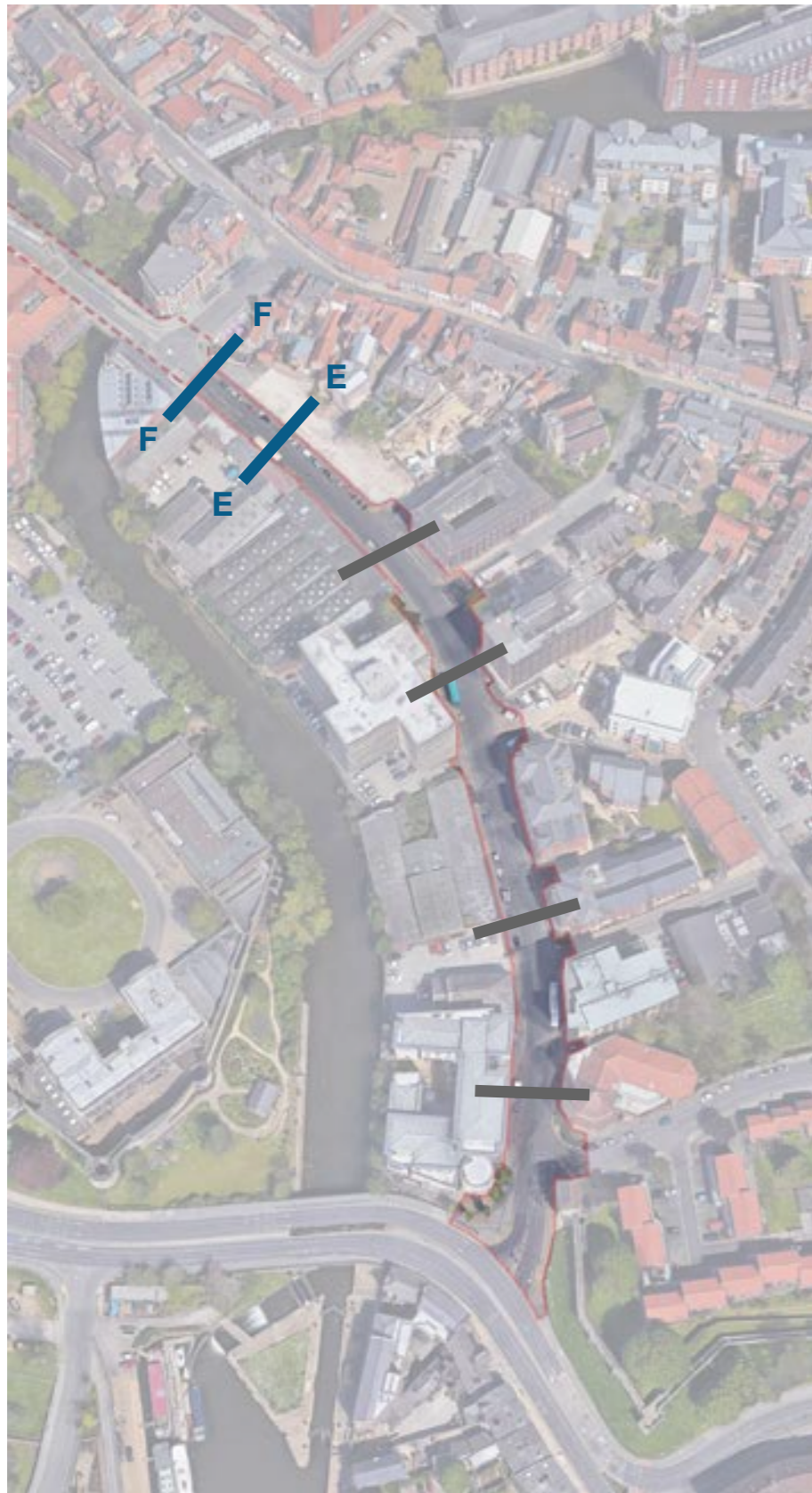
PROPOSED LAYOUT



SECTION D-D - CURRENT LAYOUT



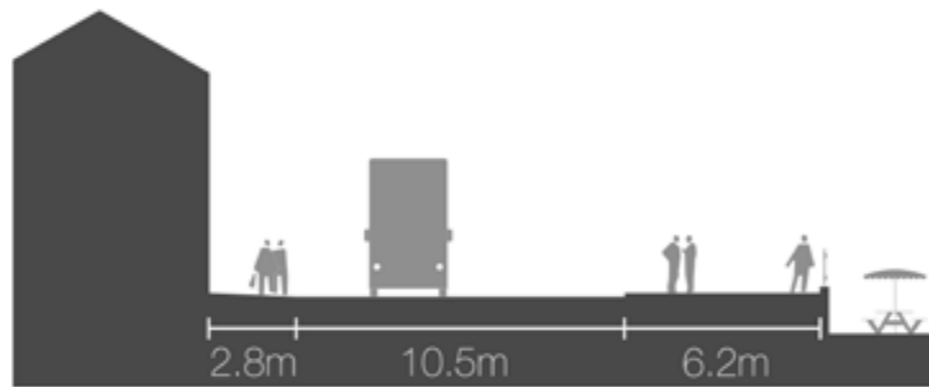
PROPOSED LAYOUT



SECTION E-E - CURRENT LAYOUT



PROPOSED LAYOUT



SECTION F-F - CURRENT LAYOUT



PROPOSED LAYOUT

09 - GREENING & SPACE CREATION





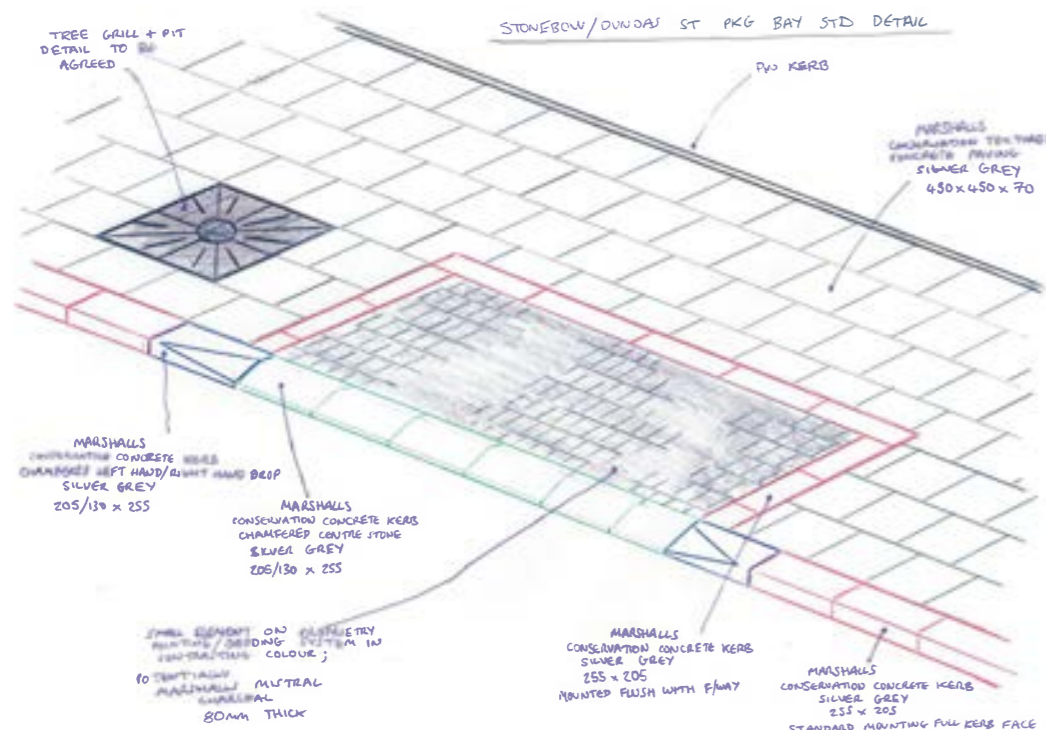
Image extract from the Global Designing Cities Initiative

10 - MATERIALITY



CITY OF YORK STREETScape STRATEGY AND GUIDANCE





Grey Marshall's Perfecta paving on Lendal Bridge laid as a stacked bond



Buff Marshall's Saxon paving on Micklegate incorporating a pavement widening



Grey Saxon paving in the process of being laid on Priory Street as a stretcher bond



2. DESIGN PROPOSAL

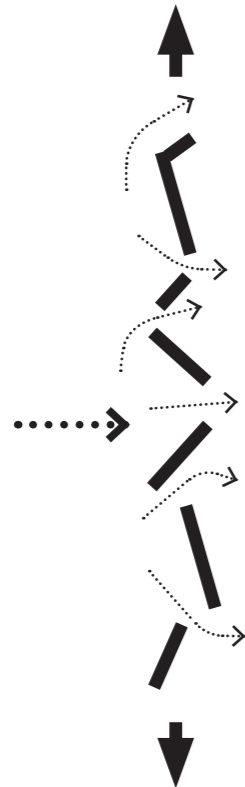
11 - PLACE MAKING - Influence from the existing character

Existing Barrier



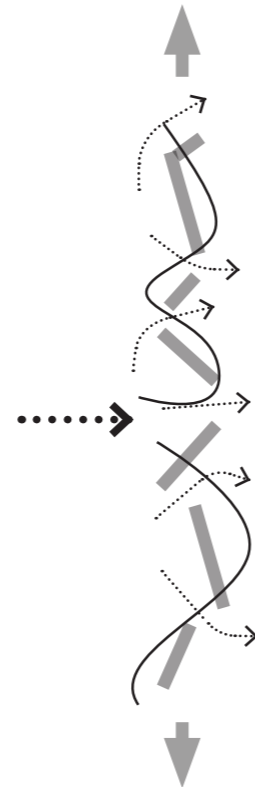
Piccadilly is a barrier to pedestrian and cycle movement through the area.

Re-balancing the hierarchy



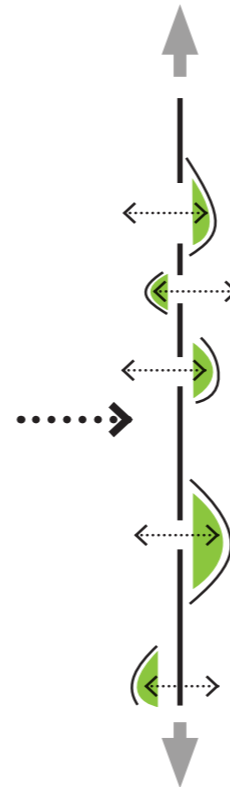
A key objective is to improve pedestrian and cycle connectivity. As such the existing hierarchy of the street is to be rebalanced prioritising a pedestrian and cycle focused environment.

Reference from the Foss



Taking reference from the River Foss, a fluid geometry is applied to the language of the street. This geometry sets a framework for the location and positioning of materials, planting and street furniture.

Inform a language of spaces



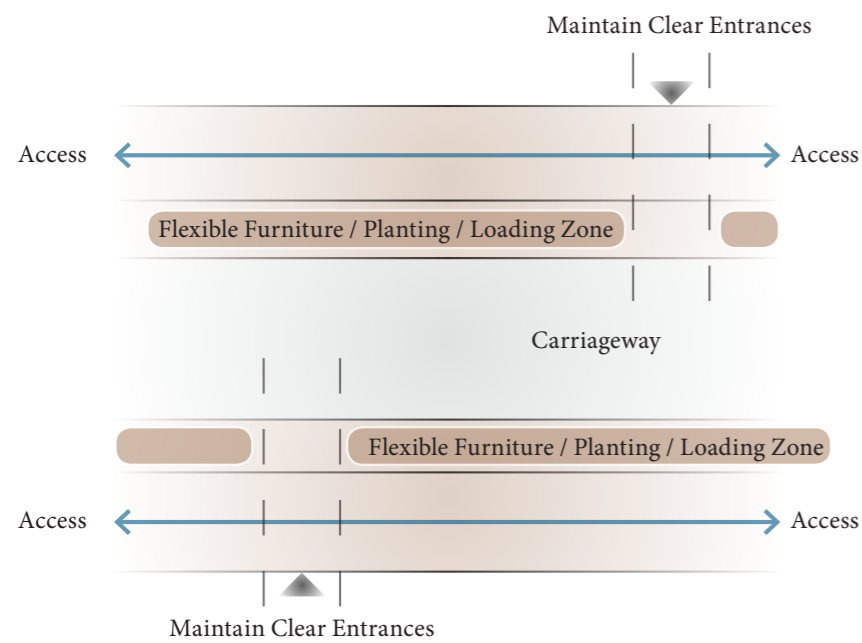
These furniture zones create pedestrian friendly spaces. Surface treatment to crossings, through the use of setts, further enhance this pedestrian character.



11 - PLACE MAKING - Setting the design principles

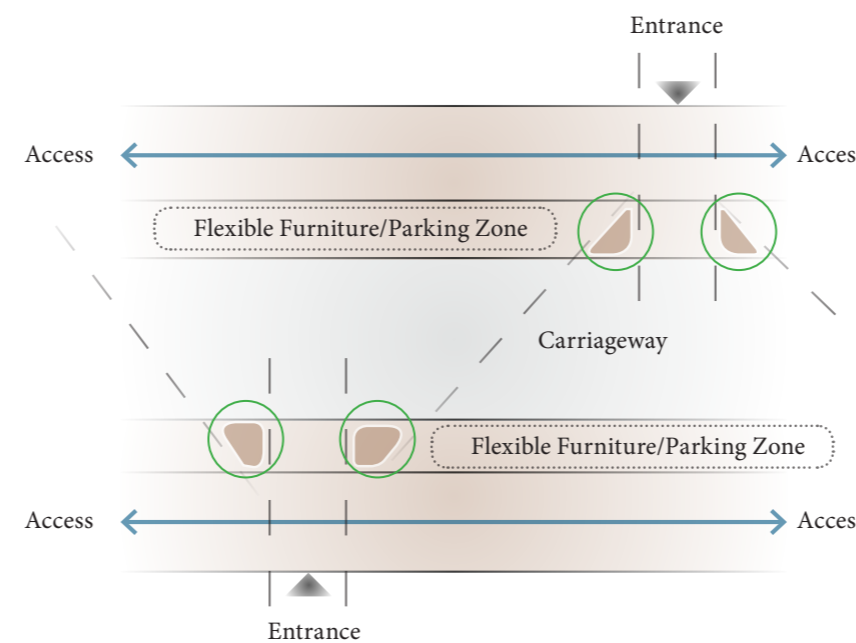
The design for the public realm along Piccadilly follows a series of set principles. These principles set a framework that allows elements, such as proposed street parking, loading, furniture and planting to become organised and consolidated. The below diagrams illustrate the approach;

1



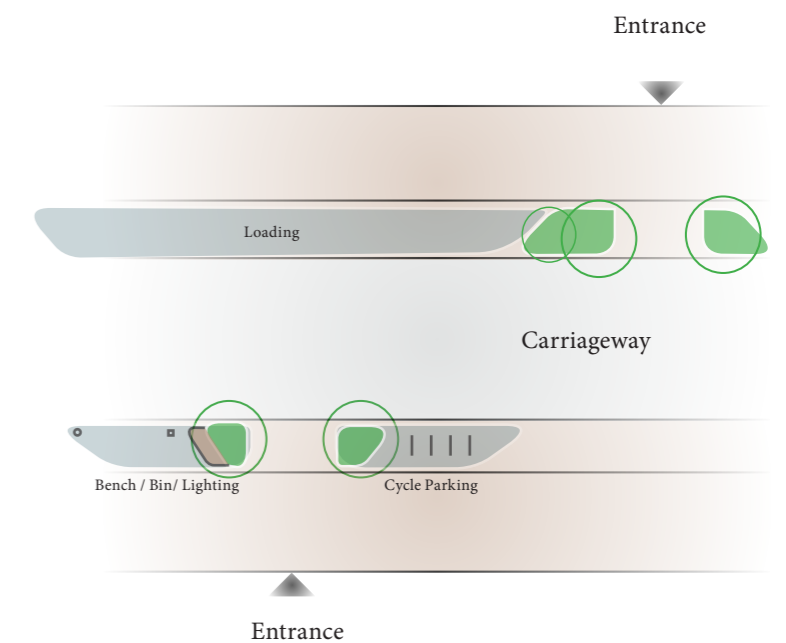
The carriageway width is reduced allowing for the additional footway/pavement space. The pavement is organised to maintain clear pedestrian access, clear entrance spaces to adjoining buildings and a flexible furniture/activity/loading strip of 2-2.5m wide.

2

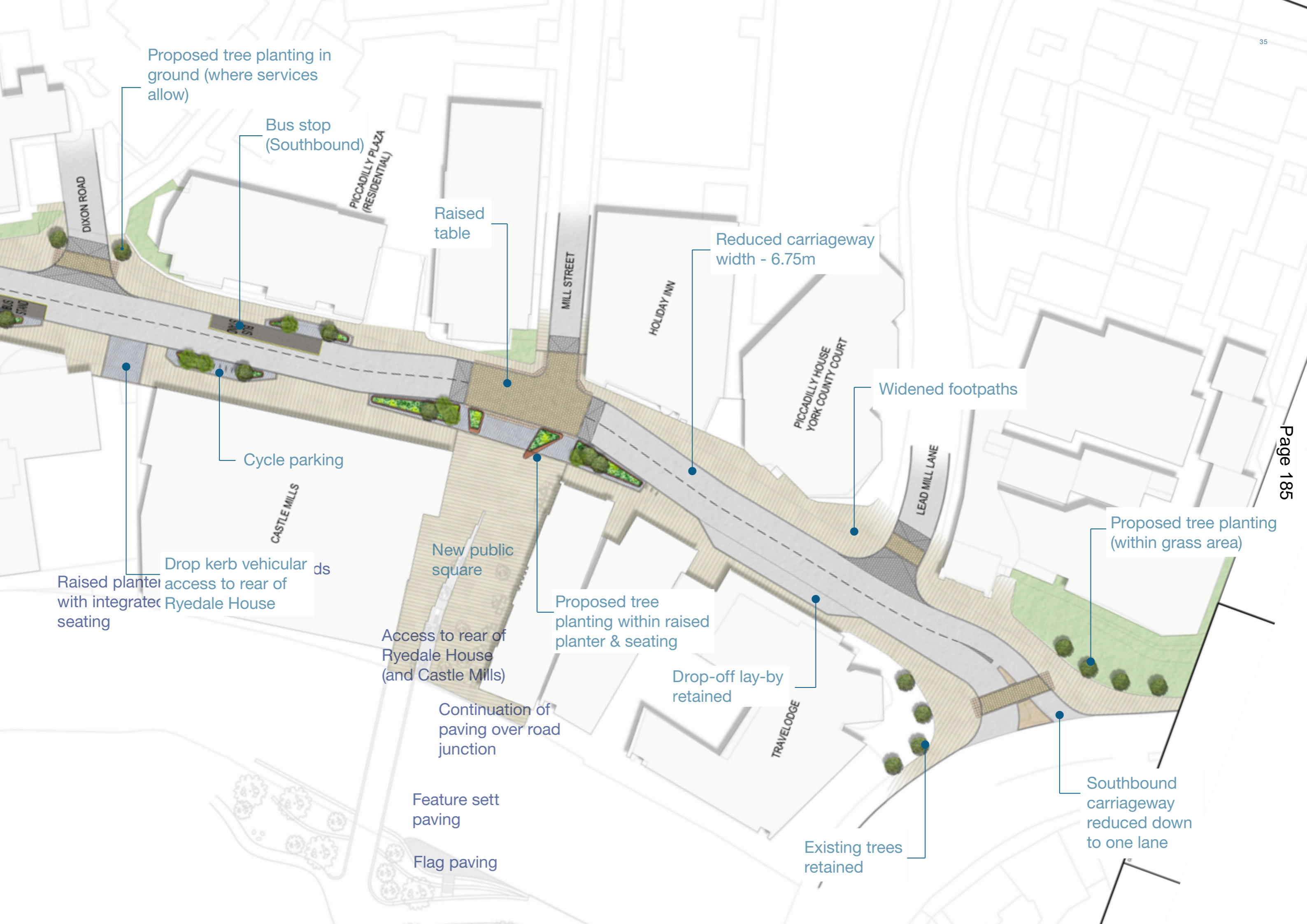


A rhythm along the street is defined by sightliness to and from key entrances. These entrances are celebrated through the use of planting. The remaining flexible zone is maintained as a clear paved area which can be used for loading, drop-off or breakout cafe/seating spaces.

3



The design of planters, benches, litter bins and light columns are all organised within the flexible zones set-out within along the street.



Proposed tree planting in ground (where services allow)

Bus stop (Southbound)

PICCADILLY PLAZA (RESIDENTIAL)

Raised table

Reduced carriageway width - 6.75m

MILL STREET

HOLIDAY INN

PICCADILLY HOUSE YORK COUNTY COURT

Widened footpaths

Cycle parking

LEAD MILL LANE

Drop kerb vehicular ds

New public square

Proposed tree planting within raised planter & seating

Proposed tree planting (within grass area)

Raised planter access to rear of Ryedale House seating

Access to rear of Ryedale House (and Castle Mills)

