

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

To: Councillor Gillies
Date: Thursday, 11 May 2017
Time: 2.00 pm
Venue: The Thornton Room - Ground Floor, West Offices (G039)

AGENDA

Notice to Members – Post Decision Calling In:

Members are reminded that, should they wish to call in any item* on this agenda, notice must be given to Democracy Support Group by **4:00 pm** on **Monday 15 May 2017**.

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

Written representations in respect of items on this agenda should be submitted to Democratic Services by **5.00pm** on **Tuesday 9 May 2017**.

1. Declarations of Interest

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

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

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

2. Minutes (Pages 1 - 10)

To approve and sign the minutes of the meeting held on 13 April 2017.

3. Public Participation - Decision Session

At this point in the meeting, members of the public who have registered their wish to speak at the meeting can do so. The deadline for registering is **Wednesday 10 May 2017 at 5:00pm**.

Members of the public may speak on an item on the agenda or an issue within the Executive Member's remit.

Filming, Recording or Webcasting Meetings

Please note this meeting may be filmed and webcast or audio recorded and that includes any registered public speakers, who have given their permission. This broadcast can be viewed at <http://www.york.gov.uk/webcasts>. or, if sound recorded, this will be uploaded onto the Council website following the meeting.

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

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

http://www.york.gov.uk/download/downloads/id/11406/protocol_for_webcasting_filming_and_recording_of_council_meetings_20160809.pdf

4. York Road Strensall, Proposed Pedestrian Crossings (Pages 11 - 20)

This report seeks approval to install a series of pedestrian crossing points on York Road Strensall, in order to improve pedestrian access to public transport and local amenities, and reduce traffic speeds.

5. Haxby Road (north of New Earswick) Triple Speed Cushion Replacement Trials (Pages 21 - 34)

This report seeks approval to replace the existing triple speed-cushion arrangements at two sites on Haxby Road to the north of New Earswick. The replacement is proposed to be done on a trial basis with the results being brought back to a future meeting of the Executive Member.

6. Urgent Business

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

ANNEX OF WRITTEN REPRESENTATIONS

Democracy Officer:

Name: Melanie Carr

Contact Details:

- Telephone – (01904) 552054
- Email – melanie.carr@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 własnym języku. (Polish)

Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)

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

 (01904) 551550

City of York Council

Committee Minutes

Meeting	Decision Session - Executive Member for Transport and Planning
Date	13 April 2017
Present	Councillor Gillies (Executive Member)

65. Declarations of Interest

The Executive Member was asked to declare, at this point in the meeting, any personal interests, not included on the Register of Interests, or any prejudicial or disclosable pecuniary interests that he might have had in respect of business on the agenda. He declared that he had none.

66. Minutes

Resolved: That the minutes of the last Decision Session held on 9 March 2017 be signed and then approved by the Executive Member as a correct record.

67. Public Participation - Decision Session

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

Three Members of Council had also registered to speak. One Member of Council had been unable to attend but requested that his statement be included within the minutes.

Councillor Doughty commented on Agenda Item 4 (Strensall Road Petition for Speed Limit Reducation). He gave the following statement:

I am pleased that the Traffic Team Leader is not recommending option 1 which was to take no action but am concerned that referring the proposal to consideration as part of a wider periodic 'accident reduction process' (option 3) could mean the issue being lost amongst other schemes and for want of a better description, 'being kicked into the long grass.' **I am therefore asking that serious consideration is given to**

approving option 2, to approve the advertising of a 40mph speed limit on this section of road.

Option 2 is the wish of the residents who signed the petition, including residents who live on Strensall Road and was a direct request in the interest of safety. Not one single person throughout the process thus far has shown any indication other than this. It is also the will of Earswick Parish Council, through which the road passes and also of neighbouring Strensall with Towthorpe Parish Council, the residents of which would also be protected by a speed reduction.

The report indicates that “there may be a justification for considering a reduction in the speed limit to 50mph” and later states further investigation would also consider the potential for the implementation of a 40mph speed limit 'if appropriate'. While a reduction of 10mph would be better than nothing, I do not believe it would provide the required benefit and could muddy the waters in adding yet another speed limit level to the current 30, 40 and 60 sections that currently exist between Earswick and Strensall settlements. Far better in my opinion to have the 60 section reduced to 40mph and the fully built up part of each village at 30mph which is the norm and much less complicated for motorists to understand and adhere to.