Drop-off lay-by retained

Continuation of paving over road junction

TRAVELodge

Feature sett paving

Southbound carriageway reduced down to one lane

Flag paving

Existing trees retained

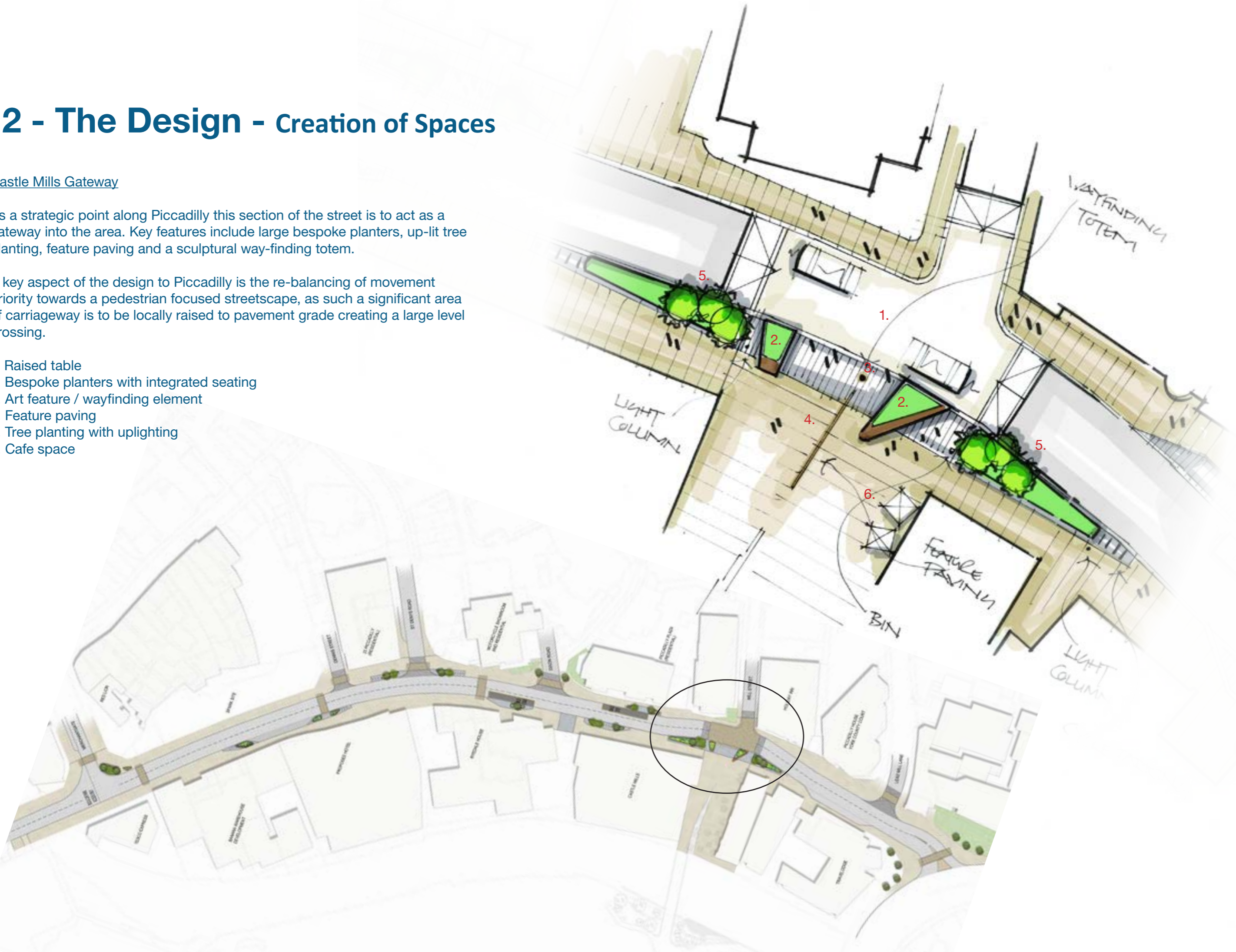
12 - The Design - Creation of Spaces

Castle Mills Gateway

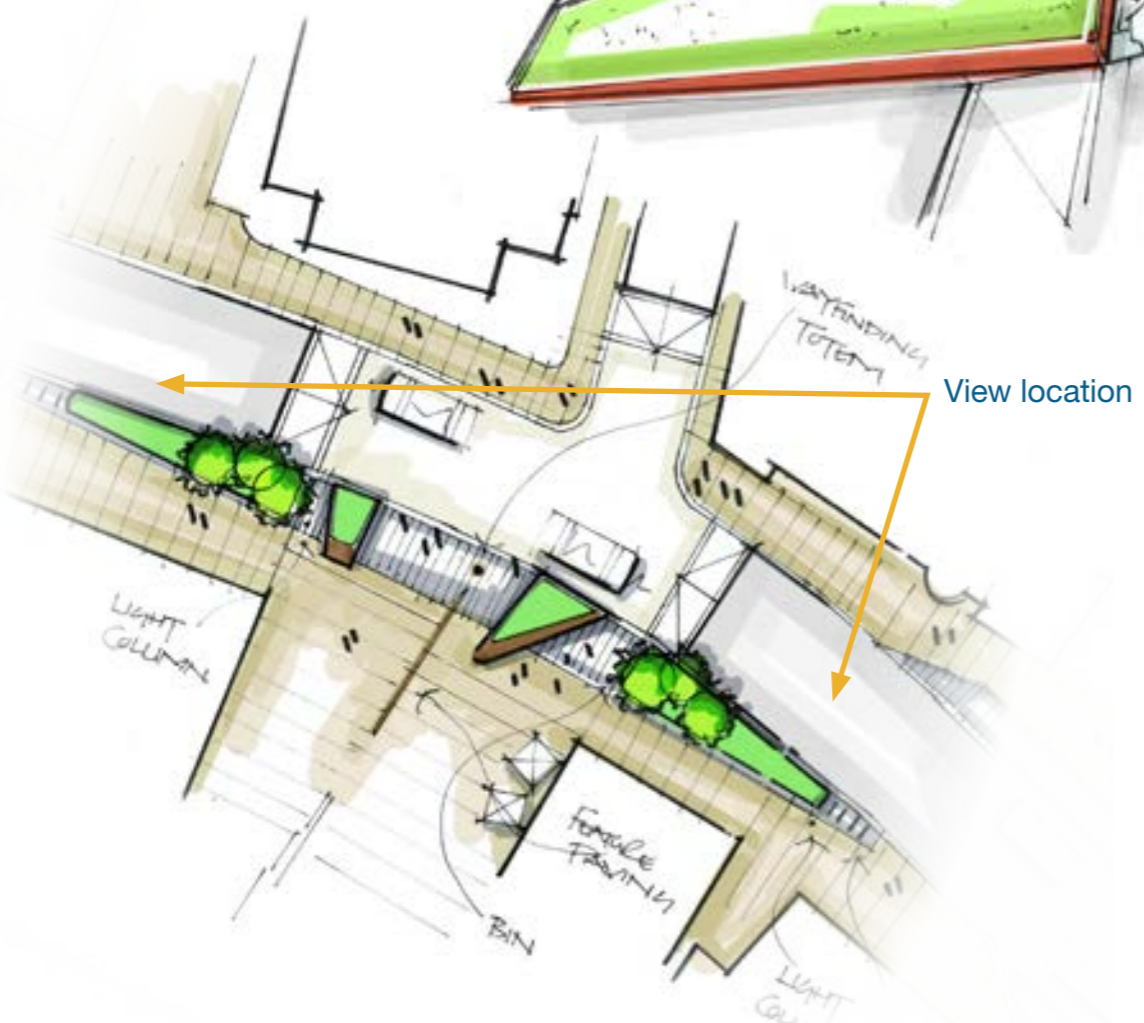
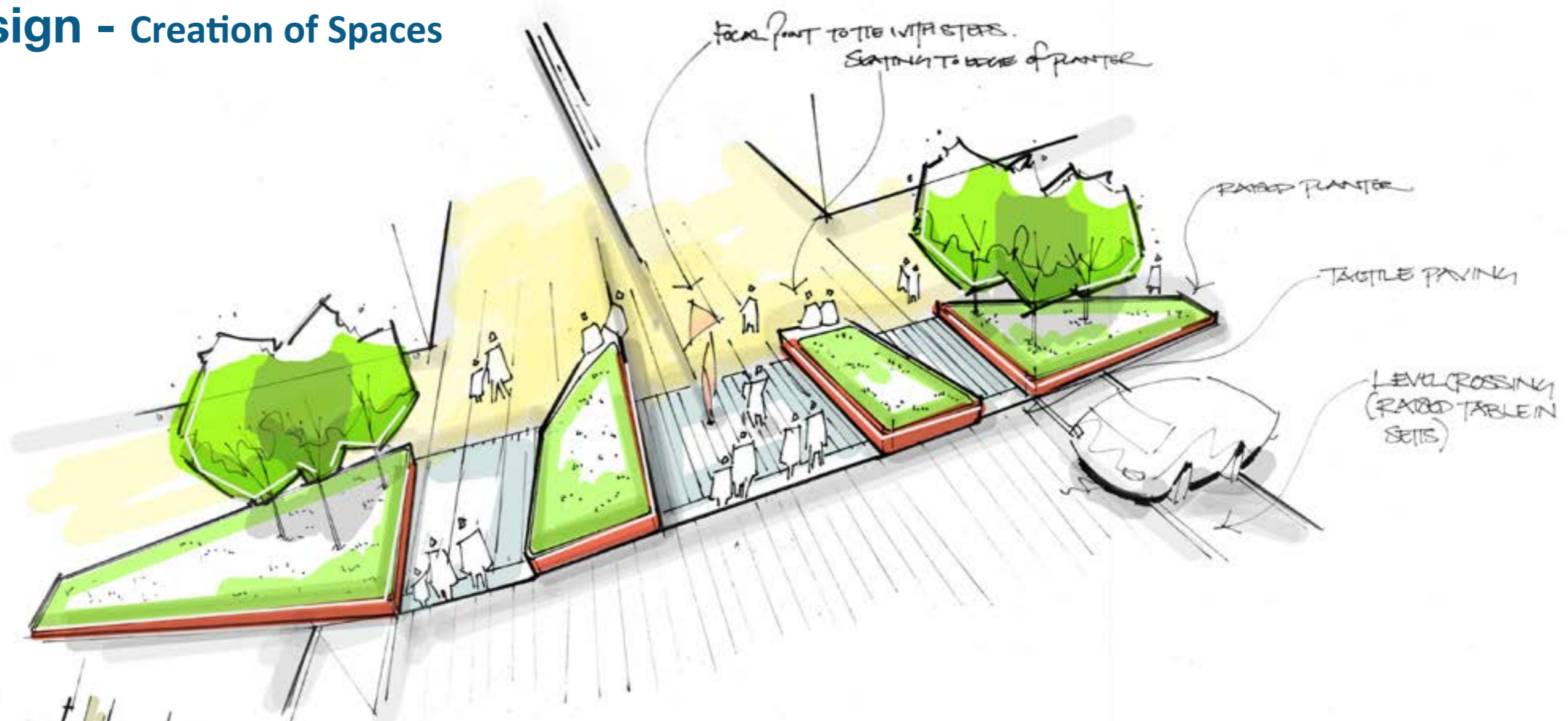
As a strategic point along Piccadilly this section of the street is to act as a gateway into the area. Key features include large bespoke planters, up-lit tree planting, feature paving and a sculptural way-finding totem.

A key aspect of the design to Piccadilly is the re-balancing of movement priority towards a pedestrian focused streetscape, as such a significant area of carriageway is to be locally raised to pavement grade creating a large level crossing.

1. Raised table
2. Bespoke planters with integrated seating
3. Art feature / wayfinding element
4. Feature paving
5. Tree planting with uplighting
6. Cafe space



12 - The Design - Creation of Spaces



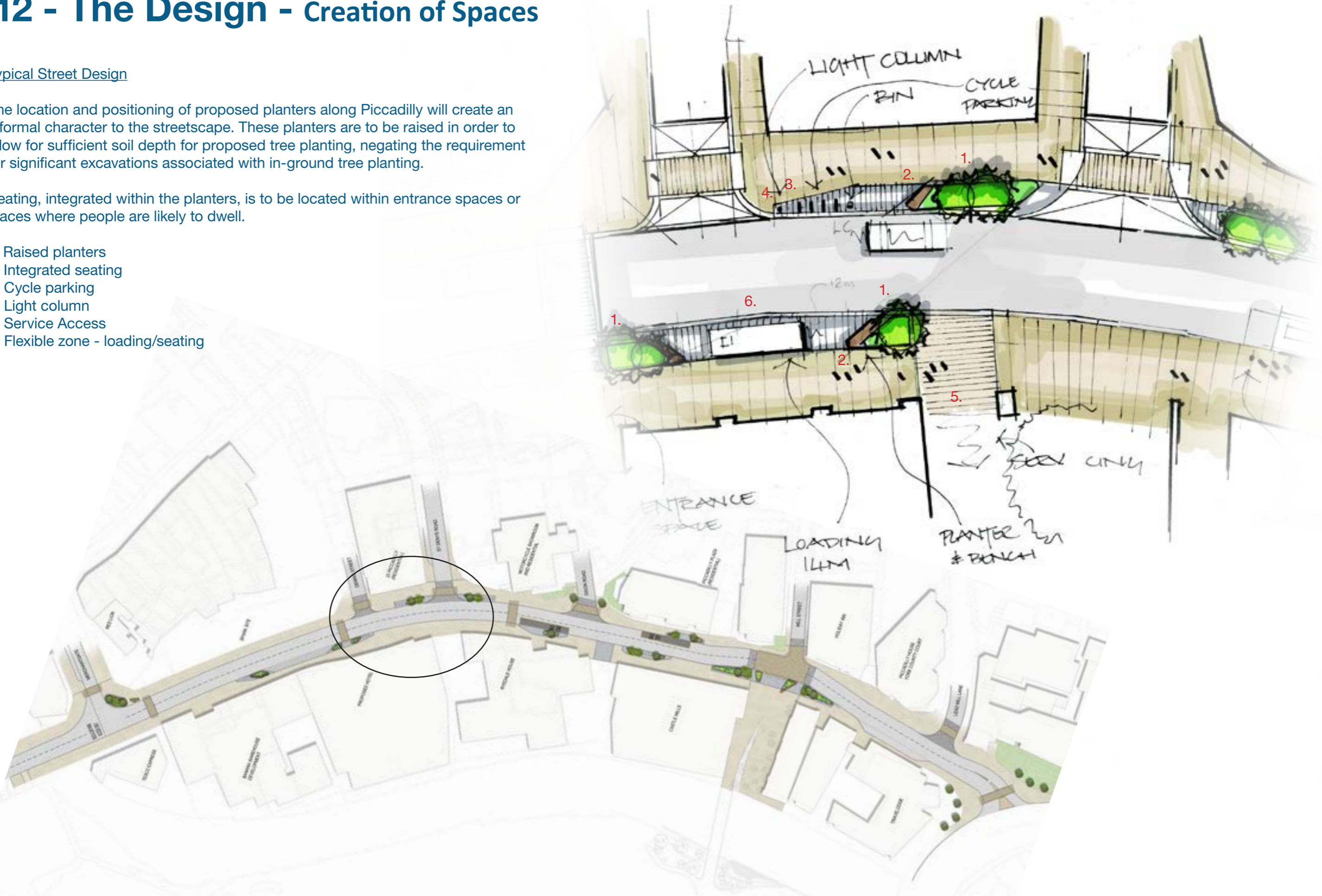
12 - The Design - Creation of Spaces

Typical Street Design

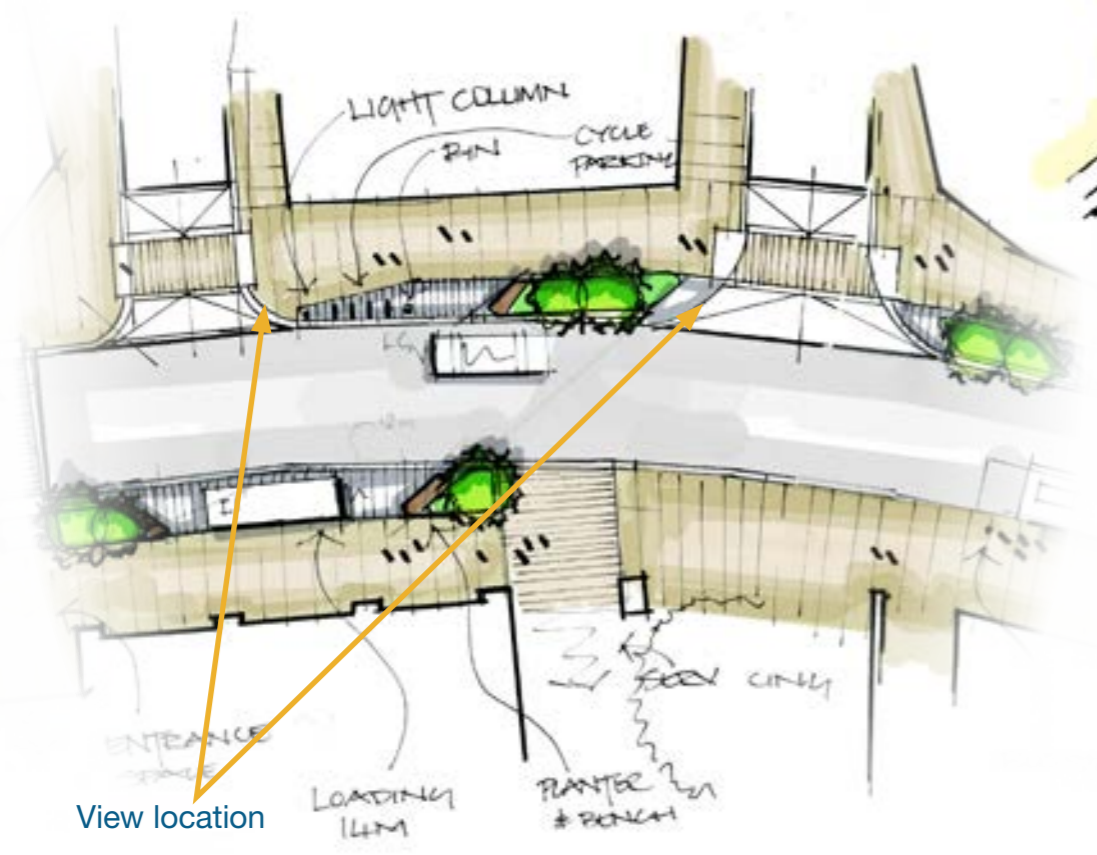
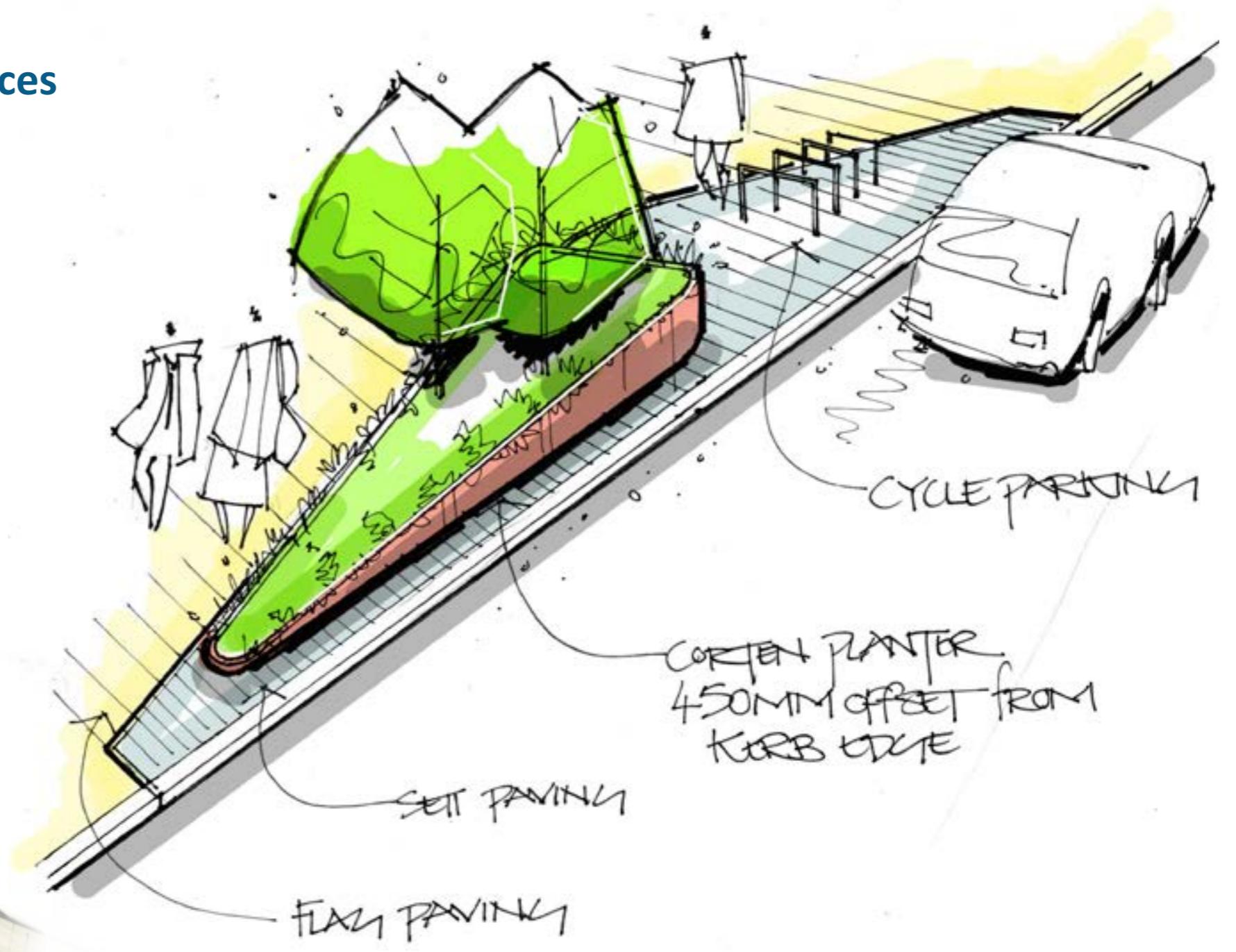
The location and positioning of proposed planters along Piccadilly will create an informal character to the streetscape. These planters are to be raised in order to allow for sufficient soil depth for proposed tree planting, negating the requirement for significant excavations associated with in-ground tree planting.

Seating, integrated within the planters, is to be located within entrance spaces or places where people are likely to dwell.

1. Raised planters
2. Integrated seating
3. Cycle parking
4. Light column
5. Service Access
6. Flexible zone - loading/seating



12 - The Design - Creation of Spaces



View location

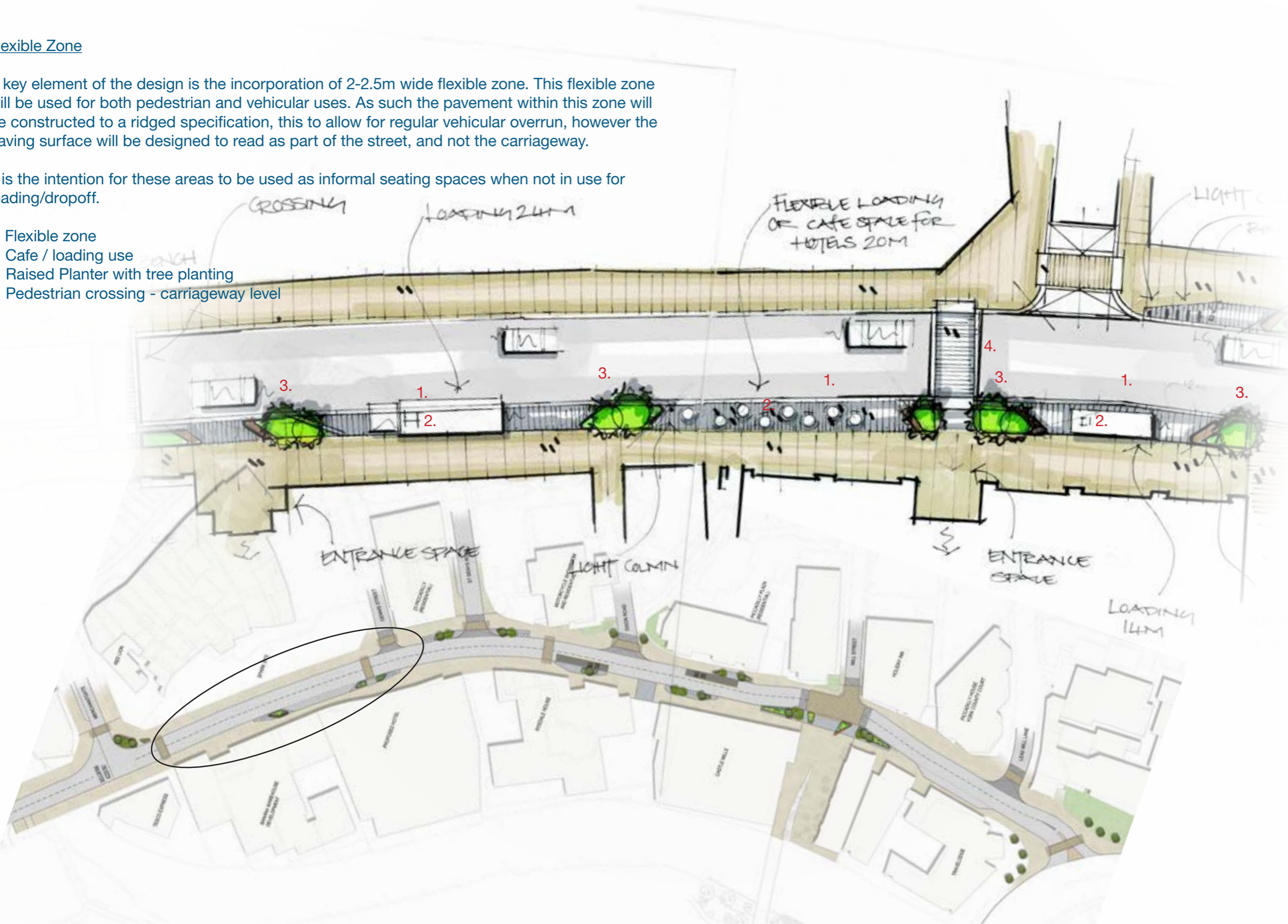
12 - The Design - Creation of Spaces

Flexible Zone

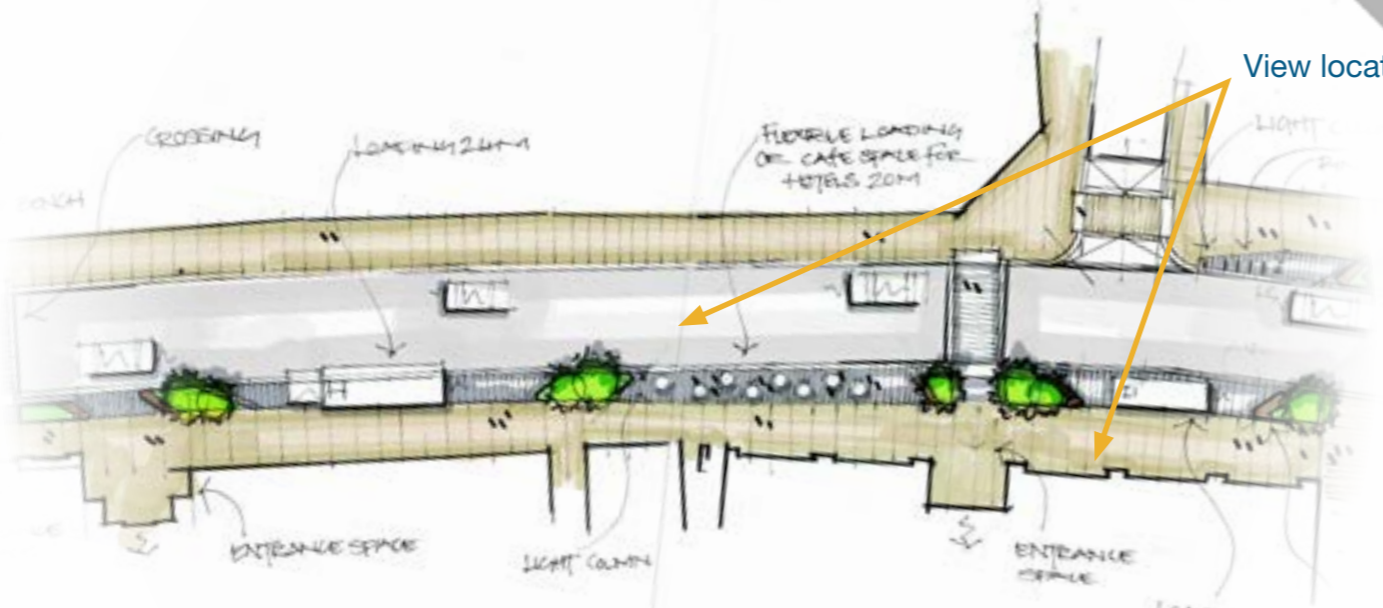
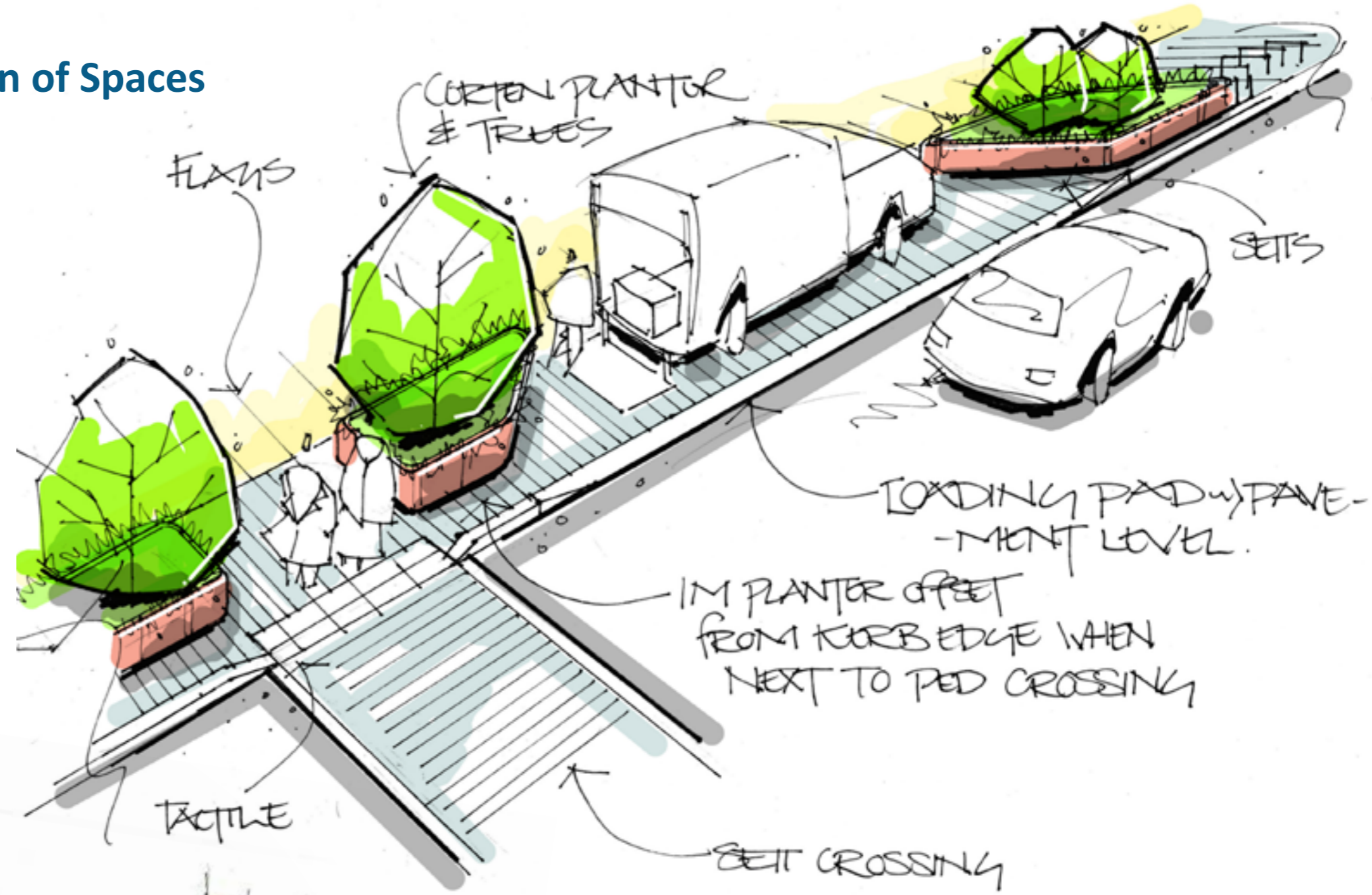
A key element of the design is the incorporation of 2-2.5m wide flexible zone. This flexible zone will be used for both pedestrian and vehicular uses. As such the pavement within this zone will be constructed to a ridged specification, this to allow for regular vehicular overrun, however the paving surface will be designed to read as part of the street, and not the carriageway.

It is the intention for these areas to be used as informal seating spaces when not in use for loading/dropoff.

1. Flexible zone
2. Cafe / loading use
3. Raised Planter with tree planting
4. Pedestrian crossing - carriageway level



12 - The Design - Creation of Spaces

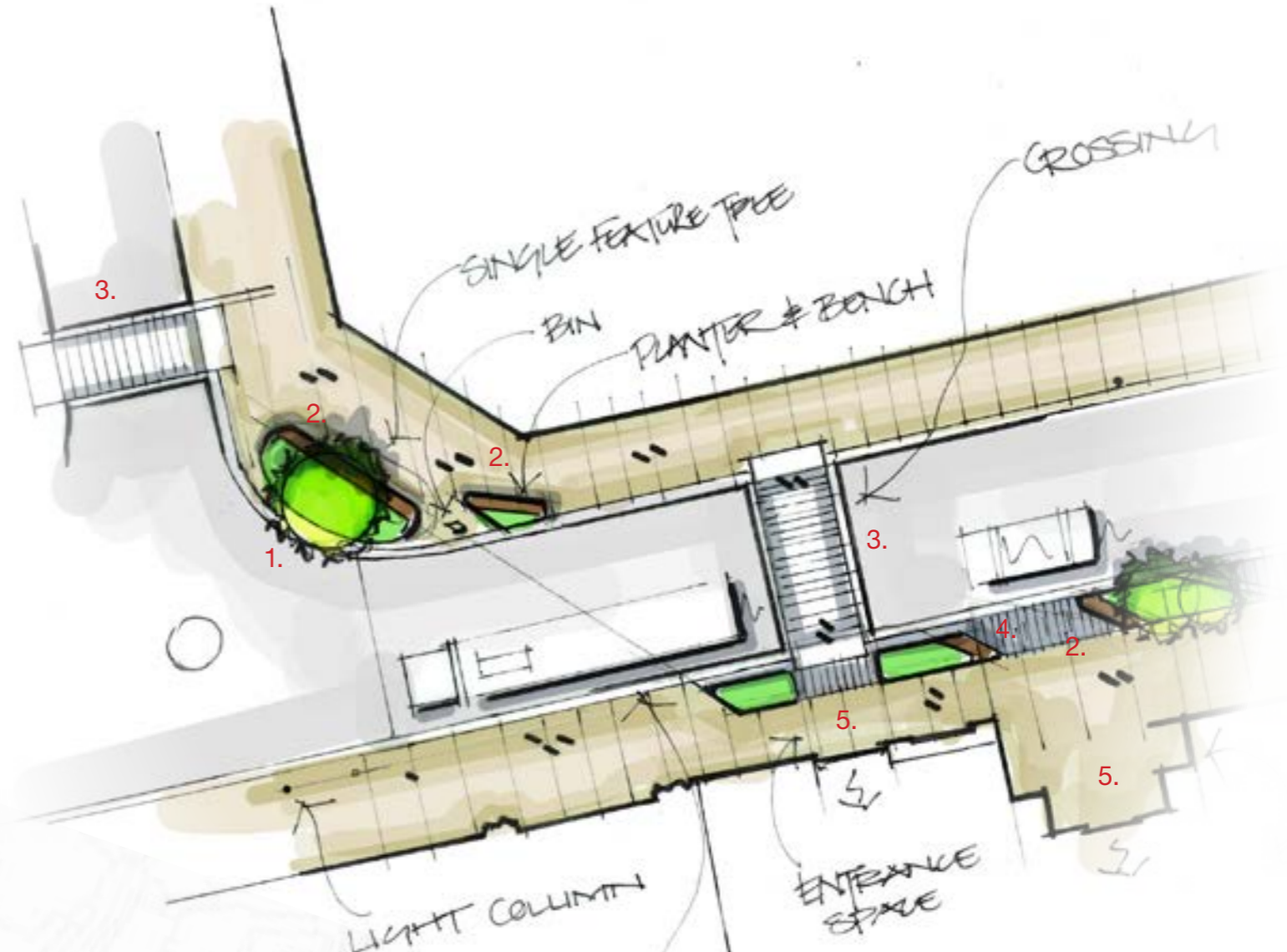


12 - The Design - Creation of Spaces

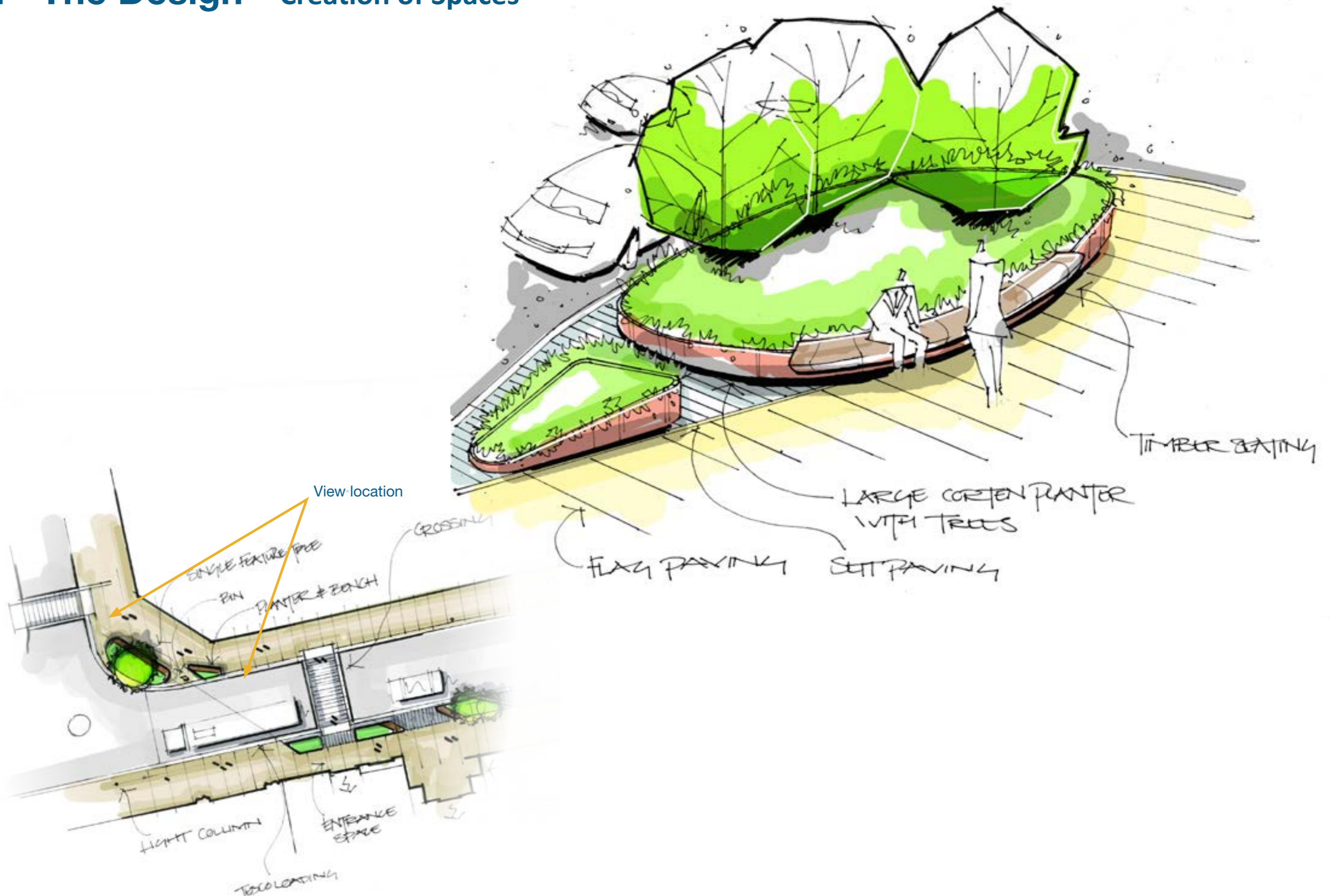
City Gateway

Feature tree planting, lighting and wayfinding elements will be used at the northern and southern gateways to the street. These features will act as markers and/or branding opportunities for Piccadilly.

- 1. Large specimen tree planting
- 2. Raised planter with integrated seating
- 3. Pedestrian crossing - carriageway level
- 4. Flexible strip/zone
- 5. Framing of entrance space

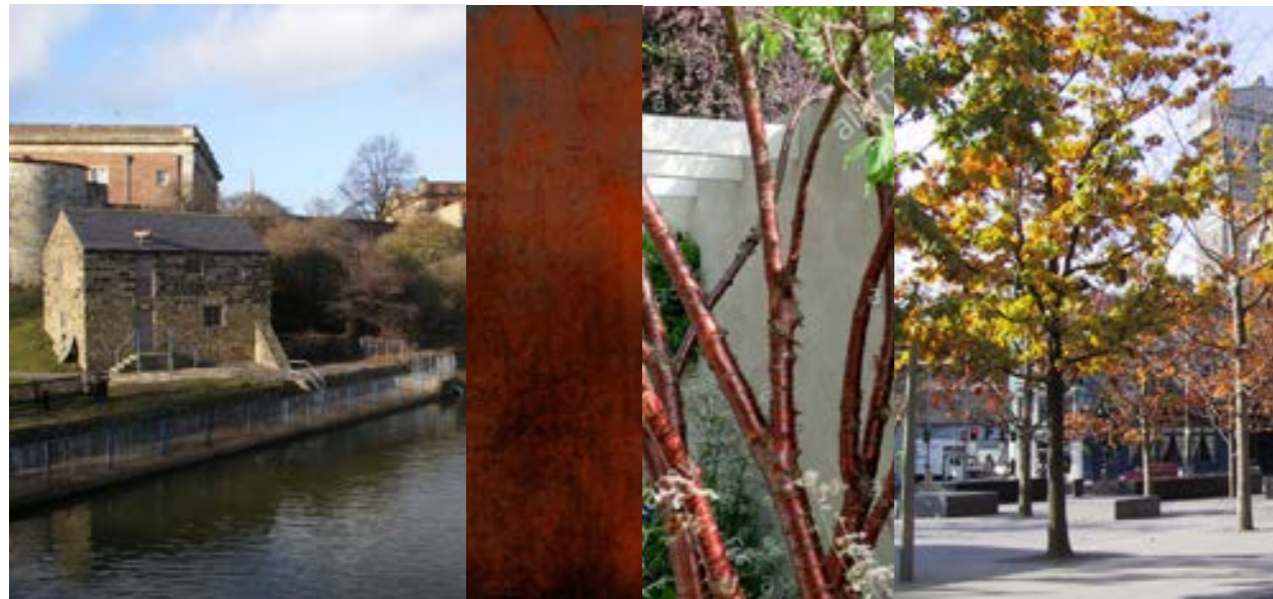


12 - The Design - Creation of Spaces



13 - Detailing - Inspiration from the surrounding context

The selection of materials, finishes and tones have been influenced by the surrounding character of the cityscape. As such street furniture, paving and planting respond to both the industrial and waterfront characters identified within the immediate area. Ochre tones and industrial materials such as Corten, or appropriate RAL coloured steel, will be used in parallel with fsc approved hardwood timbers. Paving materials used will be designed appropriate for use, being well constructed and detailed. As such a mixture of concrete and natural stone paving products will be specified in accordance with adoptable standards of York City Council.



Ochre tones from the River

Corten

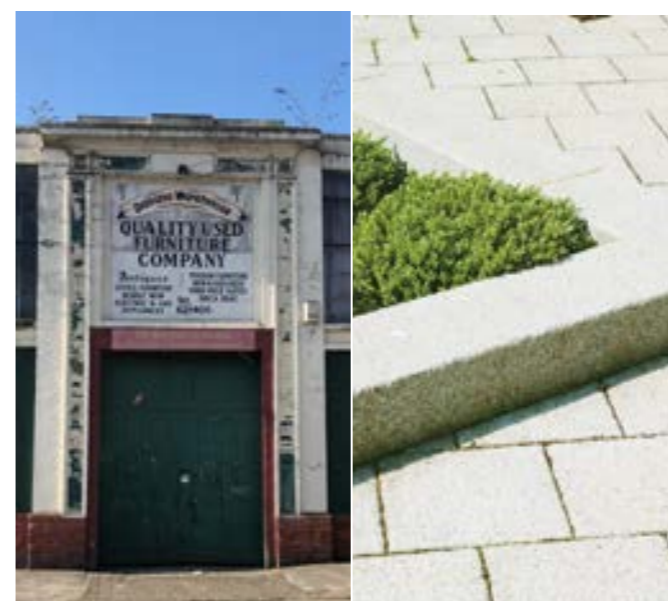
Prunus serrula

Acer campestre / Quercus rubra



Green tones from the waters edge

Grasses and evergreens



Lighter tones from the architectural language

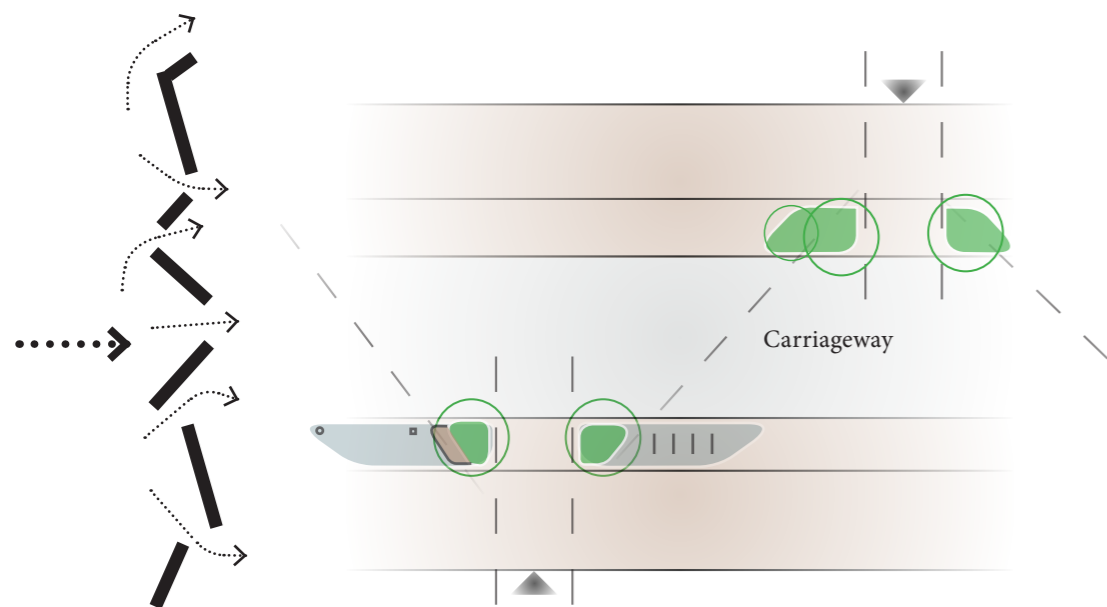
Concrete Paving



Betula

13 - Detailing - Planter Concept

The proposed planters along the street are a key feature for the design, consideration has been given to their orientation, form and size within the proposed layout.



The orientation and size of the planters is defined by the sightlines across and along the street towards key entrance spaces.



The form of the proposed planters is to reference the industrial language of the surrounding cityscape.



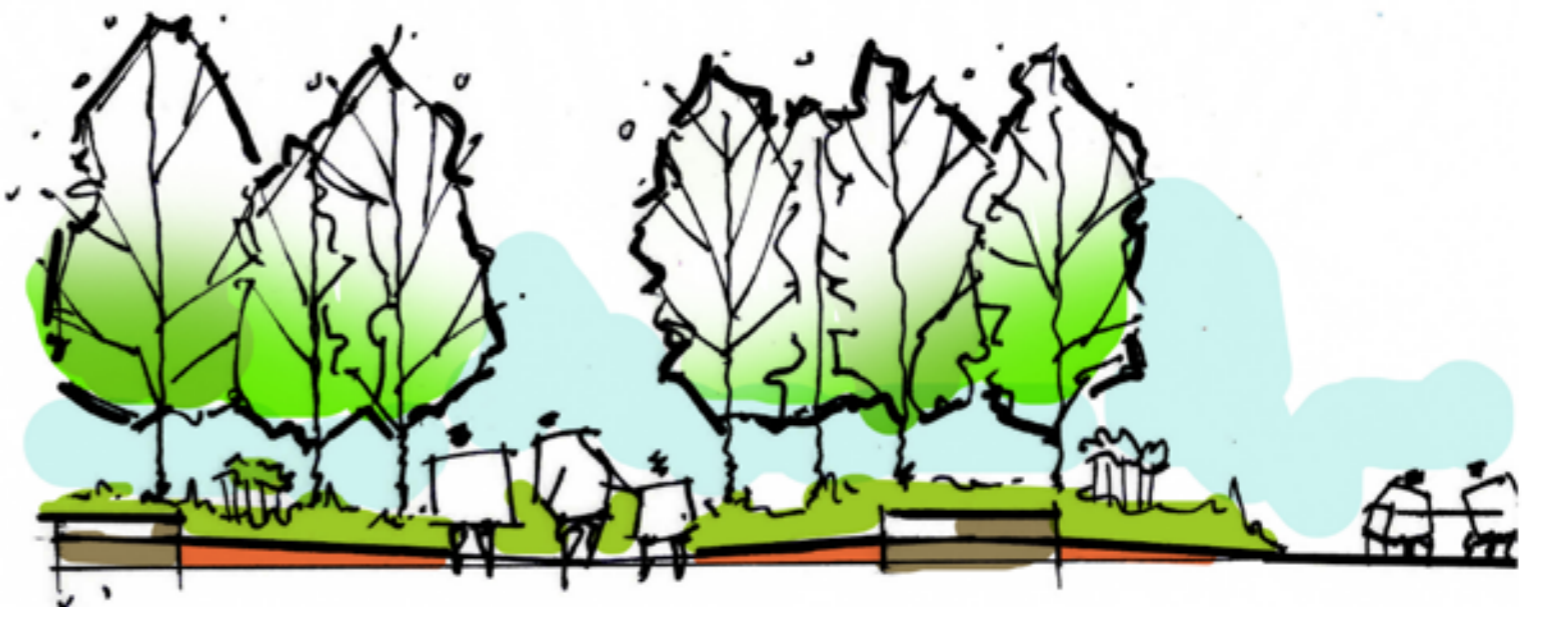
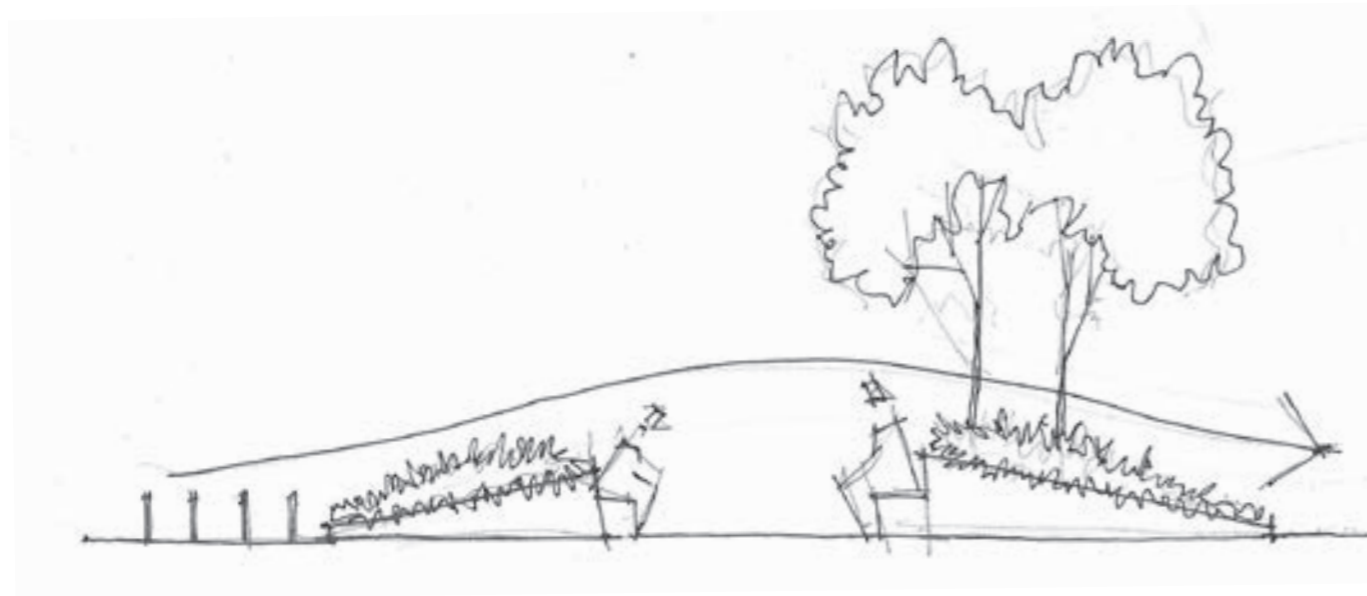
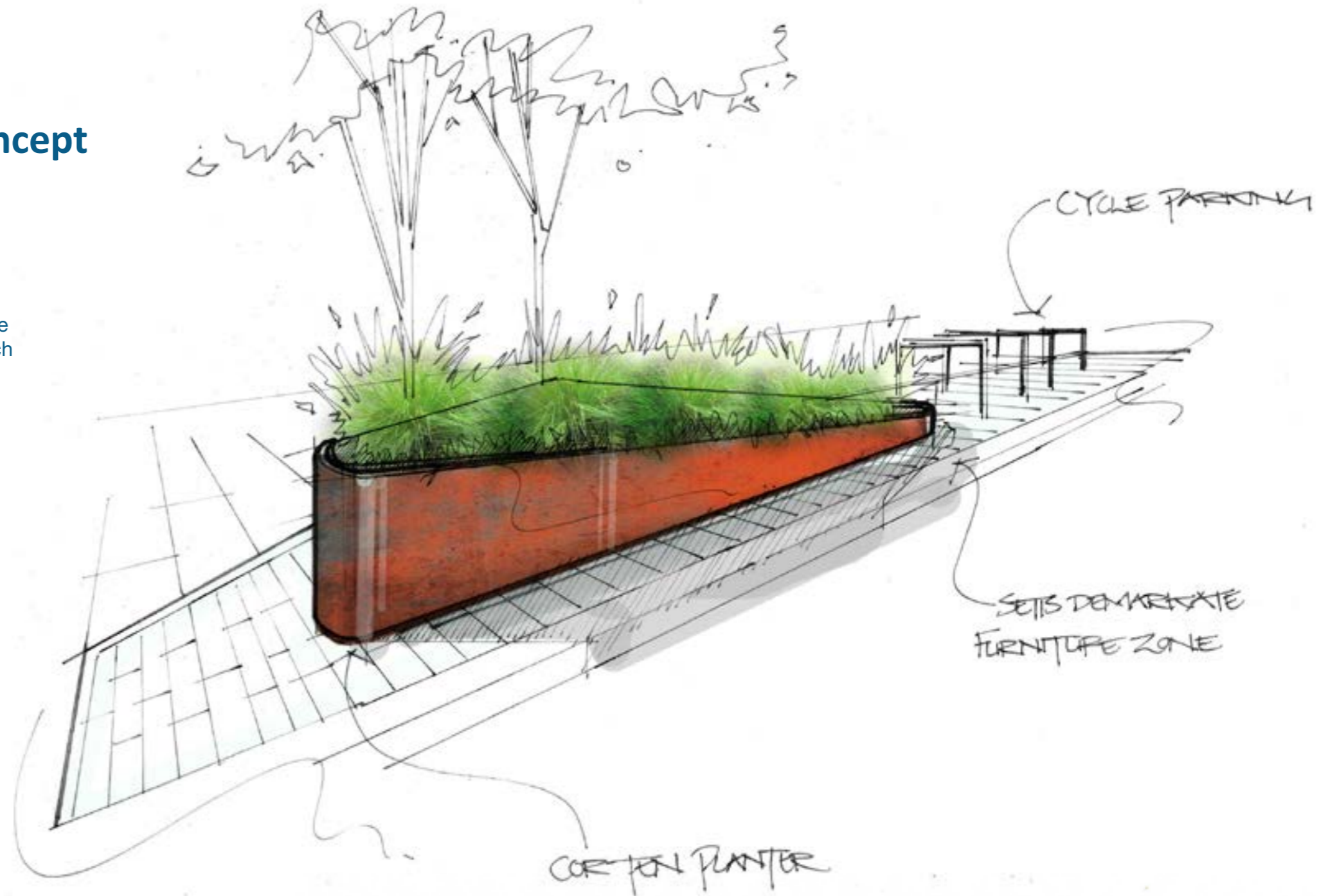
The height and depth of the proposed planters allows for the integration of seating whilst creating additional planting depth for trees.