Coupled with this, suggestions of further investigating a scheme after an initial alteration to possibly change again would not appear to make financial sense? Particularly as the report suggests cost as a factor in decision making. Cost over safety as a reason for decision would concern me in any event. **In this respect, I would be interested to receive a cost estimate of the scheme as replacement of speed roundels on signage posts that already exist, could surely not be excessive?** While I accept there will always be a small and irresponsible minority who flout limits regardless of limits set, the majority of road users do follow guidelines and this would see a safer Strensall Road in my opinion.

The Officer has provided a map with indication of the 6 most recent recorded accidents, 3 each in 2013 and 2016. One of these falls within the current 60mph section, one very near to the boundary of the 60 into 30 at the Earswick end and 4 at the Towthorpe crossroads. I believe this strengthens an argument that large drops from 60 to 40 at Towthorpe and 60 to 30 at Earswick results in some drivers continuing at speeds above the

lower levels well beyond and likewise act as an encouragement to step up the gas long before entering the higher limits.

I would also somewhat question the report description of this being a rural road and residents being familiar with surroundings and dangers. Strensall has the population of a small town comparable with Malton or Pocklington, it is a really busy road and while many residents will know the road, not all do. There are several guest houses and a small caravan site behind one of the properties all within the 60mph section, with caravans, motorhomes and agricultural vehicles all requiring to emerge into the highway. Not to mention the residents who find it difficult at times for an appropriate gap in traffic. **The map does not in my opinion best reflect that for a large part of the 60mph section, there is a row of properties along one side** with some more widely spaced properties on the opposite side of the carriageway.

I reiterate the reasons why there has been support for the petition and a call for a safer speed limit on Strensall Road:-

1. Traffic has increased considerably in recent years.
2. It is difficult and dangerous for those living in properties to get out of driveways as well as for visitors staying at the Guest houses and caravan site.
3. Crossing the road is difficult and dangerous for pedestrians and those using the bus service.
4. The route is extremely dangerous for cyclists and we are particularly concerned for schoolchildren. Ward Councillors (and both Parishes) have previously pressed for a safe cycle route linking Strensall with Huntington through Earswick but this has not yet been possible due to the significant finance required.
5. The 60mph national speed limit is giving a false sense of security about the potential hazards along this route. Some drivers and motorcyclists are prone to exceeding the current high limit and thought to cause danger by accelerating and braking when leaving or entering the 30mph and 40mph zones at either end.
6. ** The reduction in the speed limit is **supported by Earswick Parish Council and Strensall with Towthorpe Parish Council** **

The CYC Chief Executive refreshed the 'Council Values' last week and as a listening Council that purports to "support and

enable our communities" and suggests our communities and residents "guide us in day to day situations as well as our decision-making processes", I ask, as a ward representative, that the Council 'listens'.

Please give serious consideration to option 2 and the reduction to 40mph.

Barrie Stephenson of Claremont Terrace Residents' Association spoke in relation to Agenda Item 5 (Claremont Terrace Petition). He thanked the Executive Member for considering the petition and informed him that he felt that all options to resolve the problems of parking had been tried before. He added that the Residents' Association had contacted North Yorkshire Police who had advised them that the Council's powers were greater for enforcing parking offences. He welcomed a creative solution as business owners could currently not park on Claremont Terrace due to the area being a residents only parking zone.

In regards to Agenda Item 6 (Speed Management 16-17 Experimental Traffic Orders, Speed Limits Copmanthorpe, Dunnington, Hopgrove and Murton) the following speakers spoke:

Stuart Kay Chair of Dunnington Parish Council and the Friends of the Activity Park, strongly objected to the proposals for Common Road Dunnington. He felt that a number of lower cost actions could be taken but understood that national guidelines suggested that it was not appropriate for this particular part of the road. He outlined that the 40mph speed limit would finish closer to the centre of the village and that the Sports Club located on Common Road was used extensively at the weekend. He commented that the level of resident support for the proposals was low.

Another registration to speak had been received but the speakers did not attend.

Councillor Brooks spoke about how the 30mph signs on Common Road had been moved too far towards the village and visibility was restricted due to the bend in the road. The lack of pavement on the right side of the east side of the green meant that children who would be using the Sports Club would be crossing at the limit of the 30mph and 40mph zone. She added that traffic accessing Common Road to use the Industrial Estate

from the A166 did not realise that they were passing a Sports Club, and requested that a speed indicator be installed.

Councillor Warters questioned why the proposal for Murton was dropped due to lack of support but the Common Road was recommended for approval. He felt that the further meaningful engagement should be carried out with the Parish Councillors and Ward Members within the next three months.