13 - Detailing - Planter Concept

The adjacent sketches illustrate an indicative approach to the planter design along Piccadilly. A key aspect of the design is maintain flexibility, therefore the design approach can be delivered through the use of both fixed and mobile planter arrangements. As such agreement through section 278 with the City of York Council will determine the approach applied in each location along the street.

The following pages illustrate the potential approach for two options, 1 fixed planters and 2 mobile planters.

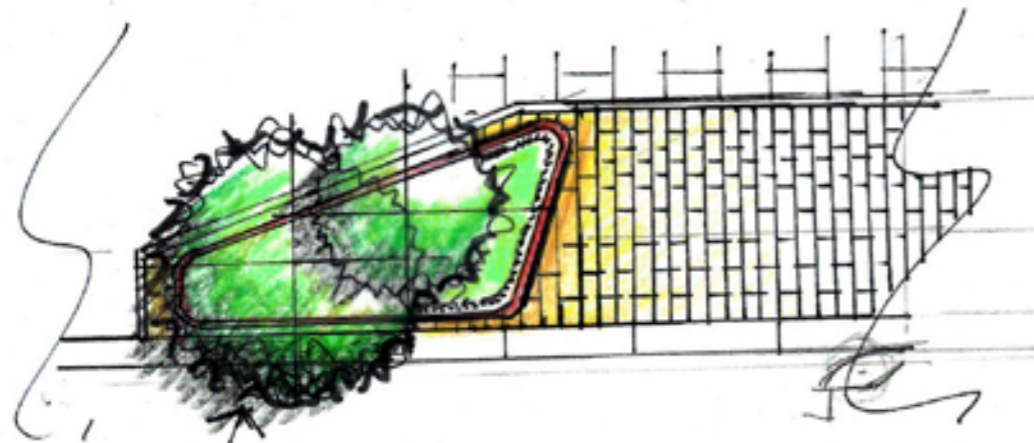


13 - Detailing - Planter Concept - Option 1 Fixed Planter

Bespoke planters fabricated by approved Suppliers -

Example suppliers;

- lota
- Woodscape
- Furnitubes

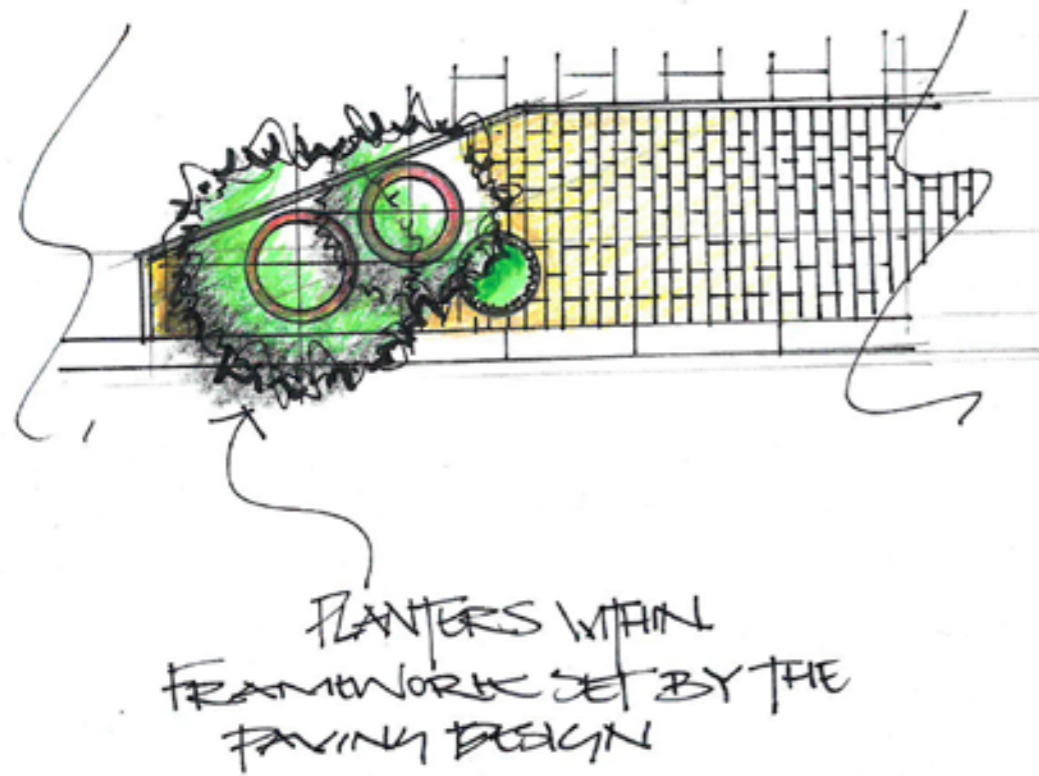


PLANTERS WITHIN
 FRAMEWORK SET BY THE
 PAVING DESIGN



13 - Detailing - Planter Concept - Option 2 Mobile Planter

Instead of a fixed arrangement of planters, the specification of mobile planters would offer a greater level of flexibility. 'Off the shelf' alternatives can be selected/specified as an alternative to fixed arrangements, allowing planting to be relocatable and reactive to the street and its uses as they evolve overtime as development progresses.



Example visualisation - the design team can work with suppliers to design and fabricate bespoke designs for Piccadilly



13 - Detailing - Planter Concept - Option 2 Mobile Planter

A range of products are available, all planters specified should match the design criteria set within this document. Example products;

Corten
lota - Bespoke range



Forklift slots fabricated for mobile planters/additional flexibility



lota - Product range



CONICAL 1000
H80 DIA100CM
WEIGHT: 62KG
VOL: 400L



CUBE 1000
H100 W/D100CM
WEIGHT: 89KG
VOL: 930L

FAUX-CORTEN PLANTERS
lota - Product



Powder Coated Steel
lota - Bespoke range



13 - Detailing - Paving Design and Buildups

Paving materials proposed along Piccadilly must be of a high quality, offer lasting durability and constructed to a high standard. All materials and associated buildups must be design according to the relevant class loading against the anticipated vehicular use and be in-accordance with the adoptable standards set by York City Council.

Concrete Flag paving



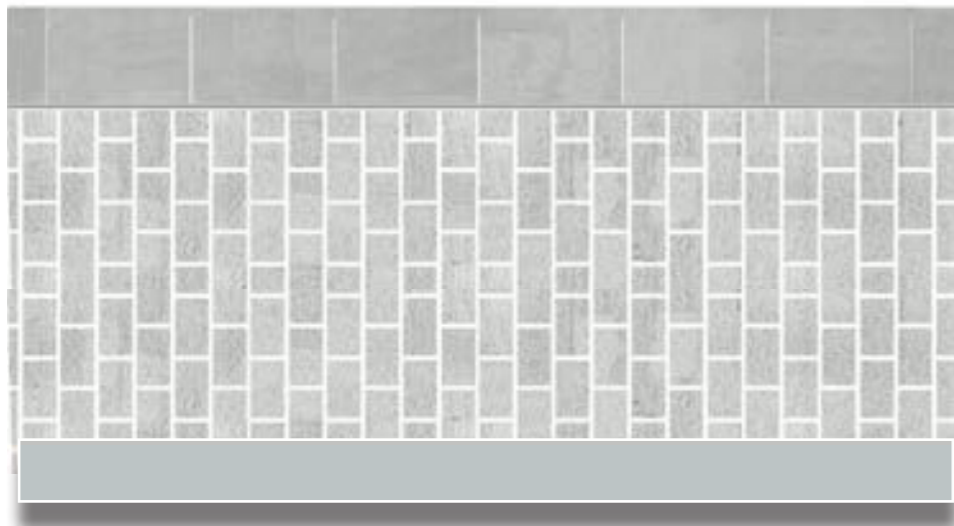
Granite Sett paving



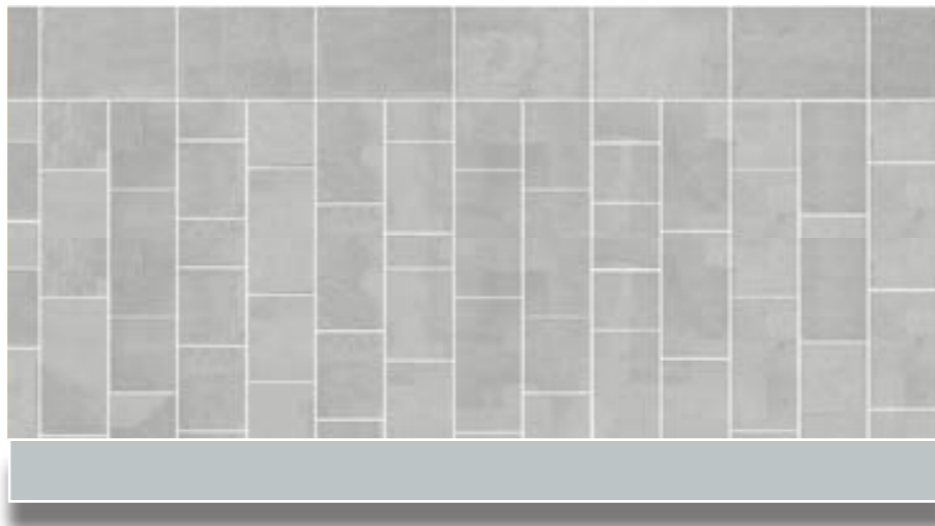
Granite Flush and raised kerbs -



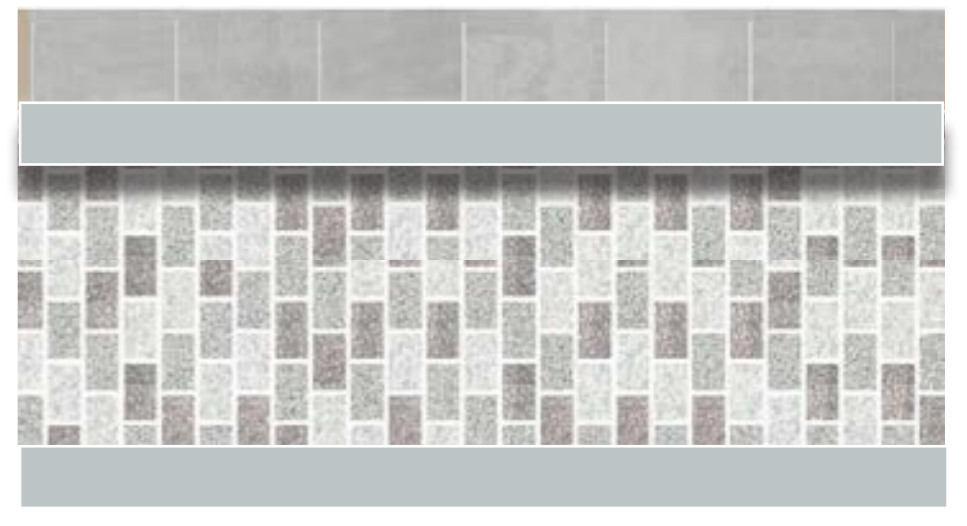
Loading pad (pavement level)- tone of setts to match tone of adjoining pavements



Flexible zone (pavement level)- smaller flag units constructed on a rigid base

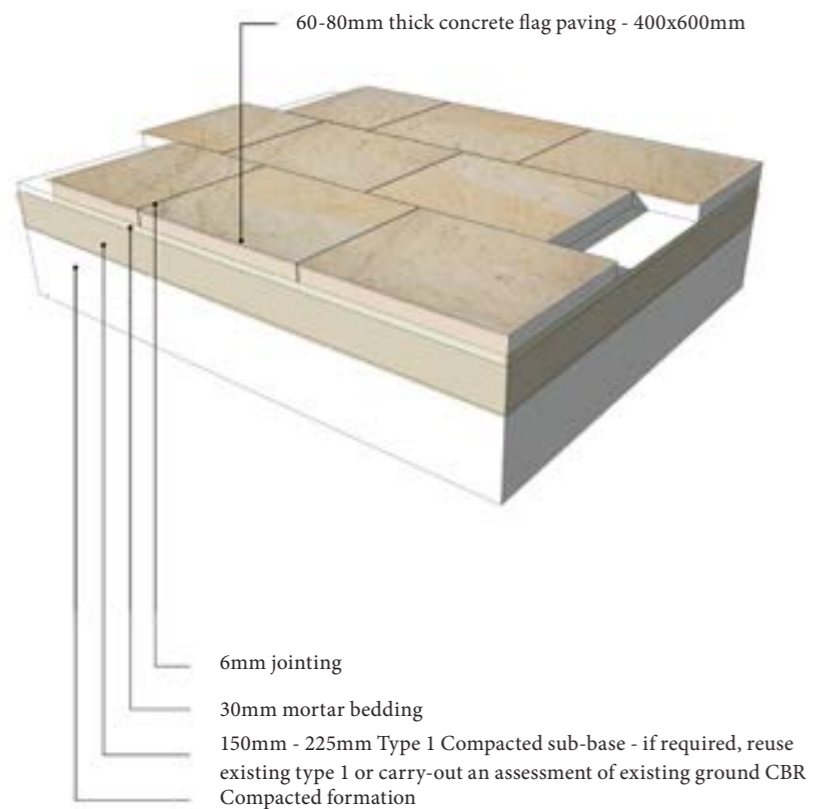


Loading bay (carriageway level)- grey tone setts to match adjoining carriageway

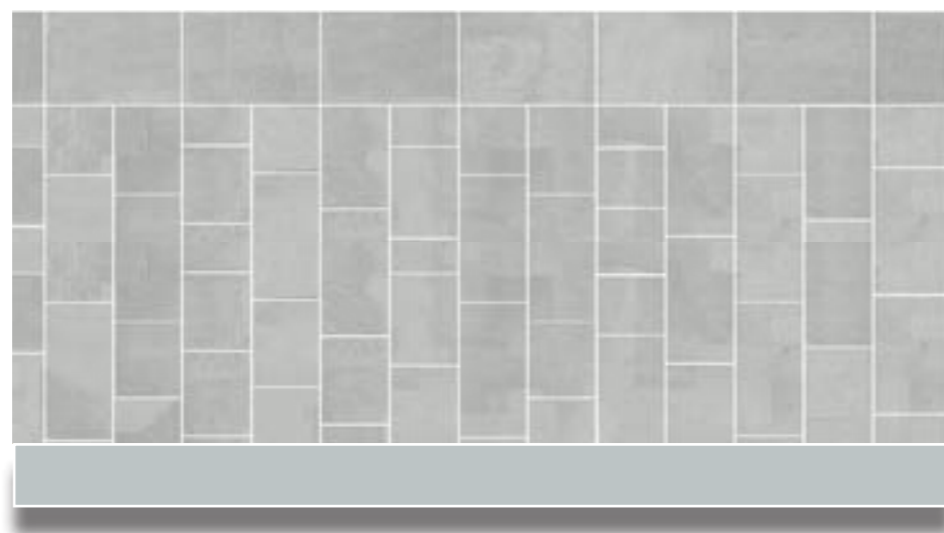


13 - Detailing - Paving Design and Buildups

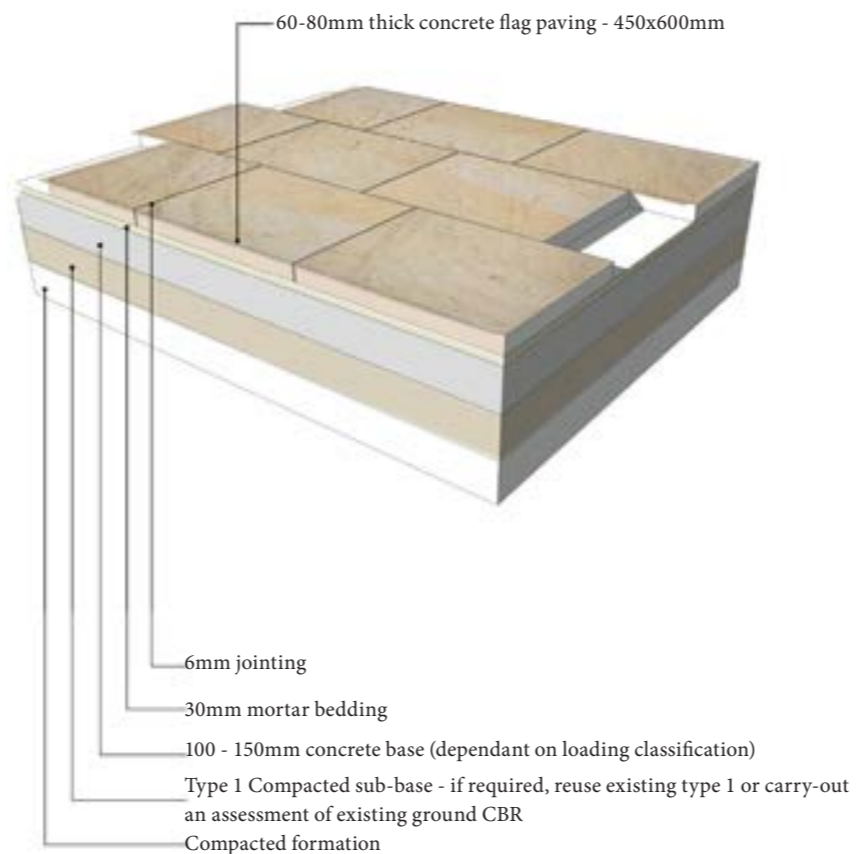
Flexible Specification - Concrete Paving



Pedestrian areas

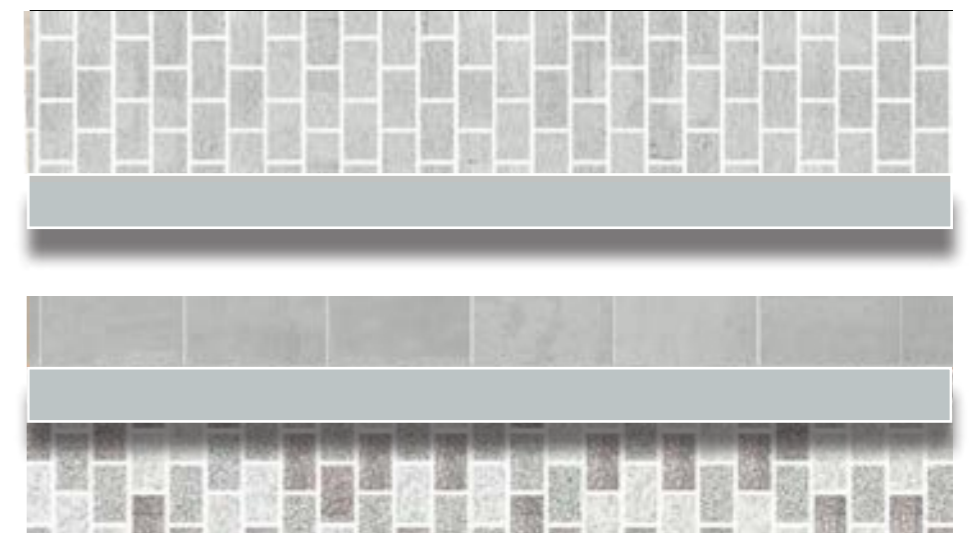
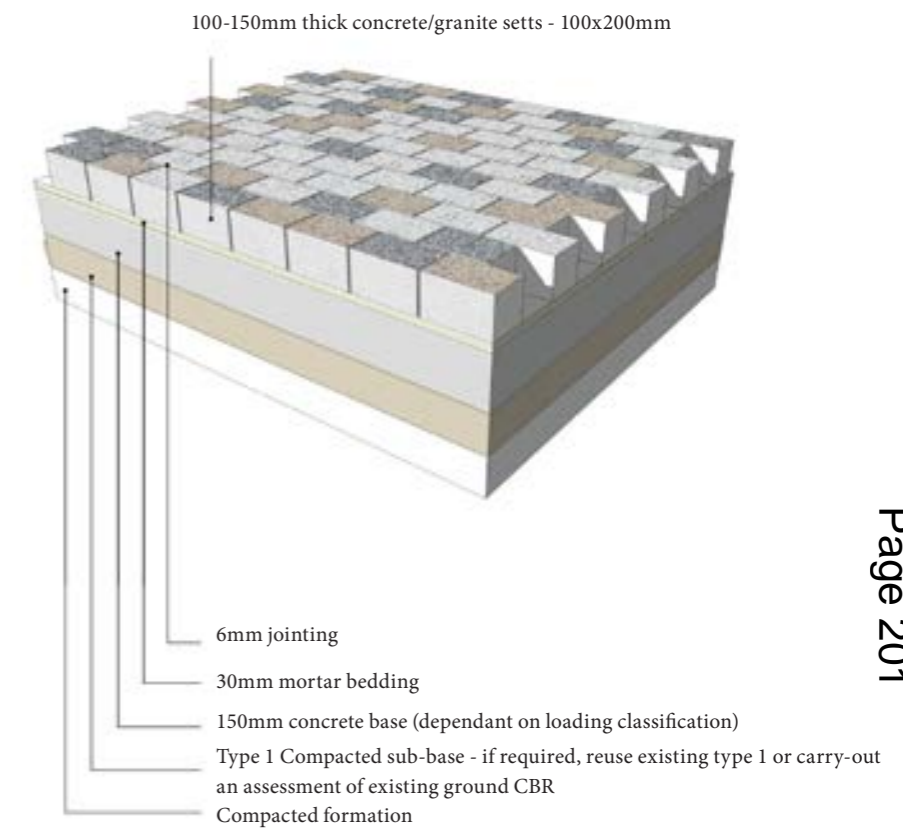


Rigid Specification - Concrete Paving



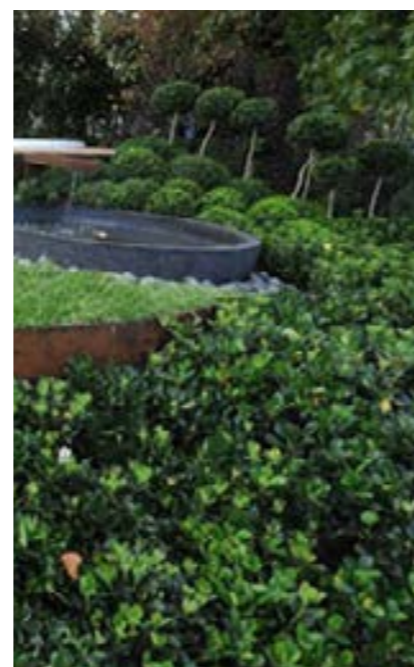
Pedestrian areas with occasional vehicular overrun

Rigid Specification - Setts to loading pads and parking bays - Concrete/Granite



14 - Planting - Concept, linear garden

The planting concept is to create a green corridor along Piccadilly through a series of raised planters. These planters will contain a mix of structural and herbaceous planting that creates an informal character to the street.



14 - Planting - Tree Planting

Tree planting will be a mix of multi-stem planting within the proposed raised planters and single-stem semi mature planting at street level. Within the raised planters multi-stem trees are illustrated, the selection of which will enhance the informal character of the street. Semi mature single-stem planting at street level will provide structure.

Species such as *Betula*, *Prunus serrula* and *magnolia grandiflora*, shown illustratively, will compliment the other tones of the proposed planters and the informal character of the street. At street level *Liriodendron tulipifera fastigiata*, or similar, will compliment the desired streetscape palette whilst its compact form is appropriate for a street environment. For any proposed feature trees within larger spaces species such as *Acer campestre* or *Quercus rubra* would be appropriate.

In planter example tree planting;



Betula



Prunus serrula



Magnolia grandiflora



Amelanchier grandiflora

In ground example tree planting;



Liriodendron tulipifera fastigiata



Acer campestre / Quercus rubra

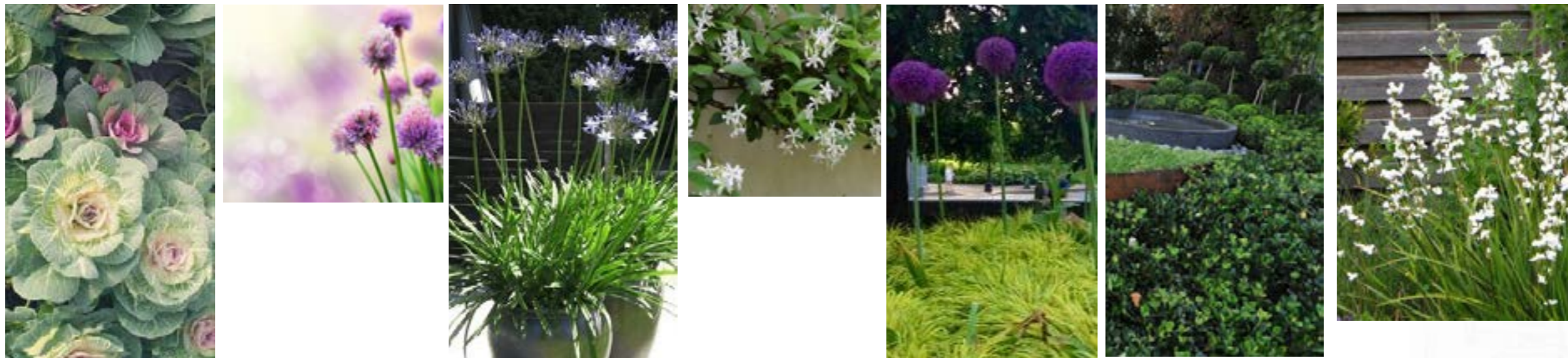
14 - Planting - Raised Planters

Planting character and palette to be specified in response to the conditions along the street.

Shade



Sun



14 - Planting - Indicative Planting Palette

Example palette - shade tolerant planting

Ornamental Planting



Ornamental Shrubs



Climbing Plants



Trees



Piccadilly Indicative planting

Ornamental Planting

- Latin Name
1. *Asplenium scolopendrium*
 2. *Helichrysum microphyllum* 'Silver Mist'
 3. *Helleborus*
 4. *Liriope muscari*
 5. *Vinca major* 'Alba'
 6. *Vinca minor* 'Alba'

Ornamental Shrubs

- Latin Name
7. *Camellia*
 8. *Fatsia japonica*
 9. *Garrya elliptica*
 10. *Pittosporum tenuifolium*

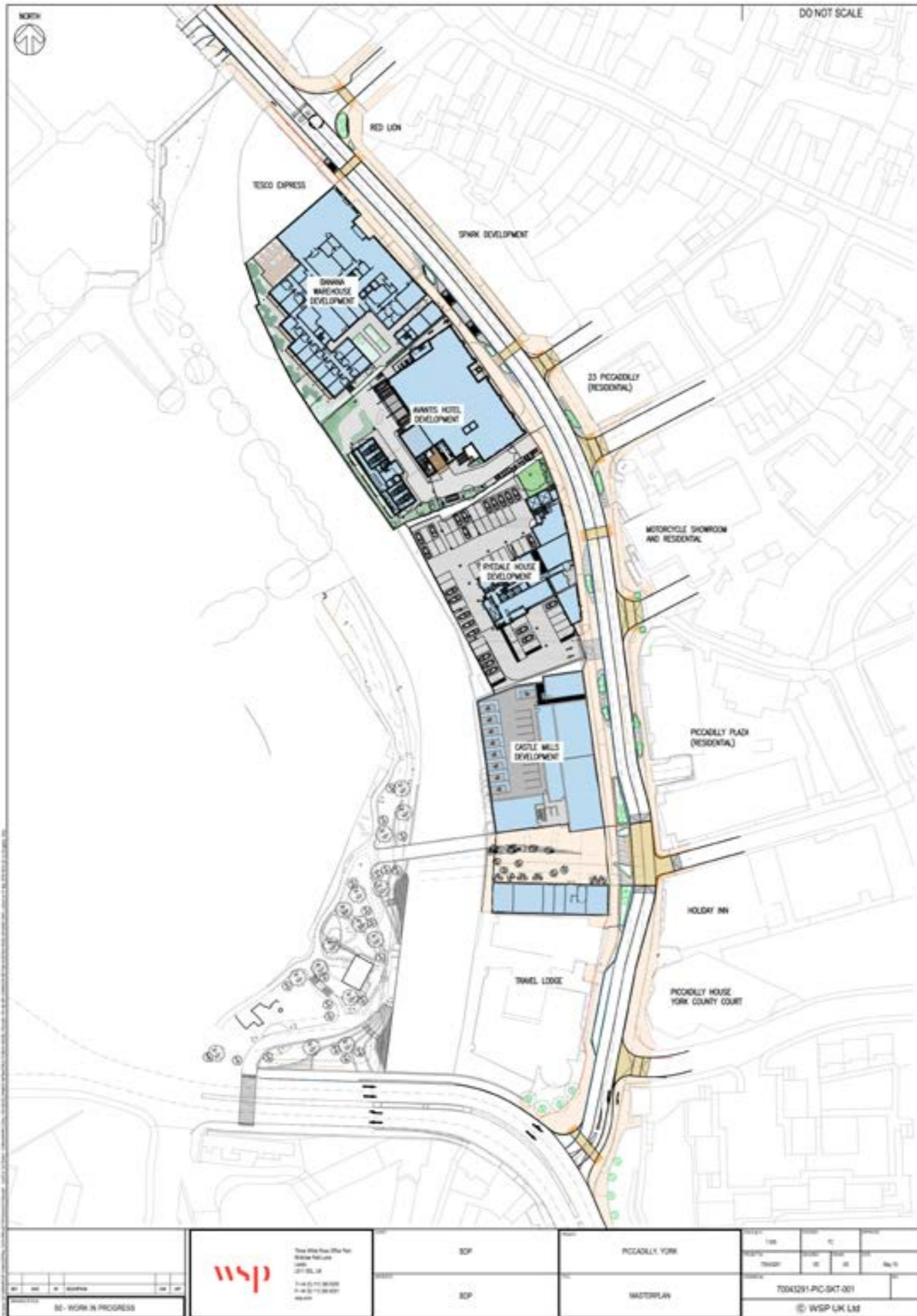
Climbing Plants

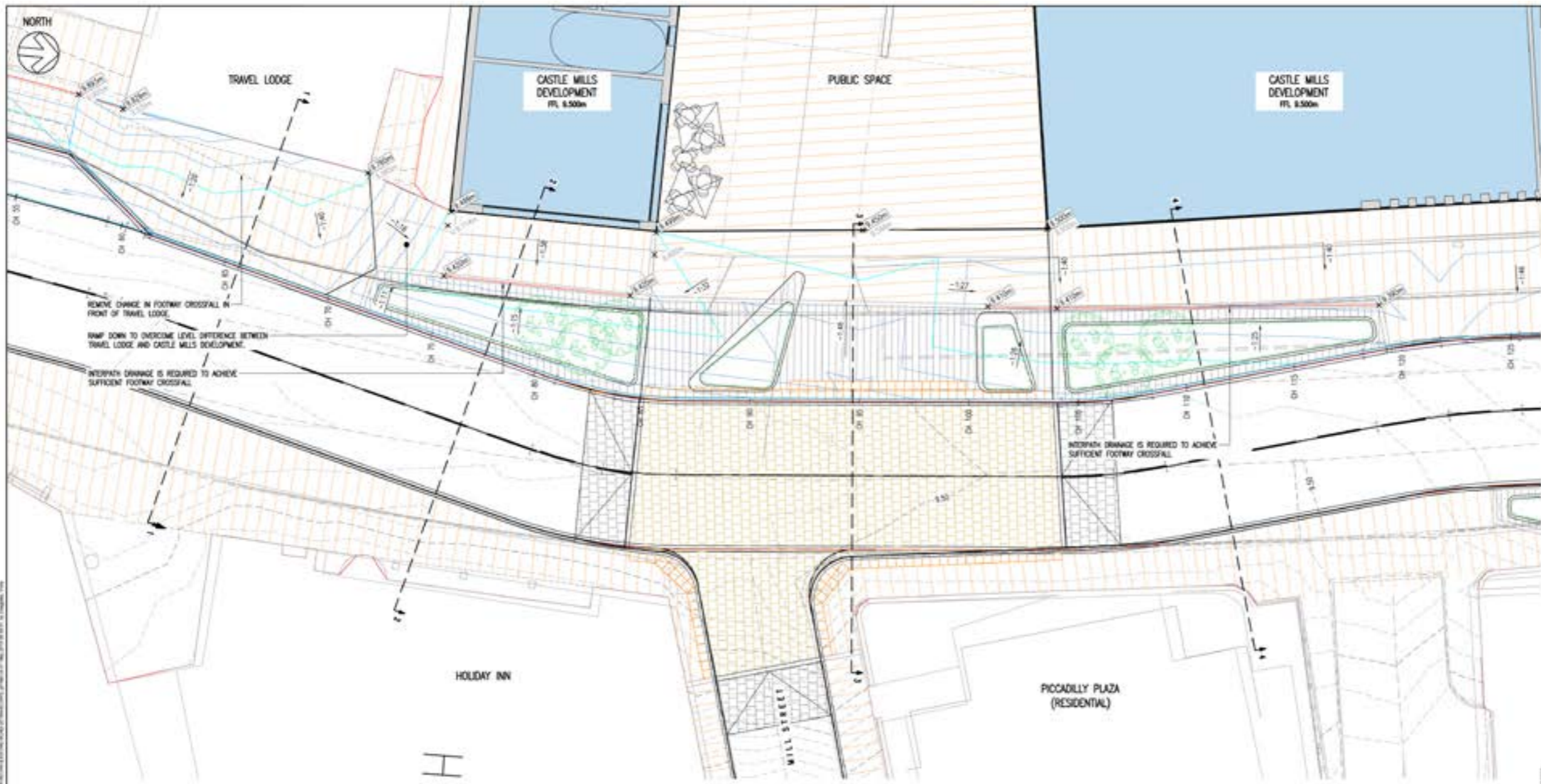
- Latin Name
11. *Akebia quinata*
 12. *Hedera helix* 'Variegata'
 13. *Hedera helix*
 14. *Lonicera japonica* 'Halliana'

Trees

- Latin Name
15. *Liriodendron tulipifera* 'Fastigiata'

APPENDICES - WSP Highways Drawings

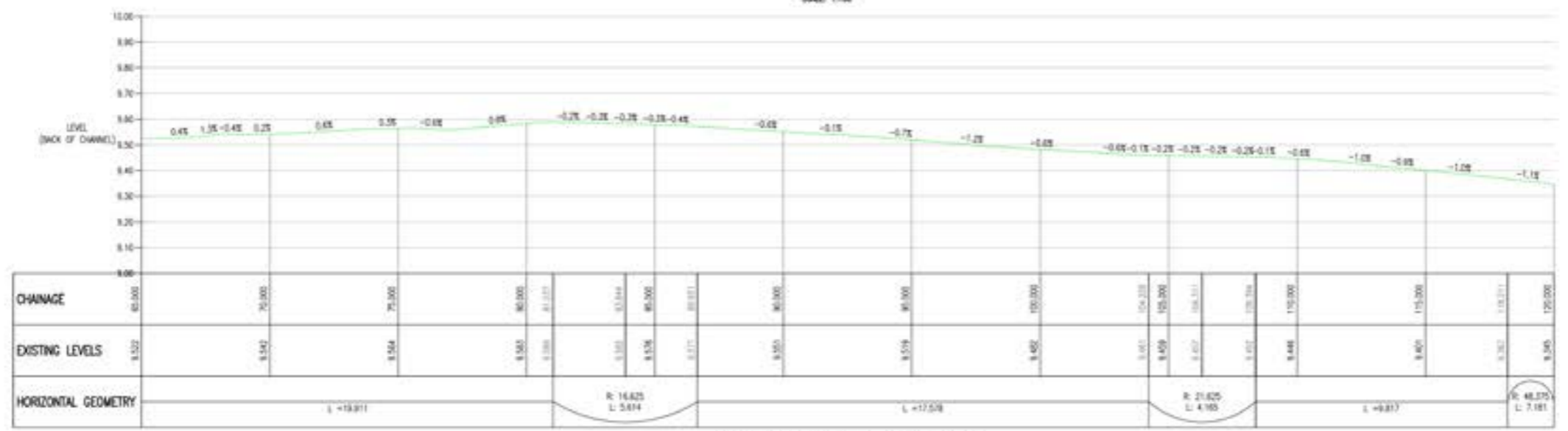




- DO NOT SCALE**
- NOTES**
1. ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE STATED.
 2. DO NOT SCALE, IF IN DOUBT CONTACT WSP DEVELOPMENTS LIMITED.
 3. EXISTING LEVELS ARE BASED ON TOPOGRAPHICAL SURVEY BY MICHELM HUGHES CHARTERED LAND SURVEYORS, LATEST SURVEY DATE 19/10/21. DEVELOPERS SHALL CHECK EXISTING LEVELS AGAINST TOPOGRAPHICAL SURVEYS FOR INDIVIDUAL PLOTS AND REPORT ANY DISCREPANCIES TO THE ENGINEER.
 4. PROPOSED FOOTWAY LEVELS ARE INDICATIVE AND SUBJECT TO AGREEMENT WITH DEVELOPERS.

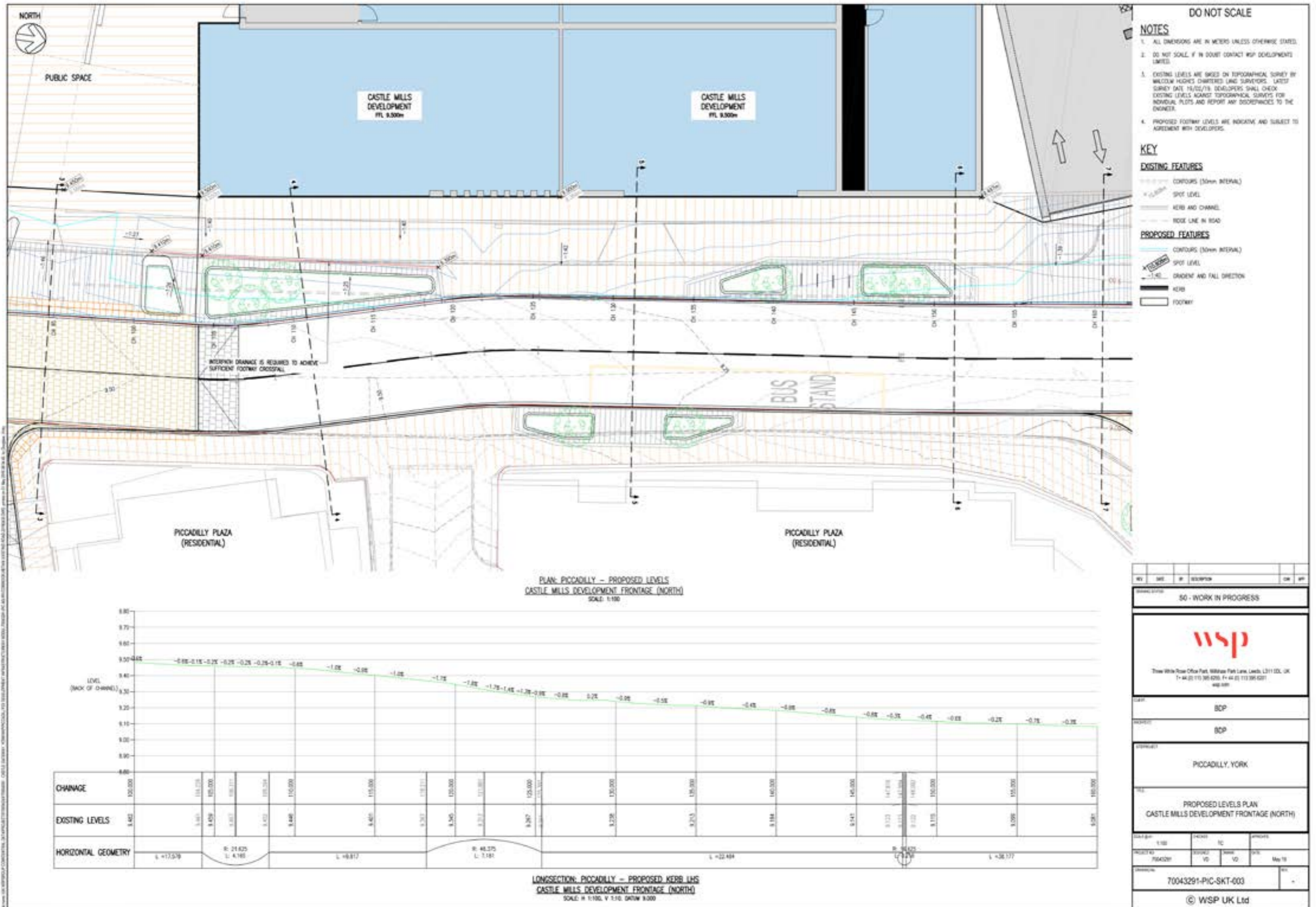
- KEY**
- EXISTING FEATURES**
- CONTOURS (50mm INTERVAL)
 - SPOT LEVEL
 - KERB AND CHANNEL
 - EDGE LINE IN ROAD
- PROPOSED FEATURES**
- CONTOURS (50mm INTERVAL)
 - SPOT LEVEL
 - GRADIENT AND FALL DIRECTION
 - KERB
 - FOOTWAY

PLAN PICCADILLY - PROPOSED LEVELS
CASTLE MILLS DEVELOPMENT FRONTAGE (SOUTH)
SCALE: 1:100



LONGSECTION PICCADILLY - PROPOSED KERB LHS
CASTLE MILLS DEVELOPMENT FRONTAGE (SOUTH)
SCALE: H 1:100, V 1:10, GRADE 5:000

REV	DATE	BY	DESCRIPTION	CHK	APP
PROJECT DATA					
S0 - WORK IN PROGRESS					
 Three White Rose Office Park, Millthorpe Park Lane, Leeds, LS11 3DL, UK T: +44 (0) 113 295 0200 F: +44 (0) 113 295 0201 www.wsp.com					
DRAWN: BDP					
CHECKED: BDP					
PROJECT NAME: PICCADILLY, YORK					
TITLE: PROPOSED LEVELS PLAN CASTLE MILLS DEVELOPMENT FRONTAGE (SOUTH)					
SCALE: H 1:100	DATE: TC	PROJECT			
PROJECT NO: 70043291	ISSUE: V0	DATE: 10	TIME: 10	BY: May 18	
PROJECT ID: 70043291-PIC-SKT-002					
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4. PROPOSED FOOTWAY LEVELS ARE INDICATIVE AND SUBJECT TO AGREEMENT WITH DEVELOPERS.