Councillor Orrell spoke in regards to the Hopgrove Lane South proposal, he informed the Executive Member how tailbacks had been problematic since the opening of the Vangarde Shopping Centre. He asked for careful consideration of the junction to look into how it could be improved.

68. Strensall Road Petition for Speed Limit Reduction

The Executive Member considered a report which informed him of the receipt of a petition which requested the reduction of the speed limit to 40mph on the rural road between Earswick and Strensall.

In making reference to comments made by Councillor Doughty, the Executive Member felt that Strensall Road should be added to the list of streets in the annual accident and prevention measures.

Officers confirmed that it would be added in this year.

Resolved: That the petition be noted and that the issue be considered as part of the annual accident and prevention measures across the city.

Reason: To respond to residents concerns in a practical manner whilst prioritising the resources available to the reduction of injury on the highway in the authority area.

69. Claremont Terrace Petition

The Executive Member considered a report which informed him of the receipt of a petition which requested the introduction of

waiting restrictions in the back lane to Claremont Terrace, off Gillygate.

The Executive Member considered all the comments made by the public speaker. He felt that there were further new options which could be explored, which could satisfy residents and deal with the problem.

Resolved: That;

- (i) The Claremont Terrace Access Only Traffic Regulation Order be rescinded.
- (ii) That the residents parking scheme be changed to a zone entry scheme with the same times and conditions as now.
- (iii) That a proposed additional parking space as put forward in the previous recommendation with a 30 minute maximum stay be advertised.
- (iv) That these changes be carried out as part of the next annual review of city wide traffic regulation orders expected to be brought forward in early summer.

Reason: To resolve the issue of vehicles obstructing the back lane without the need for yellow lines.

70. 2016/17 Speed Management Programme - Relocation of speed limits - Experimental Traffic Regulation Orders (TRO's)

The Executive Member considered a report which sought approval to implement experimental Traffic Regulation Orders (TROs) at up to four sites on the 2016/17 speed management programme.

The Executive Member considered all the comments made by the public speakers and all written representations received.

Common Road, Dunnington

The Executive Member felt that he could not ignore the strength of public feeling when making his decision and asked Officers to re-examine the recommendation. He noted that it was a temporary order and that time needed to be given to see whether the order was effective.

Officers commented that they could trial the speed limit change near the Sports Club, whilst retaining the existing VAS, and speed data could be monitored and reported back to the Executive Member. Additional signage would be provided at the Sports Club to highlight its location.

The Executive Member added that this option be trialled for six months and requested that Officers kept in contact with Parish Councillors and Ward Members.

Hopgrove Lane South

The Executive Member considered the comments made by Councillor Orrell under Public Participation.

Officers confirmed that there would be a package of road improvements included within the Monks Cross Plan.

Tadcaster Road

The Executive Member considered a written representation made by Peter Whitfield. In response to the representation, he felt that when traffic entered a built up area they were more likely to slow down.

Resolved: That;

(i) Implementation of experimental Traffic Regulation Orders (TROs) to relocate the start of the 30mph speed limit at the three proposed sites be approved:

- Hopgrove Lane South, Hopgrove
- Tadcaster Road, Copmanthorpe

Reason: To trial the proposal to relocate the speed limit with the aim of achieving improved compliance with the 30mph speed limit within the built up areas.

- (ii) Officers report back the results of the trials to a future meeting, with a recommendation on either making the TROs permanent or returning to the existing arrangements.

Reason: The experimental order is limited to a maximum of eighteen months, and a decision will be required on making each speed change permanent.

- (iii) That an experimental speed limit order is progressed at Common Road, Dunnington with the change between the 30 and 40 mph positioned close to the Vehicle Activated Sign.

Reason: To trial the proposal to relocate the speed limit with the aim of achieving improved compliance with the 30mph speed limit within the built-up areas.

- (iv) That additional signs are provided at the Sports Club to increase the visibility of the facility to drivers on Common Road.

Reason: To increase the visual impact of the Sports Club.

- (v) Changing the existing 30mph speed limit start point on Murton Way, Murton be re-considered when the results from the initial trial sites are known.

Reason: Consultation has shown there is currently no support for including Murton Way as one of the initial trial sites.

71. Increase in National Planning Fees

The Executive Member received a report which asked him to confirm to the Department of Communities and Local Government (CLG) that the Authority will invest the proposed increase in the National Planning Application Fee rates in the City of York, by 20% from July 2017 into the planning service.