KEY

EXISTING FEATURES

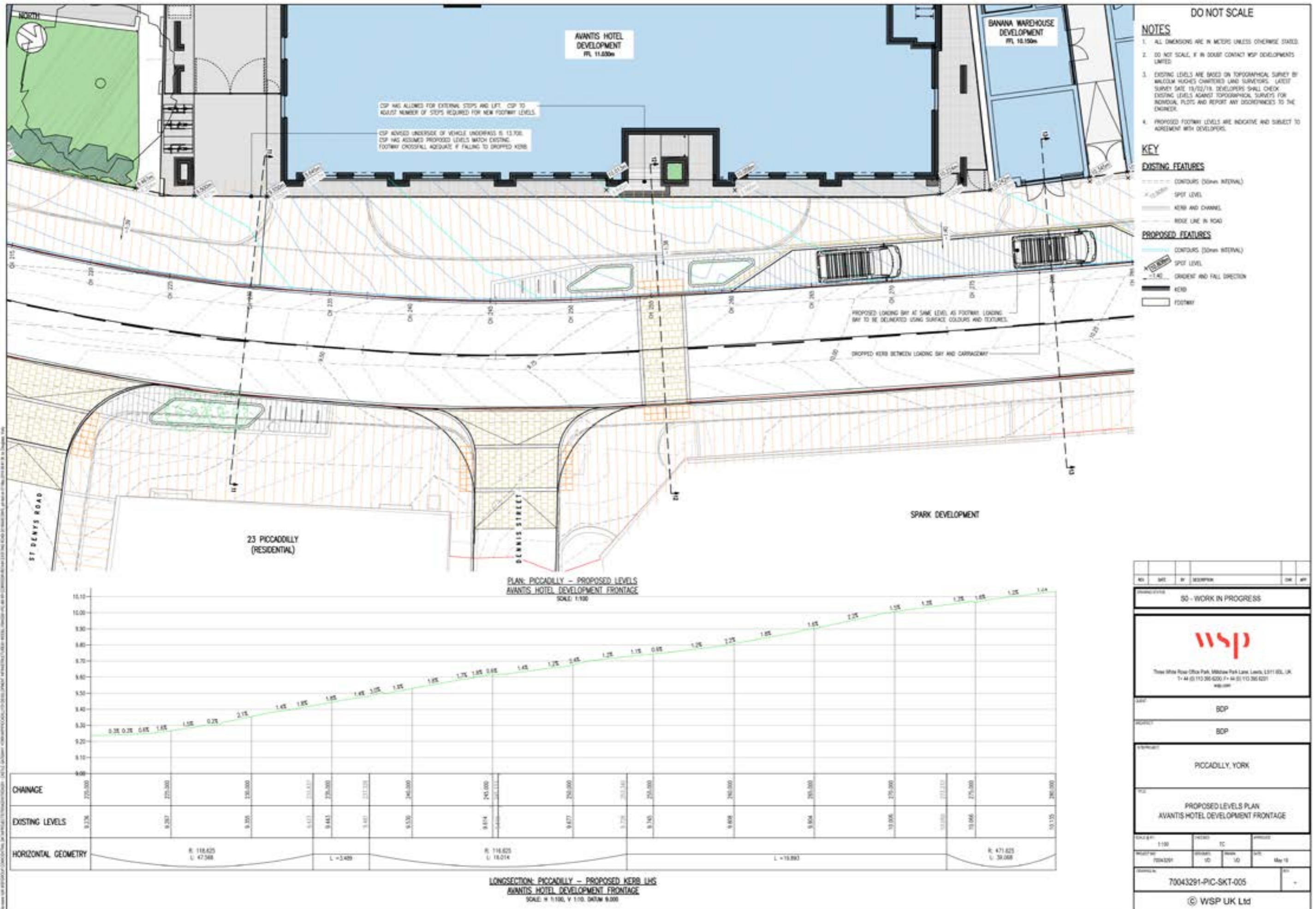
- CONTOURS (50mm INTERVAL)
- SPOT LEVEL
- KERB AND CHANNEL
- EDGE LINE IN ROAD

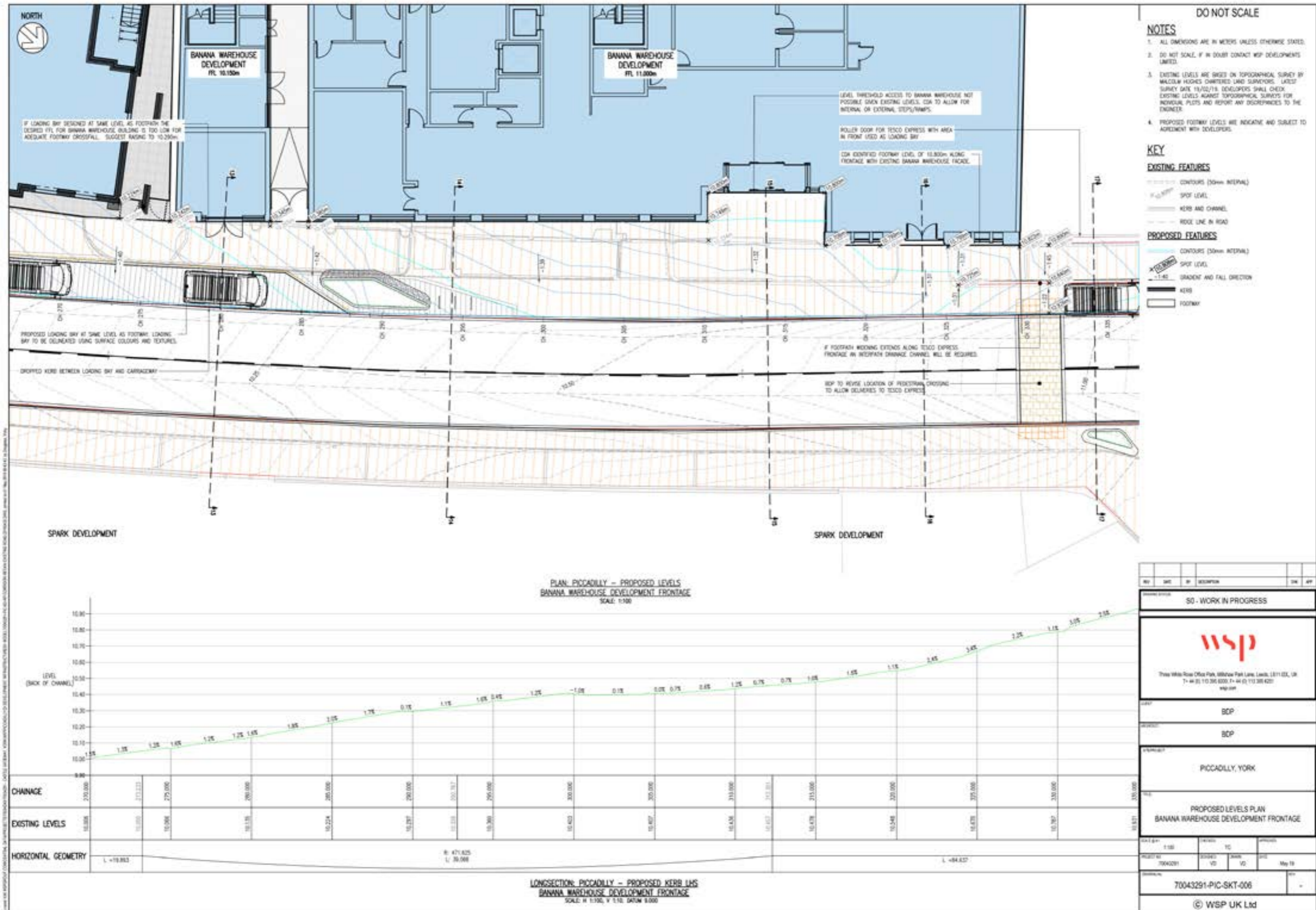
PROPOSED FEATURES

- CONTOURS (50mm INTERVAL)
- SPOT LEVEL
- GRADIENT AND FALL DIRECTION
- KERB
- FOOTWAY

REV	DATE	BY	DESCRIPTION	CHK	APP
<p>60 - WORK IN PROGRESS</p>					
<p>Three White Rose Office Park, White Rose Park Lane, Leeds, LS11 3DL, UK T: +44 (0) 113 385 6200, F: +44 (0) 113 385 6201 wsp.com</p>					
<p>BCP</p>					
<p>BCP</p>					
<p>PICCADILLY, YORK</p>					
<p>PROPOSED LEVELS PLAN CASTLE MILLS DEVELOPMENT FRONTAGE (NORTH)</p>					
SCALE: H:	1:100	PLANS:	1:10	DATE:	
PROJECT NO:	70043291	ISSUED:	10	DATE:	May 19
PROJECT:	70043291-PIC-SKT-003				
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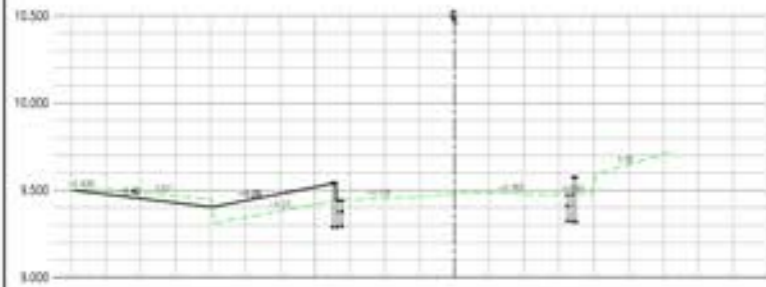




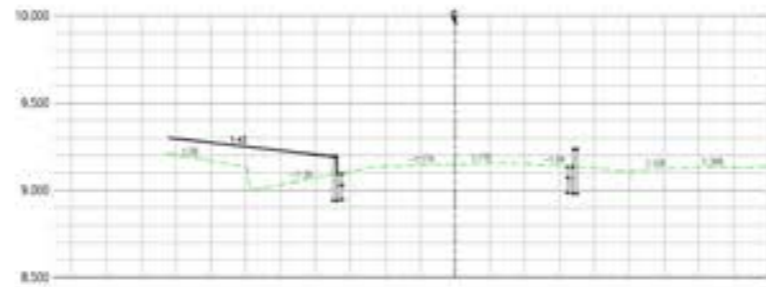


REV	DATE	BY	DESCRIPTION	CHK	APP
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<p>Three Mills Road Office Park, Wilton Park Lane, Leeds, LS11 3DL, UK T: +44 (0) 113 385 6000, F: +44 (0) 113 385 4201 wsp.co.uk</p>					
BDP					
BDP					
PICCADILLY, YORK					
PROPOSED LEVELS PLAN BANANA WAREHOUSE DEVELOPMENT FRONTAGE					
SCALE	1:100	DATE	10	PROJECT	
PROJECT NO	7004291	ISSUED	VS	DATE	May 18
PROJECT NAME	70043291-PIC-SKT-006				
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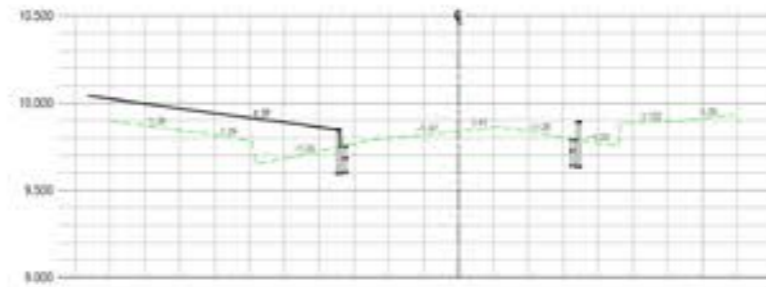
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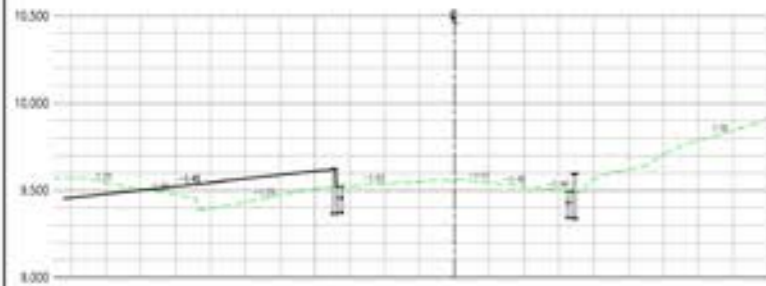
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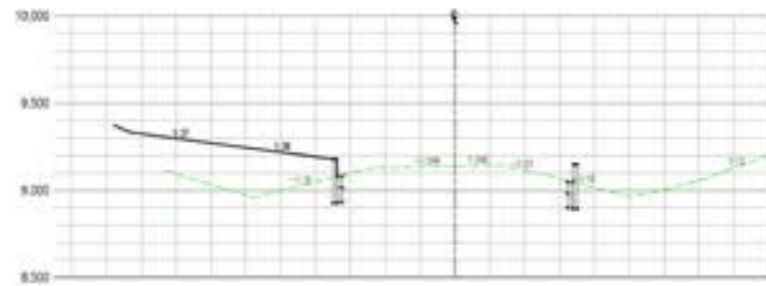
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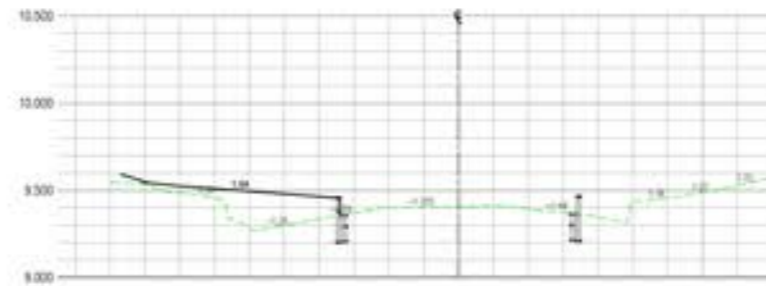
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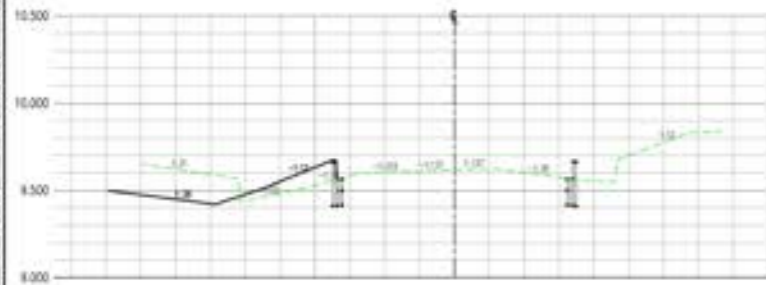
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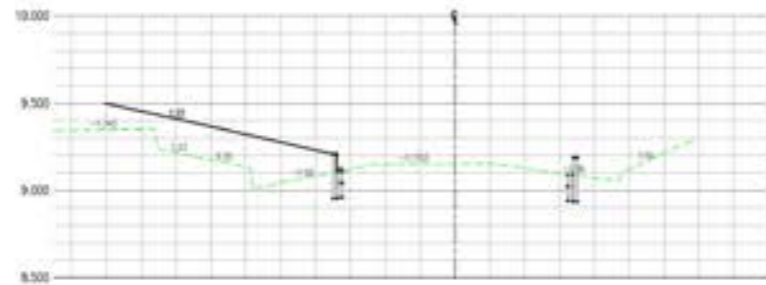
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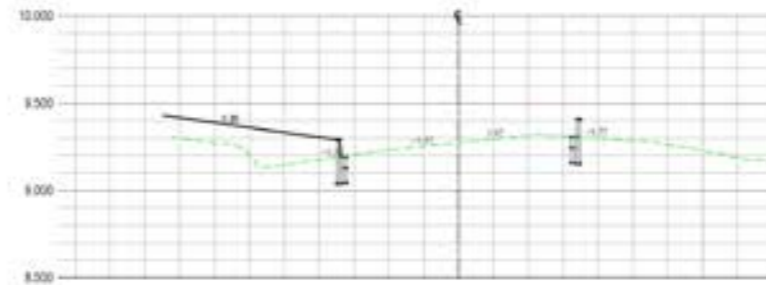
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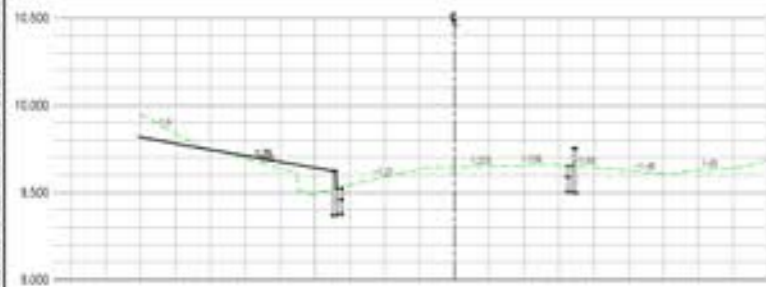
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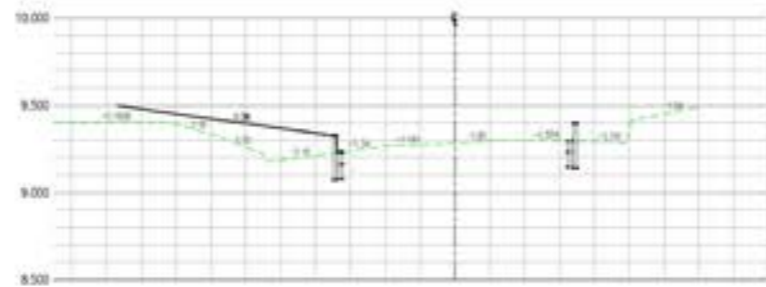
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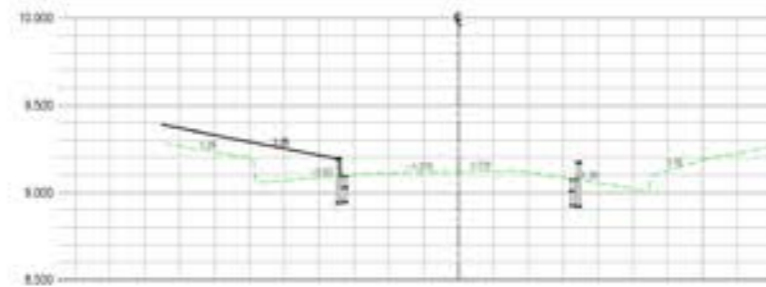
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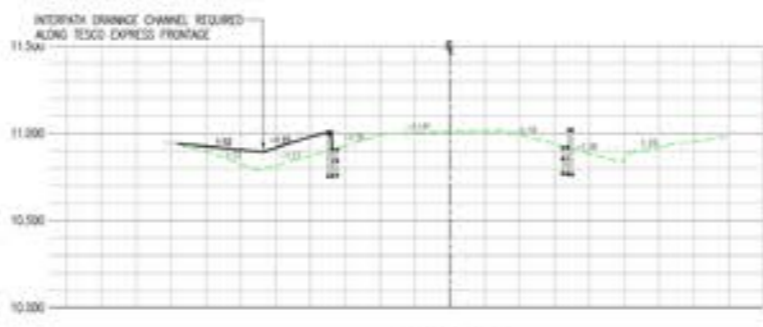
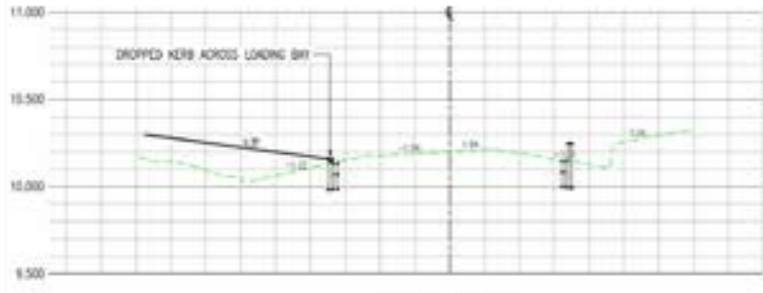
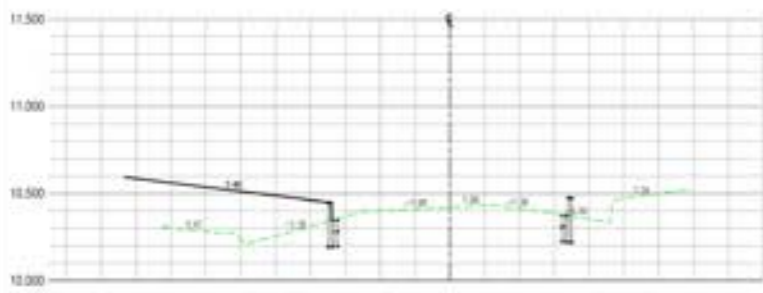
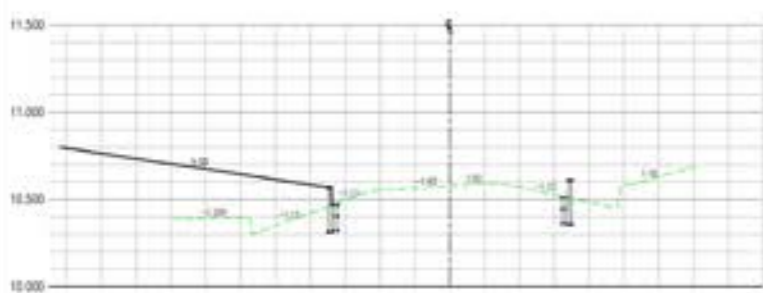
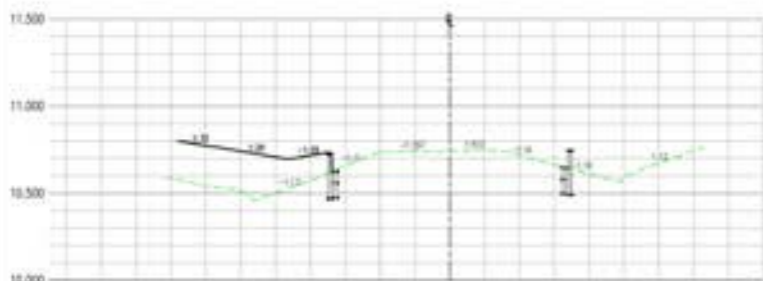
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SECTION 9-9

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 <p>Three Mills Road Office Park, Millway Park Lane, Leeds, LS11 6BL, UK T: +44 (0) 113 266 6200 F: +44 (0) 113 266 6201 wsp.com</p>					
<p>DATE: BCP</p>					
<p>PROJECT: BCP</p>					
<p>PICCADILLY, YORK</p>					
<p>PROPOSED CROSS SECTIONS SHEET 1</p>					
SCALE: 1:1	DATE: 15.10	PROJECT: TC			
PROJECT NO: 70043291	ISSUED: 15.10	REVISION: 1.0	DATE: May 19		
<p>70043291-PIC-SKT-007</p>					
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<p>LEADER: BCP</p>					
<p>PROJECT: BCP</p>					
<p>LOCATION: PICCADILLY, YORK</p>					
<p>TITLE: PROPOSED CROSS SECTIONS SHEET 2</p>					
SCALE: 1:100	DATE: 11/10/20	PROJECT: TC	PROJECT:		
PROJECT NO: 70043291	ISSUE: 1.0	DATE: May 18	PROJECT:		
<p>PROJECT NO: 70043291-PIC-SKT-008</p>					
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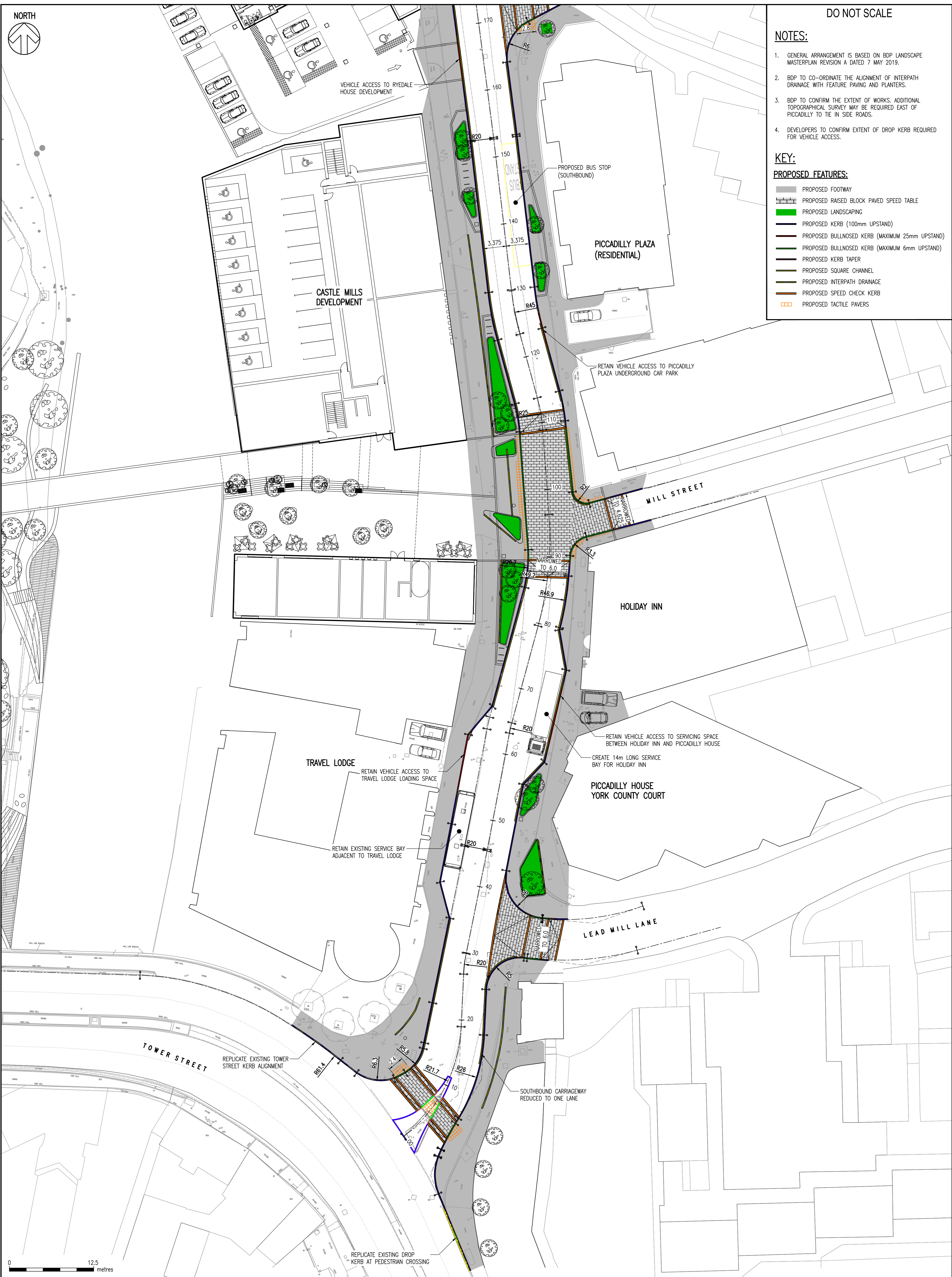
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1. GENERAL ARRANGEMENT IS BASED ON BDP LANDSCAPE MASTERPLAN REVISION A DATED 7 MAY 2019.
2. BDP TO CO-ORDINATE THE ALIGNMENT OF INTERPATH DRAINAGE WITH FEATURE PAVING AND PLANTERS.
3. BDP TO CONFIRM THE EXTENT OF WORKS. ADDITIONAL TOPOGRAPHICAL SURVEY MAY BE REQUIRED EAST OF PICCADILLY TO TIE IN SIDE ROADS.
4. DEVELOPERS TO CONFIRM EXTENT OF DROP KERB REQUIRED FOR VEHICLE ACCESS.

KEY:

PROPOSED FEATURES:

- PROPOSED FOOTWAY
- PROPOSED RAISED BLOCK PAVED SPEED TABLE
- PROPOSED LANDSCAPING
- PROPOSED KERB (100mm UPSTAND)
- PROPOSED BULLNOSED KERB (MAXIMUM 25mm UPSTAND)
- PROPOSED BULLNOSED KERB (MAXIMUM 6mm UPSTAND)
- PROPOSED KERB TAPER
- PROPOSED SQUARE CHANNEL
- PROPOSED INTERPATH DRAINAGE
- PROPOSED SPEED CHECK KERB
- PROPOSED TACTILE PAVERS



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P01	12/06/2019	VD	FIRST ISSUE	CC	CC
REV	DATE	BY	DESCRIPTION	CHK	APP
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 Millshaw Park Lane
 Leeds
 LS11 0DL, UK
 T+ 44 (0) 113 395 6200
 F+ 44 (0) 113 395 6201
 wsp.com

CLIENT:	BDP
ARCHITECT:	BDP

PROJECT:	PICCADILLY, YORK
TITLE:	GENERAL ARRANGEMENT PICCADILLY - SOUTH

SCALE @ A1:	1:250	CHECKED:	CC	APPROVED:	CC
PROJECT NO:	70034291	DESIGNED:	VD	DRAWN:	VD
DATE:					August 19
DRAWING NO:					70034291-PIC-GA-101
REV:					P01
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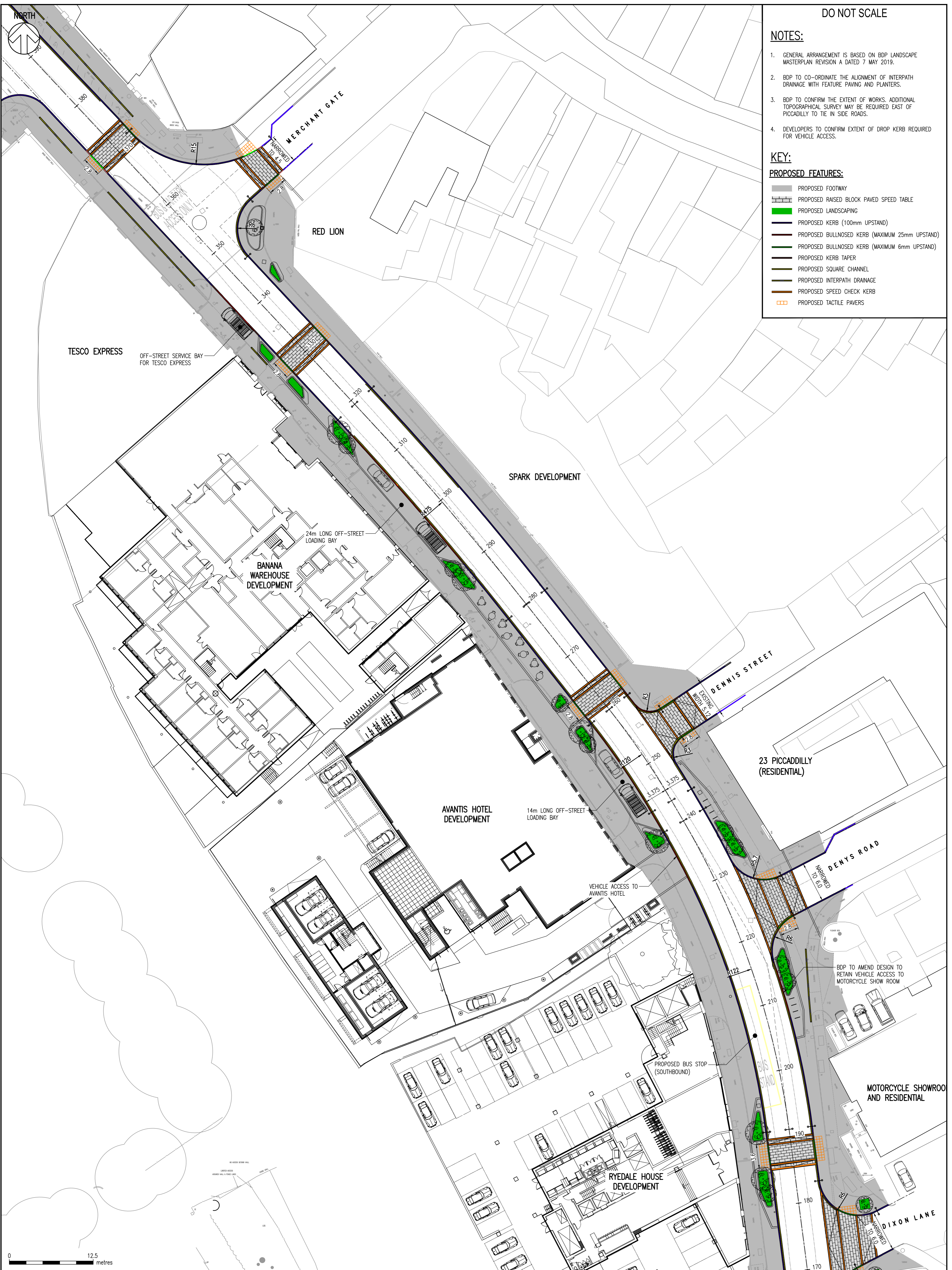
NOTES:

1. GENERAL ARRANGEMENT IS BASED ON BDP LANDSCAPE MASTERPLAN REVISION A DATED 7 MAY 2019.
2. BDP TO CO-ORDINATE THE ALIGNMENT OF INTERPATH DRAINAGE WITH FEATURE PAVING AND PLANTERS.
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4. DEVELOPERS TO CONFIRM EXTENT OF DROP KERB REQUIRED FOR VEHICLE ACCESS.

KEY:

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- PROPOSED SQUARE CHANNEL
- PROPOSED INTERPATH DRAINAGE
- PROPOSED SPEED CHECK KERB
- PROPOSED TACTILE PAVERS



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P01	12/06/2019	VD	FIRST ISSUE
REV	DATE	BY	DESCRIPTION
CC	CC	CHK	APP
DRAWING STATUS: S1- FOR COORDINATION			


 Three White Rose Office Park
 Millshaw Park Lane
 Leeds
 LS11 0DL, UK
 T+ 44 (0) 113 395 6200
 F+ 44 (0) 113 395 6201
 wsp.com

CLIENT:	BDP
ARCHITECT:	BDP

PROJECT:	PICCADILLY, YORK
TITLE:	GENERAL ARRANGEMENT PICCADILLY - NORTH

SCALE @ A1:	1:250	CHECKED:	CC	APPROVED:	CC	
PROJECT No:	70034291	DESIGNED:	VD	DRAWN:	VD	
DRAWING No: 70034291-PIC-GA-102					DATE:	August 19
REV: P01					© WSP UK Ltd	

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City of York Council
Equalities Impact Assessment

Who is submitting the proposal?

Directorate:	Place		
Service Area:	Transport		
Name of the proposal :	Piccadilly city living neighbourhood – Highway changes		
Lead officer:	Dave Atkinson, Head of Highways and Transport		
Date assessment completed:	Last reviewed on 29.04.22		
Names of those who contributed to the assessment :			
Name	Job title	Organisation	Area of expertise
Helene Vergereau	Traffic and Highway Development Manager	City of York Council	Transport
David Atkinson	Head of Highways and Transport	CYC	Transport
Heidi Lehane	Senior Solicitor	CYC	Legal
TBC			

Step 1 – Aims and intended outcomes

1.1	<p>What is the purpose of the proposal? Please explain your proposal in Plain English avoiding acronyms and jargon.</p>
	<p>The proposal aims to make changes to the highway on Piccadilly, in the centre of York, to support the Castle Gateway Masterplan’s vision. For Piccadilly, the masterplan’s vision was to <i>“turn Piccadilly in to a new city living neighbourhood, with wide pedestrian streets and spaces for independent traders at ground floor level and apartments above”</i>.</p> <p>Assessment undertaken for Option B+C – to be reviewed if different option selected</p> <p>Based on consultation and design work undertaken previously and described in the main report, the recommended option is Option B & C. Option B proposes to continue to work with developers and Council led projects in the area to implement the “preferred option” as set out above, with the following elements added:</p> <ul style="list-style-type: none"> • Creation of an additional “integrated”, on carriageway bus stop (with associated facilities and Kassel kerbs) in front of the Banana Warehouse site; • Further work to assess the feasibility of implementing an alternative cycle route through quieter streets or segregated cycling provision on Piccadilly (linked to work being undertaken through the City Centre Bus Routing Study/LCWIP/LTP4 processes); and • Review opportunities to provide additional public seating within the “preferred option”; • Implementation of a 20mph speed limit on Piccadilly. <p>Option C adds a Review of on street parking provision aiming to maximise Blue Badge parking provision, and to provide a taxi rank and motorcycle parking if possible.</p>

1.2	Are there any external considerations? (Legislation/government directive/codes of practice etc.)
	<p>Legislation:</p> <ul style="list-style-type: none"> • Highways Act 1980, Traffic Management Act 2004, Road Traffic Act 1984, Traffic Signs Regulations and General Directions (TSRGD) 2016 • Equality Act 2010 <p>Guidance</p> <ul style="list-style-type: none"> • Buses in Urban Developments, CIHT, January 2018 (link) • Cycle infrastructure design LTN 1/20 (link) • National Design Guide (link) and National Model Design Code (link) • Inclusive Mobility A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure (link)

1.3	<p>Who are the stakeholders and what are their interests?</p>
	<p>Residents and businesses on Piccadilly, Mill Street, George Street and Walmgate, as well as Merchangate and Fossgate</p> <p>People/businesses accessing properties and businesses on Piccadilly and on surrounding streets (including access to St Denys’s Church, hotels, retail and hospitality venues)</p> <p>Bus operators and bus users – Piccadilly provide a main bus route and interchange facility near the centre of York</p> <p>Highway users on Piccadilly, including pedestrians, cyclists, vehicle drivers and passengers (including Blue Badge holders and other drivers using the existing on street parking facilities and the Coppergate multi-storey car park), taxis and private hire, motorcycle users (including those using the existing motorcycle parking facility)</p> <p>Shopmobility users – the service is located at Piccadilly car park, adjacent to the Coppergate Shopping Centre</p> <p>Emergency services</p> <p>Utility services</p> <p>Focusing on the interests of stakeholders with protected characteristics under the Equality Act 2010, the following groups are specifically considered in this EIA. Their interests are summarised as follows:</p> <ul style="list-style-type: none"> • Older people – Mixed interests. Some support for a car free/low car environment in the city centre but also support for vehicular access/parking, especially for those living with a disability or with reduced mobility. • Young people and children (and families) - Mixed interests. Some support for a car free/low car environment in the city centre but also support for vehicular access/parking, especially for those living with a disability or with reduced mobility or with very young children. • Pregnancy and maternity - Mixed interests. Some support for a car free/low car environment in the city centre but also support for vehicular access/parking, especially for those living with reduced mobility as a result of pregnancy related conditions or with very young children.

	<ul style="list-style-type: none">• People who live with a disability, including, but not limited to, Blue Badge holders – Significant support for vehicular access and parking in or close to the city centre to access shops, services, leisure, events and hospitality venues, dwellings and places of employment and worship. Some limited support for a car free/low car environment in the city centre.• People who may want to access a place of worship near Piccadilly (St Denys’s Church) or in the city centre (protected characteristic: religion or belief). Mixed interests. Some support for a car free/low car environment in the city centre but some also support vehicular access/parking, especially for those living with a disability or with reduced mobility
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1.4	<p>What results/outcomes do we want to achieve and for whom? This section should explain what outcomes you want to achieve for service users, staff and/or the wider community. Demonstrate how the proposal links to the Council Plan (2019- 2023) and other corporate strategies and plans.</p>
	<p>The intended outcomes are those of the Castle Gateway Masterplan, which was approved by the Council's Executive in April 2018 (https://democracy.york.gov.uk/ieDecisionDetails.aspx?AllId=48509).</p> <p>For Piccadilly, the masterplan's vision is to <i>“turn Piccadilly in to a new city living neighbourhood, with wide pedestrian streets and spaces for independent traders at ground floor level and apartments above”</i>.</p> <p>The vision for Piccadilly was described as:</p> <ul style="list-style-type: none"> • New heart of a thriving city centre neighbourhood • Capitalise on Area for City Centre living; • Pedestrian (and cyclist) friendly environment; and • Green and 'healthy' Street. <p>In order to deliver the vision, the following interventions were identified by the consultants commissioned to develop the design:</p> <ul style="list-style-type: none"> • Improve pedestrian movements by incorporating wider footpaths, designated crossing points, improved wayfinding and reducing vehicle speeds along street • Create more opportunities for introducing 'green' along the street and spaces for activity / lingering; • Break up the mass of buildings and create visual and seasonal interest along the street and deliver an uplifted, higher quality streetscape; • Create safer / more legible cycling routes; • Continue to provide for bus services on the route (on carriageway stopping areas); • Rationalise servicing requirements for businesses on the street.

Step 2 – Gathering the information and feedback

2.1	<p>What sources of data, evidence and consultation feedback do we have to help us understand the impact of the proposal on equality rights and human rights? Please consider a range of sources, including consultation exercises, surveys, feedback from staff, stakeholders, participants, research reports, the views of equality groups, as well your own experience of working in this area etc.</p>	
<p>Source of data/supporting evidence</p>		<p>Reason for using</p>
<p>Traffic data (presented in main report)</p>		<p>To understand traffic conditions on Piccadilly</p>
<p>Road safety data (presented in main report)</p>		<p>To understand traffic conditions and possible safety issues on Piccadilly</p>
<p>Consultation feedback from My Castle Gateway and Piccadilly: A new kind of street</p> <ul style="list-style-type: none"> • Piccadilly: A new kind of street (with Streets Reimagined) https://www.flickr.com/photos/149815510@N05/albums/72157667002213718 • Let's make Piccadilly: Festival of Castle Gateway February 2019 events https://mycastlegateway.org/2019/02/10/lets-make-piccadilly-festival-of-castle-gateway-february-events/ • Piccadilly general comments https://www.flickr.com/photos/149815510@N05/albums/72157676968953397 • Reallocating road space https://www.flickr.com/photos/149815510@N05/albums/72157703913256642 • Moving and lingering: Getting to and through Piccadilly – 19th February, https://www.flickr.com/photos/149815510@N05/albums/72157690154533583 • A Gyratory, a junction and a Supercrossing: Exploring the nitty gritty of Castle Gateway transport planning – 20th February, 		<p>To consider feedback provided by consultees on equality issues. Feedback included the need to consider equality and access issues in the detailed design (kerbs, tactile paving, issues with shared spaces, seating provision, blue badge parking provision, obstructions, lighting, controlled crossing points, etc)</p>

<https://mycastlegateway.org/2019/03/04/a- gyratory-a-junction-and-a-supercrossing-exploring-the-nitty-gritty-of-castle-gateway-transport-planning/>

- Green and the City – 13th February,
<https://mycastlegateway.org/2019/02/19/green-and-the-city-shaping-the-brief-for-castle-gateway/> &
<https://www.flickr.com/photos/149815510@N05/albums/72157707131348195>
- What would the best bus stop in York be like? – 26th February,
<https://mycastlegateway.org/2019/03/01/the-best-bus-stop-in-york-notes-from-our-event/> &
<https://www.flickr.com/photos/149815510@N05/albums/72157705831852371>
- The Foss and Piccadilly – how can they be friends? – 27th February,
<https://www.flickr.com/photos/149815510@N05/albums/72157703821658392>
- Draft Open Brief March 2019
<https://mycastlegateway.org/2019/03/12/piccadilly-my-castle-gateway-draft-open-brief/>
- Walking and cycling on Castle Gateway May 2019
<https://mycastlegateway.org/2019/05/12/walking-and-cycling-in-castle-gateway-2/>
- Implementing the open brief July 2021
<https://mycastlegateway.org/2021/07/06/implementing-the-open-brief-to-redesign-piccadilly/>

Step 3 – Gaps in data and knowledge

3.1	What are the main gaps in information and understanding of the impact of your proposal? Please indicate how any gaps will be dealt with.	
Gaps in data or knowledge		Action to deal with this
Impact of existing Pay & Display parking removal on people with protected characteristics, and more specifically on Blue Badge users		The recommendation is to undertake a review of the preferred option design to consider where parking can be provided for Blue Badge holders as well as a taxi rank.
Equality considerations for detailed design stage		Review to be conducted at detailed design stage when developers present proposed designs to the Council teams

Step 4 – Analysing the impacts or effects.

4.1	<p>Please consider what the evidence tells you about the likely impact (positive or negative) on people sharing a protected characteristic, i.e. how significant could the impacts be if we did not make any adjustments? Remember the duty is also positive – so please identify where the proposal offers opportunities to promote equality and/or foster good relations.</p>		
Equality Groups and Human Rights.	Key Findings/Impacts	Positive (+) Negative (-) Neutral (0)	High (H) Medium (M) Low (L)
Age	<p>The proposals have been identified as having mixed impacts on older and young people.</p> <p>Positive impacts – As evidenced by the consultation responses, some older people generally support improvements to pedestrian facilities, including the provision of additional footway space, seating and pavement cafe areas. For those who are slower or unsure on their feet, the proposed changes would offer a safer, more pleasant environment.</p> <p>Younger people, especially young children and families are also likely to benefit from an improved pedestrian environment on Piccadilly.</p> <p>Younger and older people are likely to benefit from a reduction in the speed limit on Piccadilly, making it easier and safer to cross the road.</p> <p>The provision of an additional taxi rank facility on Piccadilly (if possible) is likely to benefit older or younger people who</p>	Positive and negative	Medium

	<p>may use taxis/private hire more as they may not be able to drive or may not own a car.</p> <p>The provision/retention of bus stops on Piccadilly is likely to benefit older or younger people who may use buses more as they may not be able to drive or may not own a car.</p> <p>The review of parking provision to maximise Blue Badge parking (where possible) is likely to benefit older people who are more likely to hold a Blue Badge.</p> <p>Negative impacts – Older people are more likely to be living with reduced mobility or a disability and are also more likely to hold a Blue Badge. They would therefore be more likely to make use of the existing on street parking facilities on Piccadilly (Pay and Display bays are currently available in two locations between Tower Street and Merchangate). Although this option aims to retain some on street parking through the review of parking, the total provision is likely to be reduced and reserved for Blue Badge holders only (at least during footstreet/business hours). This is also applicable to families with young children where a family member is a Blue Badge holder.</p> <p>The provision of parallel loading bays and/or parking spaces off carriageway may be confusing for some older or younger users, especially if the permitted use of the space changes during the day (for example between loading bay, parking, taxi rank, pavement café).</p>		
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<p>Disability</p>	<p>The proposals have been identified as having mixed impacts on people living with a disability/mobility impairment.</p> <p>Positive impacts – As evidenced by the consultation responses, some people living with a disability/mobility impairment support improvements to pedestrian facilities, including the provision of additional footway space, seating and pavement cafe areas. For those who use a wheelchair or mobility aid, are slower or unsure on their feet, or suffer from sensory impairments, the proposed changes would offer a safer, more pleasant environment when moving on the wider footways.</p> <p>People living with a disability/mobility impairment are likely to benefit from a reduction in the speed limit on Piccadilly, making it easier and safer to cross the road.</p> <p>The provision of an additional taxi rank facility on Piccadilly is likely to benefit people living with a disability/mobility impairment who may use taxis/private hire more as they may not be able to drive or may not own a car.</p> <p>The provision/retention of bus stops on Piccadilly is likely to benefit people living with a disability/mobility impairment who may use buses more as they may not be able to drive or may not own a car.</p> <p>The review of parking provision to maximise Blue Badge parking (where possible) will benefit living with a disability/mobility impairment who are more likely to hold a Blue Badge.</p>	<p>Positive and negative</p>	<p>Medium</p>
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	<p>Negative impacts – People living with a disability/mobility impairment are more likely to hold a Blue Badge. They would therefore be more likely to make use of the existing on street parking facilities on Piccadilly (Pay and Display bays are currently available in two locations between Tower Street and Merchangate). Although this option aims to retain some on street parking through the review of parking provision, total provision is likely to be reduced and reserved for Blue Badge holders only (at least during footstreet/business hours). This is also applicable to families with young children where a family member is a Blue Badge holder.</p> <p>The provision of parallel loading bays and/or parking spaces off carriageway may be confusing for some people living with a disability/mobility impairment, especially if the permitted use of the space changes during the day (for example between loading bay, parking, taxi rank, pavement café) and if the areas are not clearly identifiable for people with sensory impairments.</p> <p>The provision of street furniture, planting and pavement cafes can also cause accessibility and navigation issues for people living with a disability/mobility impairment and will need to be carefully managed to address these issues.</p>		
Gender	<p>Wider impacts of regeneration scheme, supported by the proposed transport scheme, likely to include:</p> <ul style="list-style-type: none"> • Positive impacts – the street is likely to be used more by pedestrians and customers, resulting in a safer 		

	<p>environment for pedestrians on the street. The reduction in speed limit should make crossing the street easier if needed due to safety concerns.</p> <ul style="list-style-type: none"> • Negative impacts – depending on future uses of venues on the street, there may be overspill from customers in the evening, using the wider footways to gather and this may feel less safe for some pedestrians using the street. 		
Gender Reassignment	<p>Wider impacts of regeneration scheme, supported by the proposed transport scheme, likely to include:</p> <ul style="list-style-type: none"> • Positive impacts – the street is likely to be used more by pedestrians and customers, resulting in a safer environment for pedestrians on the street. The reduction in speed limit should make crossing the street easier if needed due to safety concerns. • Negative impacts – depending on future uses of venues on the street, there may be overspill from customers in the evening, using the wider footways to gather and this may feel less safe for some pedestrians using the street. 		
Marriage and civil partnership	No differential impact anticipated		
Pregnancy and maternity	<p>The proposals have been identified as having mixed impacts on pregnancy and maternity.</p> <ul style="list-style-type: none"> • Positive impacts – Women in pregnancy or parents of infants (maternity/paternity) are likely to benefit from an improved pedestrian environment on Piccadilly. The provision of an additional taxi rank facility on Piccadilly is likely to benefit women in pregnancy or 	Positive and negative	Medium

	<p>parents of infants who may use taxis/private hire more as they may not be able to drive or may not own a car. The reduction in the speed limit on Piccadilly should make crossing the road easier and safer.</p> <p>The provision/retention of bus stops on Piccadilly is likely to benefit women in pregnancy or parents of infants who may use buses more as they may not be able to drive or may not own a car.</p> <ul style="list-style-type: none"> • Negative impacts – When considering the potential impact on women who may experience pregnancy related mobility impairments, especially in later stages of pregnancy, and may be eligible for a Blue Badge, impacts identified are the same as those identified above for people living with a disability/mobility impairment. 		
Race	<p>Wider impacts of regeneration scheme, supported by the proposed transport scheme, likely to include:</p> <ul style="list-style-type: none"> • Positive impacts – the street is likely to be used more by pedestrians and customers, resulting in a safer environment for pedestrians on the street. The reduction in speed limit should make crossing the street easier if needed due to safety concerns. • Negative impacts – depending on future uses of venues on the street, there may be overspill from customers in the evening, using the wider footways to gather and this may feel less safe for some pedestrians using the street. 		

<p>Religion and belief</p>	<p>The proposals have been identified as having mixed impacts on access to places of worship in the area.</p> <ul style="list-style-type: none"> • Positive impacts – Those walking or cycling to places of worship in the area are likely to benefit from an improved pedestrian environment on Piccadilly. The provision/retention of bus stops on Piccadilly is likely to benefit those accessing local places of worship by bus. • Negative impacts – When considering the potential impact on access to local places of worship for people who live with reduced mobility or a disability and have a Blue Badge, the negative impacts of the proposals are as identified above. 	<p>Positive and negative</p>	<p>Medium</p>
<p>Sexual orientation</p>	<p>Wider impacts of regeneration scheme, supported by the proposed transport scheme, likely to include:</p> <ul style="list-style-type: none"> • Positive impacts – the street is likely to be used more by pedestrians and customers, resulting in a safer environment for pedestrians on the street. The reduction in speed limit should make crossing the street easier if needed due to safety concerns. • Negative impacts – depending on future uses of venues on the street, there may be overspill from customers in the evening, using the wider footways to gather and this may feel less safe for some pedestrians using the street. 		