Officers reported that fees had not increased since 2012 and were set at a national level of 20%. It was noted that all Local Authorities were increasing their Planning Application Fee rates. The increase in monies would allow for more investment in back

office functions, specialist services such as conservation and highways.

The Executive Member commented that York as a city had particular challenges with heritage in regards to planning applications and the timeframe for determination of applications. If further investment could help overcome this, some of the issues could be corrected at the beginning of the process.

Resolved: (i) That the CLG offer to the 20% increase in planning fees be accepted and it take effect in July 2017, with any additional income reinvested in the Development Management function.

(ii) The principles of reinvesting £128k into the planning service as set out in Paragraph 10 of the Officer's report be approved.

Reason: The increase in planning fees relates to the Council's corporate priorities by enhancing frontline services to help to ensure acceptable planning proposals are delivered on site more expediently.

Cllr I Gillies, Executive Member

[The meeting started at 2.00 pm and finished at 2.40 pm].

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Decision Session – Executive Member for Transport & Planning**11 May 2017**

Report of the Corporate Director of Economy and Place

**York Road, Strensall, Proposed Pedestrian Crossings
Summary**

1. This report seeks approval to install a series of pedestrian crossing points on York Road Strensall.

Recommendations

2. The Executive Member is asked to approve:
 - i. Installation of new pedestrian crossing points, and enhancement of existing crossings, along York Road in Strensall as shown on the plan in Annex A.
 - ii. Allocation of funding from the speed management and pedestrian crossing budgets to supplement the ward funding that is allocated for provision of pedestrian facilities.

Reason: to improve pedestrian access to public transport and local amenities and to reduce traffic speeds.

Background

3. For many years York Road, Strensall has been subject to complaints about speed of traffic and about a lack of safe crossing facilities. Local concerns about road safety are understandable but there are no recorded injury collisions on this route (three years to end April 2016).
4. Speeds on York Road are above 30mph due to the overall width of the highway corridor and the fairly straight road with good visibility and little, if any, on street parking. The wide verges highlight the lack of direct access from properties, the footways are remote from the carriageway

and with few crossing points drivers have the impression that it is safe to travel in excess of 30mph. Between the railway level crossing to the north and the roundabout at Ox Carr Lane at the southern end, in a length of approximately 830m there are four existing crossing points. These have dropped kerbs on both sides of the carriageway but are not close to the bus stops or the local shops (shown in green and lettered E on the plan at Annex A).

5. A speed management scheme was proposed last year to introduce cycle lanes along both sides of the road. This would have visually narrowed the road but was not well supported when consultation was undertaken locally. In the feedback residents highlighted the lack of crossing facilities as an issue.
6. A feasibility study to determine whether a pedestrian crossing should be provided near to the Barley Rise junction to improve access to the local shops was subsequently requested by the Ward Committee. Currently there is no suitable crossing point of any sort on York Road near to the shops on Barley Rise. The surveys indicated that pedestrians who did cross were mainly able bodied adults who crossed to the junction mouth of Barley Rise, thus avoiding crossing a grass verge or a long diversion to a more suitable crossing point.
7. The study concluded that a formal pedestrian crossing facility is not justified or appropriate at the proposed location. The numbers of pedestrians currently crossing, and the numbers of vehicles using this route, are too low to recommend a Zebra or Puffin crossing as a safe or appropriate option. A refuge would require considerable widening and there are currently insufficient numbers crossing here to justify this type of facility. Therefore the conclusion was that a simple crossing with dropped kerbs would provide a suitable improved facility. In addition improving crossing provision along the length of York Road with a number of crossing points will improve access to public transport and thus increase bus patronage. By improving pedestrian access to local facilities fewer short car journeys can be expected.
8. The speed management element of the proposals has been developed alongside the crossing feasibility and this has resulted in recommending a series of simple crossings, highlighted with bollards. This approach will influence driver perception of this area and should lead to a reduction in traffic speeds. Discussions with the local ward members has resulted in a commitment to contributing ward funding towards these proposals.

Proposals

9. A series of crossing points are proposed as shown on the plan at Annex A. To highlight the crossings and assist in the reduction in speeds the crossings will be highlighted with wooden bollards wherever there is space to accommodate these. Pedestrian activity adjacent to the carriageway highlighted in this way should reduce speeds. The latest speed surveys were borderline for engineering intervention and this proposal should help to reduce speeds to within the police enforcement category.
10. The highest priority locations are four crossings associated with the three bus stop locations and one north of the northern Barley Rise junction to improve access to local shops. The approximate cost of these five crossing points is £17000.
11. Second priority is two crossings towards the northern end to provide facilities at this end of the route, and to improve the speed reduction outcome. The approximate cost of these is £6000.
12. To achieve a consistent approach and improve the impact on speed it is also proposed to upgrade four existing crossing points and include bollards where there is space. The estimated cost of these upgrades is £4000.
13. Finally two further new crossings are proposed which link to existing footpaths that join York Road and these will further enhance speed reduction. The approximate cost of these is £6500. The total cost to install all the proposed crossings is estimated at £34000.

Consultation

14. Consultation was undertaken with: local residents (53 properties fronting York Road who were consulted on the speed management scheme proposed in 2016); selected external consultees including the emergency services, bus operators and Network Rail; the ward members and the parish council.
15. The responses received are as follows:

Residents

Two responses were received. One resident said that *'speed of the traffic I do find worrying and anything that can be done to reduce it I*

would very much appreciate'. The second felt that 'there is not enough pedestrian activity to warrant the extensive number of options being proposed' though 'a crossing at the Barley Rise junction closest to the local shops, would be most beneficial'.

Strensall with Towthorpe Parish Council

The response included the comment that the Parish Council is *'in favour of additional road crossing points to reduce the kerb height for disabled users of wheelchairs and parents with pushchairs'* but feel that the proposals do not address the need for a formal pedestrian facility, such as a Zebra crossing, or a pedestrian refuge. The response also made it clear that the Parish Council is very sceptical about the possible impact on traffic speed.

Cllr P Doughty

'I was disappointed that there was no recommendation for a dedicated crossing through ward funding near Barley Rise which had been asked for locally, however I do acknowledge the survey statistics in the report provided on numbers of people crossing.

I see benefits in the current proposals over doing nothing at all. The dropped kerbs and paths over verges in locality to bus stops should be an assistance to some older people, those with mobility issues and people with pushchairs for example. My view is that I would be supportive of some ward funding contribution towards the wider scheme if this is something welcomed widely.'

17. Network Rail

This response was concerned with the construction and any possible traffic control measures that would be close to the level crossing.

Options

18. The options are:

- i) To provide all of the proposed crossings with the funding to be allocated from the speed management and pedestrian crossing budgets, approximately £12000 from each, with input from ward funding (£10000) which is allocated on the basis of the whole scheme being delivered.
- ii) To install the proposed crossings in priority order (as described previously in sections 10 – 12) if sufficient funding is not allocated to cover all of the proposals.

- iii) To do nothing - but this would continue to discriminate against those unable to access public transport and local facilities due to mobility impairment.

Analysis

- 19. The provision of a number of simple dropped crossings will lead to all residents having improved access to public transport and local facilities. In particular those with mobility impairments - such as those with walking difficulties and with wheelchairs or prams – will be able to access these facilities without a long diversion to avoid having to cross grass verges and full height kerbs. The presence of these crossings, highlighted with bollards, should influence driver perception resulting in lower speeds.
- 20. The consultation feedback suggests that people are sceptical about the speed reduction element but positive about the provision of crossing facilities. Speed surveys will be repeated post implementation to determine whether there has been a successful reduction in traffic speeds.
- 21. Option 1 is recommended as there should be sufficient funding available to complete this scheme alongside other identified speed management and pedestrian crossing schemes. The ward funding has been allocated on the basis of delivering the whole proposal as a single scheme.

Council Plan

- 22. **A Council That Listens To Residents** - The speed management programme is determined through a partnership approach between North Yorkshire Police, North Yorkshire Fire and Rescue and the Council. This partnership responds to speed complaints from the public.
- 23. Previous consultation in 2016 on a different proposal resulted in requests for improved pedestrian crossing facilities. The local ward funding has resulted in the feasibility of a crossing, as requested by local residents, to be fully assessed.

Implications

- 24. **Financial** - If the recommendations are approved costs will be covered by contributions from the Speed Management and Pedestrian Crossing budgets in the Transport Capital Programme, plus a contribution from the Ward budget. The Speed Management and Pedestrian Crossing 17/18

budgets both have allocations of £50000 (plus 16/17 carryover), and will each contribute £12000. The Ward budget contribution is £10000 on the understanding that all of the crossing points are implemented as a single scheme.

- 25. **Equalities** Positive implications to reduce discrimination against those with mobility impairments by improving access to public transport and local facilities.
- 26. **Crime and Disorder** Positive impact as fewer drivers will be breaking the speed limit.
- 27. There are no **Legal, Human Resources, Information Technology** or **Property** implications.