Other Socio-economic groups including :	Could other socio-economic groups be affected e.g. carers, ex-offenders, low incomes?		
Carer	The impact on carers, considering carers who may care for an adult or child living with a disability or impairment and eligible for a Blue Badge, reflects the impacts (both positive and negative) on those living with disabilities, as described above.	Positive and negative	Medium
Low income groups	No differential impact anticipated		
Veterans, Armed Forces Community	No differential impact anticipated		
Other	No other groups identified as affected by the proposal.		
Impact on human rights:			
List any human rights impacted.	<p>The Convention rights applicable are:</p> <ul style="list-style-type: none"> • Article 8 - protects the right of the individual to respect for their private and family life, their home and their correspondence. The private life part of this right covers things like wellbeing, autonomy, forming relationships with others and taking part in our community. • Article 14 - protects the right to be free from discrimination when enjoying other rights, such as Article 8. 		

	<p>The removal of some on street parking could have an impact on people's ability to live independently, attend appointments, see people who are important to them, and be part of their community.</p>		
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Use the following guidance to inform your responses:

Indicate:

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

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

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

Step 5 - Mitigating adverse impacts and maximising positive impacts

5.1	Based on your findings, explain ways you plan to mitigate any unlawful prohibited conduct or unwanted adverse impact. Where positive impacts have been identified, what is been done to optimise opportunities to advance equality or foster good relations?
<p>Positive impacts are mainly around the wider footways and the provision of additional crossing points on a 20mph road. Additionally, the recommended option proposes a review of parking provision, aiming to maximise Blue Badge provision and provide a taxi rank. It also proposes to review public seating provision.</p> <p>Negative impacts are mainly linked to the removal of on street parking provision, currently through Pay & Display bays. The recommended option proposes a review of parking provision, aiming to maximise Blue Badge provision and provide a taxi rank, to mitigate these impacts.</p>	

Step 6 – Recommendations and conclusions of the assessment

6.1	<p>Having considered the potential or actual impacts you should be in a position to make an informed judgement on what should be done. In all cases, document your reasoning that justifies your decision. There are four main options you can take:</p>	
<ul style="list-style-type: none"> - No major change to the proposal – the EIA demonstrates the proposal is robust. There is no potential for unlawful discrimination or adverse impact and you have taken all opportunities to advance equality and foster good relations, subject to continuing monitor and review. - Adjust the proposal – the EIA identifies potential problems or missed opportunities. This involves taking steps to remove any barriers, to better advance quality or to foster good relations. - Continue with the proposal (despite the potential for adverse impact) – you should clearly set out the justifications for doing this and how you believe the decision is compatible with our obligations under the duty - Stop and remove the proposal – if there are adverse effects that are not justified and cannot be mitigated, you should consider stopping the proposal altogether. If a proposal leads to unlawful discrimination it should be removed or changed. <p>Important: If there are any adverse impacts you cannot mitigate, please provide a compelling reason in the justification column.</p>		
Option selected		Conclusions/justification
No major change to the proposal		The assessment shows that this proposal has mixed impacts on some groups with protected characteristics. Positive impacts are mainly linked to the wider footways and the provision of additional crossing points on a 20mph road. Negative impacts are mainly linked to the removal of on street parking provision, currently through Pay & Display bays as well as the need to consider equality and access issues in the detailed design phases (loading bays, parking bays, crossing points, street furniture, planting and pavement café licences). Overall, the proposal is considered

	to deliver significant benefits for groups with protected characteristics by improving the street space and the pedestrian experience whilst maintaining good service levels for bus users.. The recommended option aims to further improve the proposal by proposing a review of parking provision, aiming to maximise Blue Badge provision and provide a taxi rank and a review of the public seating provision currently proposed to improve provision.
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Step 7 – Summary of agreed actions resulting from the assessment

7.1 What action, by whom, will be undertaken as a result of the impact assessment.			
Impact/issue	Action to be taken	Person responsible	Timescale
Car parking provision	Review of parking provision	Dave Atkinson	2022/23
Public seating	Review of public seating provision	Dave Atkinson	2022/23
Cycling provision	Feasibility study for improved cycling provision	Dave Atkinson	To be confirmed, linked to Bus study, LCWIP and LTP4
Detailed design and implementation phases	Consideration of equality and access issues at detailed design and implementation stages	Dave Atkinson	As and when required through planning process and Highways Act 1908 Section 278 process

Step 8 - Monitor, review and improve

Next review - Assessment to be reviewed once car parking and public seating provision have been reviewed (as part of the recommended option)



Decision Session – Executive Member for Transport**17 May 2022**

Report of the Director of Environment, Transport and Planning

Stadium Parking Impact – Huntington Area**Summary**

1. This report outlines the views of residents in the Huntington area on the impacts of match day parking on nearby residential streets and suggest options for actions to take.

Recommendations

2. The Executive is asked to:
 - 1) Approve further investigation into the match day parking on New Lane and Priory Wood Way Glade to develop a proposal on these streets for parking restrictions.
 - 2) Delegated approval of the proposal and authority to commence statutory consultation to the Director of Environment, Transport and Planning.
 - 3) If objections are received to the statutory consultation to bring these back to a future Executive Member for Transport Decision Session

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

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

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

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

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

Background

- 6) The Council received complaints from residents and ward Councillors about an increase in parking on some streets in the Huntington area on match days. The reports were not restricted to one street and the Councils Civil Enforcement Officers had reported an increase in parking but not in contradiction of the restrictions in the area.
- 7) The Council posted consultation documents (Annex A) to all properties within the red line boundary in the plan named Huntington Stadium Restriction Area (Annex B) on 11th February 2022 to provide residents with an opportunity to convey their concerns/issues on any parking problems that are occurring on their street on match days. The Consultation also provided a chance for residents to express if they would like to see any parking restrictions placed on their street to help reduce the level of match day parking on the street.

Consultation

- 8) The consultation documents asked residents if they felt their street had seen an increase in parking on match days and if this level of parking differed between weekend and midweek games. The residents were also supplied with some potential parking restriction options and asked if they would like to see them proposed for their street. The document also provided an opportunity to make further comments on the situation to help provide a clearer understanding of the needs and issues of residents.
- 9) The consultation received 177 responses from the residents, with 112 residents responding to say that there is not an increase in parking levels and 65 residents that stating that their street has seen an increase. The

responses were separated in to streets, to view the response on a street by street basis, to help identify individual streets of concerns for residents, the responses are shown in the table below:

STREET	Increase in Parking Levels		Difference between weekend & Mid-week	
	Yes	No	Yes	No
Anthea Drive	6	7	1	10
Beech Glade	1		1	
Brockfield Park Drive	6	5	5	5
Cambrian Close	2	1	2	1
Cheviot Close	2	2		4
Cleveland Way		2		1
Doriam Drive		8	1	6
Elm Grove	2	5		6
Ferguson Way	4		1	3
Firwood Whin	2	1	1	2
Fox Covert		5		5
Geldof Road	2	1	2	2
Gorse Paddock	2	3	2	3
Hambleton Way	5	5	2	7
Hawthorn Spinney	1	9	1	7
Highthorn Road		11		11
Kendrew Close	1	3		4
Kestrel Wood Way		4		3
Merlin Covert		3	1	2
Minster Avenue	2	2	1	2
New Lane	9	7	3	12
Oak Glade		6	1	5
Priory Wood Way	10		6	2
Sherwood Grove	1	3		3
Whitethorn Close	4	6		9
Willow Glade	3	13	3	12
Total responses	65	112	34	127

- 10) The responses from resident for the majority of the streets show that there is mixed views on if streets have seen an increase in the level of parking, with only Beech Glade (although only 1 respondent), Ferguson Way and Priory Wood Way where all response stating that there had been an increase in the parking levels. There was several streets where all the responses received stated that they have not seen an increase in parking levels on their street, these streets were Cleveland Way, Doriam

Drive, Fox Covert, Highthorn Road, Kestrel Wood Way, Merlin Covert and Oak Glade.

- 11) The majority of responses received (127) from the residents stated that there was not a difference between the parking levels for weekend games and midweek games. The three streets that had all responded to say that there is an increase in the parking levels on the street as a result of match day, with the exception of Beech Glade where not as clear about if there was an issue between weekend and midweek fixtures. On Ferguson Way 1 resident thought there was a difference but 3 residents felt the impact of on street parking was the same. The respondents of Priory Wood Way felt that there was a difference, according to 6 of response and 2 even stated that it was busier for a weekend game, whilst 2 felt the impact was the same and 2 never stated if they felt there was a difference.
- 12) The consultation provided the residents with potential options for restrictions on their street to help remove the parking associated with the stadium, these were 'No Waiting at any time', 'No Waiting 12noon till 9pm', Residents Parking Scheme, No Restrictions or other, please specify. The issue with parking restrictions associated with match days at the stadium is the variation in the start times, so any proposed restrictions will have to be in place for a longer period which affect the residents/guest ability to park in the area. This was shown in the responses, as from the 171 residents that did reply 91 do not want any restrictions on their street, as it will negatively affect them and the ability for visitor parking.

Street	No Waiting at any time'	No Waiting 12noon till 9pm'	Residents Parking Scheme	Other, Please specify preference	No Restrictions
Anthea Drive		2	1		10
Beech Glde					
Brockfield Park Drive		1		1	10
Cambrian Close		2	1		
Cheviot Close		2		1	1
Cleveland Way				1	1
Doriam Drive		1			6
Elm Grove	2	2	1	1	2
Ferguson Way		2	1	1	
Firwood Whin	1			2	
Fox Covert			1		4

Geldof Road		1			2
Gorse Paddock	2				2
Hambleton Way	2		1	1	5
Hawthorn Spinney	1		2		4
Highthorn Road		1			10
Kendrew Close		1			3
Kestrel Wood Way		2			2
Merlin Covert					3
Minster Avenue	2	1			1
New Lane	6	5		1	3
Oak Glade		1	1		4
Priory Wood Way	2	2	1	1	5
Sherwood Grove			1		3
Whitethorn Close	1	2	2		5
Willow Glade	4	5	1		5
Total Response	23	33	14	10	91

- 13) There were two streets where the respondents were more in favour of restriction to be put in place to help remove the additional parking associated with match day parking. These streets are New Lane and Willow Glade, with the residents split between 'No Waiting at any time' and 'No Waiting 12noon till 9pm' restrictions, although on Willow Glade 5 of the respondents did request no restrictions to be placed on street and one of the comments received was "No further restrictions on New Lane, we already suffer from unnecessary yellow lines".
- 14) A lot of the comments received from residents related to the issue only being short term for a couple of hours every couple of week and that the Vangarde should do more to encourage use of their facilities and offer 4 hours parking on match days. Some residents could not understand why Vangarde would restrict the allocated parking time on Match days, which just reduces the use of the food and drink establishments at Vangarde.
- 15) The other suggestions provided by residents related to the stadium taking more ownership of the issue and providing better information about parking and bus travel options when match tickets are purchased. There was also suggestions to offer different initiatives such as reduced Park & Ride ticket prices for match ticket holders or free parking at the Park & Ride site with a match ticket or ability to book discounted parking. Vangarde should consider removing the time restrictions on parking on match days and using pay & display machines with all charges refunded

if a designated amount is spent in one of the businesses, similar to some city centre supermarkets.

- 16) Some response stated that there are locations within the area that have issues on a daily basis not just with parking but traffic in general, which should be tackled first, for example:
- Junction protection needed at Minster Avenue as this is bad most days
 - Vehicles constantly parked on Kestrel Wood Way near the shops
 - Junction protection needed for Willow Glade/New Lane
 - 'No Waiting at any time' restrictions on Hambleton Way will also help with problems with the school
 - Pavement parking is a problem but mainly residents
 - Parking on grass verges makes a bigger mess to the area than parking for 2-3 hours during matches or people visiting the shops
 - Vehicles parking too close to the junction of New Lane and private drives
 - Hawthorn Spinney, Hazard for Children Dangerous coming off New Lane, accident waiting to happen
 - Brockfield Park Drive is always busy with parked cars due to the businesses and any restrictions will affect those businesses
 - Make Brockfield Park Drive a no through road
 - Vehicles travelling along Brockfield Park Drive is more of a problem 500 cars an hour recorded one Saturday morning
 - Footpath Parking causing issues on Whitethorn Close
 - Cars parking on bus stop
 - More disruption from the School
 - More concerned about number of vehicles and speeds of vehicles on Priory Wood Way
 - Vehicles parking too close to junctions Vehicles parking too close to junctions

Officer Comments

- 17) The consultation with the residents has not offered any clear indication if match day parking is an issue of concern for the residents or where the areas of concern are. The residents do appear to be split on if match day parking is an issue of concern but they have been clearer about the fact that they do not feel that they should have to pay for bad planning

around the stadium and the parking situation should have been considered in more detail as part of the planning for the redevelopment.

- 18) Regular meetings have been set up between Public Transport Operator (First), The Stadium Management Company and City of York Council to discuss match day travel. The meeting are already discussing the requirements of Rugby World Cup games that will be held at the stadium and York City Football Club website has been updated to provide up to date information on stadium travel including bus routing information.

Options

- 19) Approve further investigation into the match day parking on Ferguson Way, New Lane and Priory Wood Way to look at suitable locations on those streets for restrictions and approve the statutory consultation to be undertaken on those streets, once a suitable proposal has been approved. It is also requested that delegated approval for the proposal given to the Director of Environment, Transport and Planning.

Reason: To respect the views of the residents on those streets about their requests for additional restrictions to help with issues related to match day parking. This section should present the options available for Members to consider.

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

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

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

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

Analysis

- 22) It is recommended to look in more detail at potential restrictions on New Lane as although the returns from New Lane were split about the impact of match day parking, those that did reply would not be against restrictions to better protect their vehicle access. There was also several comments from residents on streets with junctions on to New Lane that vehicles were parking too close to the junctions, which is causing an issue with vehicles accessing/exiting the adjacent streets off New Lane. This was not always contributed to match days and there was general concern about vehicles parking near the junctions causing an obstructive parking.
- 23) Some residents on New Lane did raise concerns that the street had already been impacted by a greater level of parking restrictions due to the stadium, so a further more in depth review of the parking on the street is required prior to any proposal been put out as part of the proposal.
- 24) It is also recommended to review Ferguson Way (4 responses) and Priory Wood Way (10 responses) as all residents that did reply, indicated that there was an issue on the street due to match day parking. These are streets that we have received reports of from previously, so we were aware that there was an impact but unaware of the level of the impact. The concern about implementing restrictions is that there is not a clear indication on the level of concern or requirement for restrictions due to the relatively low level of response from residents on the two street.
- 25) There was also no clear indication from the residents as to what level of restriction they would want to see implemented to counter act the issue and in the case of Priory Wood Walk half of the respondents did not want any restrictions at all to be implemented. There was reference made to the fact that the impact of match day parking on the street is not a daily issue and can be tolerated for a few hours every couple of weeks.
- 26) The original consultation was brought forward to review the impact of match day parking on the area but this has given the residents an opportunity to provide information on other areas of concern that are an issue on a more regular basis for residents. These issues need to be reviewed as we have been made aware of the obstructive parking and the highway authority cannot ignore the these concerns but prior to any proposals been made a review of the issues in these locations needs to

be undertaken to ensure that the correct actions are being taken at the correct locations.

- 27) Although there was other streets that raised concerns, there does not appear to be any clear indication from residents that they feel/want the restrictions on their street to counter the issue. They would like to see The Stadium Management Team and Vangarde shopping park to do more to encourage parking within their area and promote the facilities on offer. Vangarde did allow fans to park all day during recent away games in the FA Trophy, so why do they require restrictions on parking durations for home games.

Council Plan

- 28) This report is supportive of the following priorities in the Council Plan in addition to the One Planet York Principles, that the Council Champions:
- A focus on frontline services;
 - A Council that listens to residents.

Implications

- 29) This report has the following implications:

Financial – If the proposals are taken forward there is money secured from the Planning application for the Stadium under Section 106 of the Town & Country Planning Act 1990.

Human Resources (HR) – If a suitable proposal is taken forward and implemented, enforcement would fall to the Civil Enforcement Officers necessitating an extra area onto their work load. New restriction may create an increase in Penalty Charge Notices issued which will have an impact on the Business Support Administrative services as well as Parking Services. Provision may need to be made to increase resources in these areas as well as within the Civil Enforcement Team.

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

- Age – If a proposal is taken forward for restrictions on Hambleton Way, due to issues with parking around School start and finish times this will have an impact on younger people, who receive a lift to school and force them to walk further. If no proposal is taken forward

the impact will be neutral as it is would not be recommended for any changes to take place;

- Disability – Neutral as Blue Badge holders who live locally can apply to have a bay provided outside their homes if required;
- Gender – Neutral;
- Gender reassignment – Neutral;
- Marriage and civil partnership– Neutral;
- Pregnancy and maternity – Neutral as no changes are recommended to take place;
- Race – Neutral;
- Religion and belief – Neutral;
- Sexual orientation – Neutral;
- Other socio-economic groups including :
 - Carer - Neutral (see Disability);
 - Low income groups – Neutral;
 - Veterans, Armed Forces Community– Neutral.

Legal – any No Waiting restrictions implemented would be enforced by CYC Civil Enforcement Officers and included within the Traffic Regulation Order. The Road Traffic Regulation Act 1984 & the Local Authorities Traffic Orders (procedure) (England & Wales) Regulations 1996 apply.

Crime and Disorder – no Crime and Disorder implications identified

Information Technology – no implications identified

Property – no Property implications identified

Other –no other implications identified

Risk Management

- 23) In compliance with the Council’s risk management strategy there is an acceptable level of risk associated with the recommended option.

Contact Details

Author:

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

Chief Officer Responsible for the report:

James Gilchrist
Assistant Director for Transport, Highways
and Environment

**Report
Approved**



Date 06/05/2022

Specialist Implications Officer(s) List information for all

Financial:

Name: Patrick Looker
Title: Service Finance Manager

Legal:

Name: Cathryn Moore
Title Legal Manger

Wards Affected: Huntington



For further information please contact the author of the report

Annexes

Annex A – Huntington Area Consult Letter

Annex B – Huntington Stadium Restriction Area

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Directorate of Place

West Offices, Station Rise
York
YO1 6GA

Email:
highway.regulation@york.gov.uk

Date: 11th February 2022

Dear Resident

Stadium Parking - Huntington

We are writing to you because we have been contacted by a group of residents and local ward Cllrs to comment on the current parking situation in the Huntington area on match days. We would therefore like to understand in more detail the impact this is having on streets in the area to help officers when making decisions on potential mitigations to improve the situation for residents on match days.

We have therefore proposed to undertake a local consultation with residents about the impact of on-street parking on match days. We would like to know if your street does see an increase in parking levels on match days and also if there is any difference between weekend and mid-week fixtures.

If your street is currently seeing an increase in parking there is some options available but these will all have an impact on residents as it will create a restriction on parking on the street, the potential options are:

- 'No Waiting at any time' restrictions Double Yellow Lines
- 'No Waiting' restrictions – time specific Single Yellow Lines
- Residents Parking Scheme - permits to be paid for by residents

There is no one fix and the different options will have benefits in different locations. The main concern is that due to the different kick off times from weekend to Mid-week games, any time specific restrictions to cover all kick off times would need to be in place 12noon till 9pm. The time specific restrictions could be reduced if the parking situation is different between weekend and mid-week fixtures.

Consultation documents

I have enclosed a questionnaire sheet for you to complete and return.

We can only accept one sheet from each household. **Please complete and return to us, using the Freepost address provided below by Friday 11th March 2022:**

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

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

The results of the consultation will be reported to an Executive Member Public Decision Session for a decision on how to proceed. You will be informed of the date of this meeting a few weeks before it takes place. We will write to you again after the meeting to inform you of the decision made and what happens next.

Please email highway.regulation@york.gov.uk if you require any further information at this time.

Yours faithfully

D. Hobson

Darren Hobson,
Traffic Management Team Leader

Questionnaire Sheet

Stadium Parking – Huntington Area



Please indicate your preferences by ticking the appropriate box:

	YES	NO
Has your street been affected by an increase in parking on stadium match days?		
Is there a difference in parking levels between weekend and mid-week fixtures?		

Please indicate your preferred options for proposed restrictions to help manage the increase in parking on stadium match days. The below proposed restrictions, show options which are available. It would be helpful if you could complete this section even if you have indicated “NO” above.

'No Waiting at any time' Restrictions	
'No Waiting 12noon till 9pm' restrictions	
Residents Parking Scheme	
Other? Please specify your preference	

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

Surname: -----

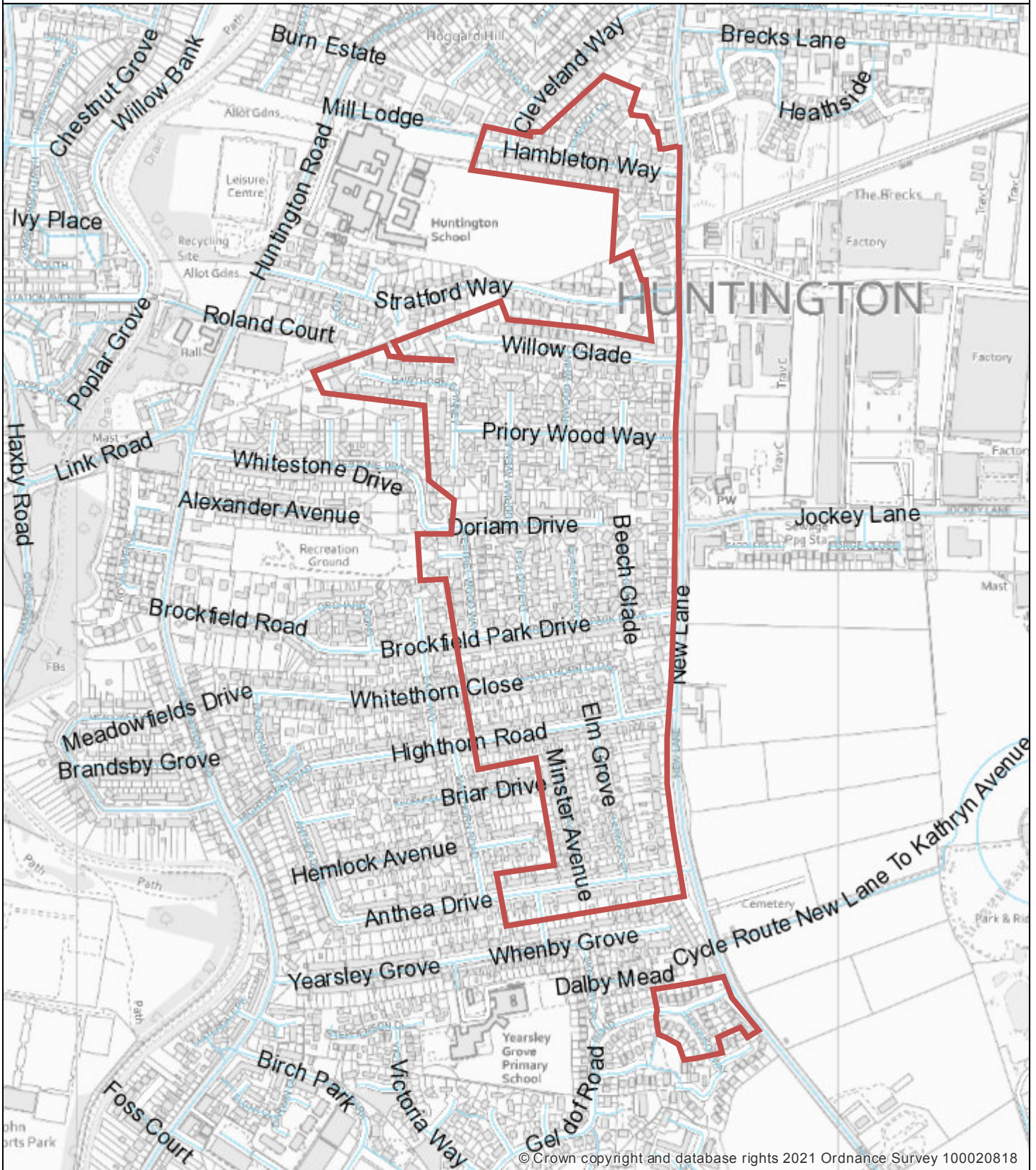
Address: -----

Postcode -----

Please return to the freepost address by Friday 11th March 2022. We will only accept one completed sheet from each household and your preferences are kept confidential. If you prefer you can email your preferences and comments to highway.regulation@york.gov.uk

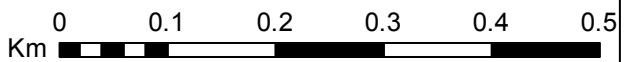
Please write any further Comments you wish to make below (or use separate sheet)

Huntington



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Date: 31 Dec 2021
Author: City of York Council
Scale: 1:7,000



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