Risk Management

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

Risk Category	Impact	Likelihood	Score
Organisation/ Reputation	Minor	Probable	10

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

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Chief Officer Responsible for the report:
Neil Ferris
Corporate Director, Economy & Place

Report Approved **Date** 28.04.17

Wards Affected: Strensall

All



For further information please contact the author of the report

Annexes

Annex A: Plan: Proposed Pedestrian Crossings

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Decision Session - Executive Member for Transport & Planning **11 May 2017**

Report of the Corporate Director of Economy & Place

Haxby Road (north of New Earswick) : Triple Speed Cushion Replacement Trials**Summary**

1. The purpose of this report is to seek approval to replace the existing triple speed-cushion arrangements at two sites on Haxby Road to the north of New Earswick. The replacement is proposed to be done on a trial basis. The results of the trial would then be brought back to the Executive Member for a decision as to whether the cushions should be replaced with a different layout and for approval to implement the chosen layout at the two sites.

Recommendations

2. The Executive Member is asked to approve the proposed trial laid out in Option 1 in order to identify whether there is a more appropriate layout to that which is currently in-situ at the two sites.

Reason: To enable officers to trial two different layouts which will be evaluated over a three-month period and a report brought back to a subsequent Decision Session detailing the results of the trial and for approval of the final replacement layout.

Background

3. There are currently two sets of triple speed-cushions located on Haxby Road immediately north of the Joseph Rowntree School (see Annex A for a diagram of the current layout). These two sets of speed cushions were installed at different times. The southern set were installed around 2011 as part of a resurfacing scheme to ensure better compliance with the Joseph Rowntree School Safety Zone 20mph speed limit. The northern set were installed more recently in 2015 as part of the Haxby to Clifton Moor Cycle Route when the school's 20mph zone was extended further north to encompass a new speed table crossing point.

4. Ordinarily when introducing traffic-calming on a road using speed cushions this is achieved by installing one cushion in each running lane. The section of Haxby Road under consideration is, however, too wide for a two cushion layout to be successful in slowing all traffic as there would either be a large gap between the two cushions in the centre of the carriageway, which a vehicle could drive through and not have to slow down, or a large gap down either edge of the carriageway where drivers could also avoid the cushions by driving partly in the cycle lanes.
5. In an attempt to tackle the issue of drivers being able to avoid the cushions and hence not being forced to slow down a decision was taken to instead use a three cushion layout with an understanding that drivers would be expected to cross briefly into the advisory cycle lanes whilst negotiating the cushions.
6. Since the installation of these two sets of speed-cushions council officers have received complaints from members of the public about the potential danger to cyclists from drivers veering into the advisory cycle lanes to negotiate the outer cushions. These complaints have included reports of near-misses between vehicles and cyclists. There are no recorded casualties at either set of cushions since they were installed.
7. Officers have also received complaints from residents living in the properties adjacent to both sets of cushions about vibration and, in one case, alleged damage to their property as a result of vehicles passing over the cushions.
8. In an attempt to tackle both the issues mentioned above officers are proposing to trial some alternative traffic calming layouts to determine whether there is a more appropriate solution available in these locations.
9. The first proposed layout (shown in Annex B) incorporates a ramp in each cycle lane, similar in profile to a standard speed table, and a standard-sized speed cushion in each vehicle lane. The second proposed layout (shown in Annex C) would again have a standard-sized speed cushion in each vehicle lane but would segregate the cycle lane from the vehicle lane through the use of a rubber divider strip which would incorporate short plastic bollards (wands). Examples of divider strips and wands in operation are shown in Annex D. In both of the above layouts it is proposed to convert a short section of the current advisory cycle lane to a mandatory cycle lane to further discourage any encroachment by drivers into the lane.

10. To avoid having to undertake multiple trials using different layouts officers are proposing to trial a different layout at each of the sites. The success (or not) of each layout would then be evaluated and the results brought back to a future decision session for approval to either replace the existing triple speed-cushion arrangements with a new type of layout or to reinstate the current layouts.
11. If, as a result of the proposed trial, an alternative layout can be identified which slows drivers down, reduces the potential for conflict between drivers and cyclists and reduces the vibration experienced by adjacent property-owners then it may be possible to introduce this at other sites across York where there are similar triple speed-cushion layouts, if deemed appropriate.

Consultation

12. If the trial is approved by the Executive Member it is proposed to undertake internal consultation with relevant Council officers, Ward Members and Party Spokespersons as part of the trial evaluation process. External consultation will also be undertaken with local residents, the school, the Parish Council and other statutory consultees.

Options

13. There are four options available to the Executive Member:
Option 1 : Undertake a 3-month trial replacement of the 3-cushion layouts with a different layout at each location.
Option 2 : Undertake two separate 3-month trials to replace the 3-cushion layouts using a different type of layout for each trial.
Option 3 : Retain the current 3-cushion layouts and investigate alternative methods to reduce vibration and reduce potential conflict between drivers and cyclists.
Option 4 : Do nothing

Analysis of Options

14. Option 1 : The main advantage of this option is that it enables two different layouts to be trialled simultaneously and reduces the period of time over which the trial takes place and the ultimate solution identified. The cost of the trial will also be less than for Option 2 as only one set of each layout needs to be funded initially. Evaluation of the effectiveness of each layout will be done using the same traffic volume and composition therefore enabling a direct comparison to be made. The advantage over Options 3 and 4 is that vehicles will be pushed further away from the adjacent properties and as a result vibration levels should be reduced. The disadvantage of this option is that drivers may

potentially behave differently when passing through two different layouts than they would if the two sites had the same layout.

15. Option 2 : The advantage of this option over Option 1 is that it should replicate how drivers would behave when passing through the new layouts at both sites. As per Option 1, the advantage over Options 3 and 4 is that vehicles will be pushed further away from the adjacent properties and as a result vibration levels should be reduced. The disadvantages compared to Option 1 are that the trial period would be twice as long and would delay a decision as to the ultimate solution by at least three months. The trial will cost more than Option 1 as two sets of each solution will need to be purchased. During the evaluation stage when comparing the two types of layout the traffic volumes and composition will be slightly different.
16. Option 3 : The advantage of this option over Options 1 and 2 is that it potentially doesn't involve a trial therefore may be quicker to implement if a solution can be identified. However it is considered unlikely that Officers will be able to identify a suitable, more cost effective solution, to tackle the vibration and conflict issues.
17. Option 4 : The main advantage of this option is that there is potentially no cost involved, however, this option would not resolve the concerns which have been raised about perceived conflicts between cyclists and vehicles or vibration in the area.

Council Plan

18. Considering this matter contributes to the following Council corporate priorities, as set out in the Council Plan 2015-19:

A prosperous city for all

- *Efficient and affordable transport links enable residents and businesses to access key services and opportunities* – cycling is one of the cheapest forms of travel, the reduced potential for conflict between drivers and cyclists will encourage cycling along this transport corridor and will help the school to achieve its' travel plan targets.
- *Environmental sustainability underpins everything we do* – cycling is one of the most sustainable forms of transport and has the potential to reduce emission levels along this transport corridor if people choose to switch from vehicles to cycles.
- *Visitors, businesses and residents are impressed with the quality of our city* – improvements to the cycle route network will benefit residents and may make a positive contribution to business

travel plans. Reduced vibration levels to adjacent properties will improve the residents' quality of life.

A focus on frontline services

- *All York's residents live and thrive in a city which allows them to contribute fully to their communities and neighbourhoods* – improvements to the cycle route facilities help reduce the severance effects caused by busy roads helping to link people up better to the destinations they wish to reach.
- *Everyone has access to opportunities regardless of their background* – cycling is a great leveller as it doesn't discriminate by sex or ethnic origin. Cycle lane improvements can only encourage more people from all backgrounds to cycle.
- *Every child has the opportunity to get the best possible start in life* – child cyclists are one of the most vulnerable groups of road users and improvements to the cycle lanes in the immediate vicinity of a secondary school should encourage more to cycle which will have added health benefits.
- *Residents are encouraged and supported to live healthily* – cycling is good for residents' health therefore anything which encourages more people to cycle more often can only be a positive.
- *Residents are protected from harm, with a low risk of crime* – the proposed option reduces the potential for conflict between drivers and cyclists.

A council that listens to residents

- *Focus on cost and efficiency to make the right decisions in a challenging financial environment* – measures to reduce the vibration associated with the current traffic-calming should reduce the potential for future third party insurance claims from owners of adjacent properties.
- *Celebrate and champion the diversity of our population and encourage everyone to play an active role in the city* – Cycling is an activity that the majority of residents can enjoy, improving cycling facilities has the potential to encourage more people to get active.

Implications

19. **Financial** : The costs associated with the proposed trial and any subsequent replacement infrastructure can be accommodated from the 2017/18 Transport Capital Programme.
20. **Equalities** : The reduction of the potential for conflict between drivers and cyclists should help to encourage more people to cycle.

21. There are no Human Resources, Legal, Information Technology, Crime and Disorder, Property or Other implications.

Risk Management

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

Contact Details

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Chief Officer Responsible for the report:

Neil Ferris
Corporate Director, Economy & Place

Report Approved **Date** 02.05.17

Wards Affected: Huntington and New Earswick **All**

For further information please contact the author of the report

Background Papers: None

Annexes:

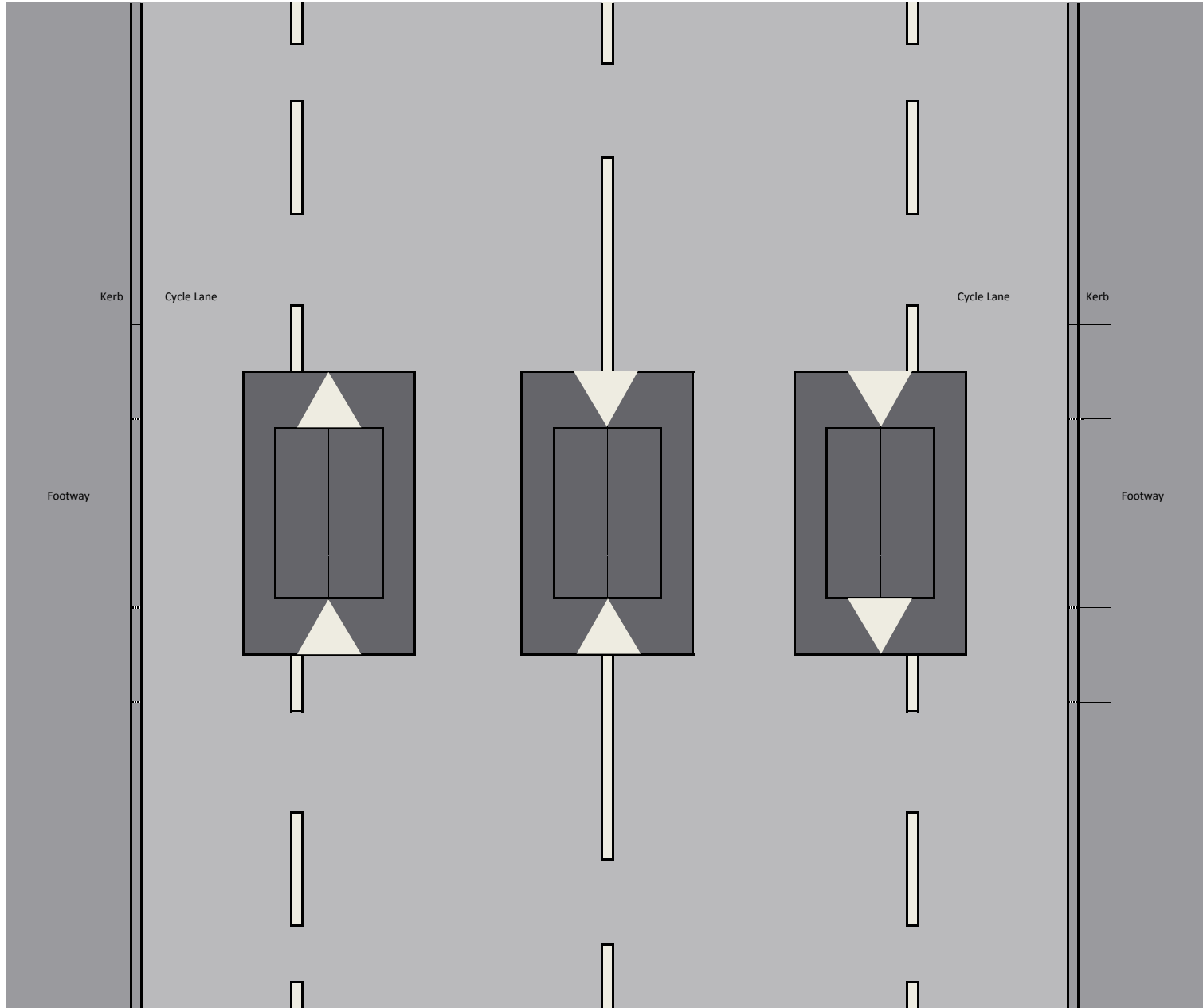
Annex A – Current triple speed-cushion layout

Annex B – Proposed trial layout using two speed-cushions and ramps within the cycle lanes

Annex C – Proposed trial layout using two speed-cushions and divider strips between the vehicle and cycle lanes

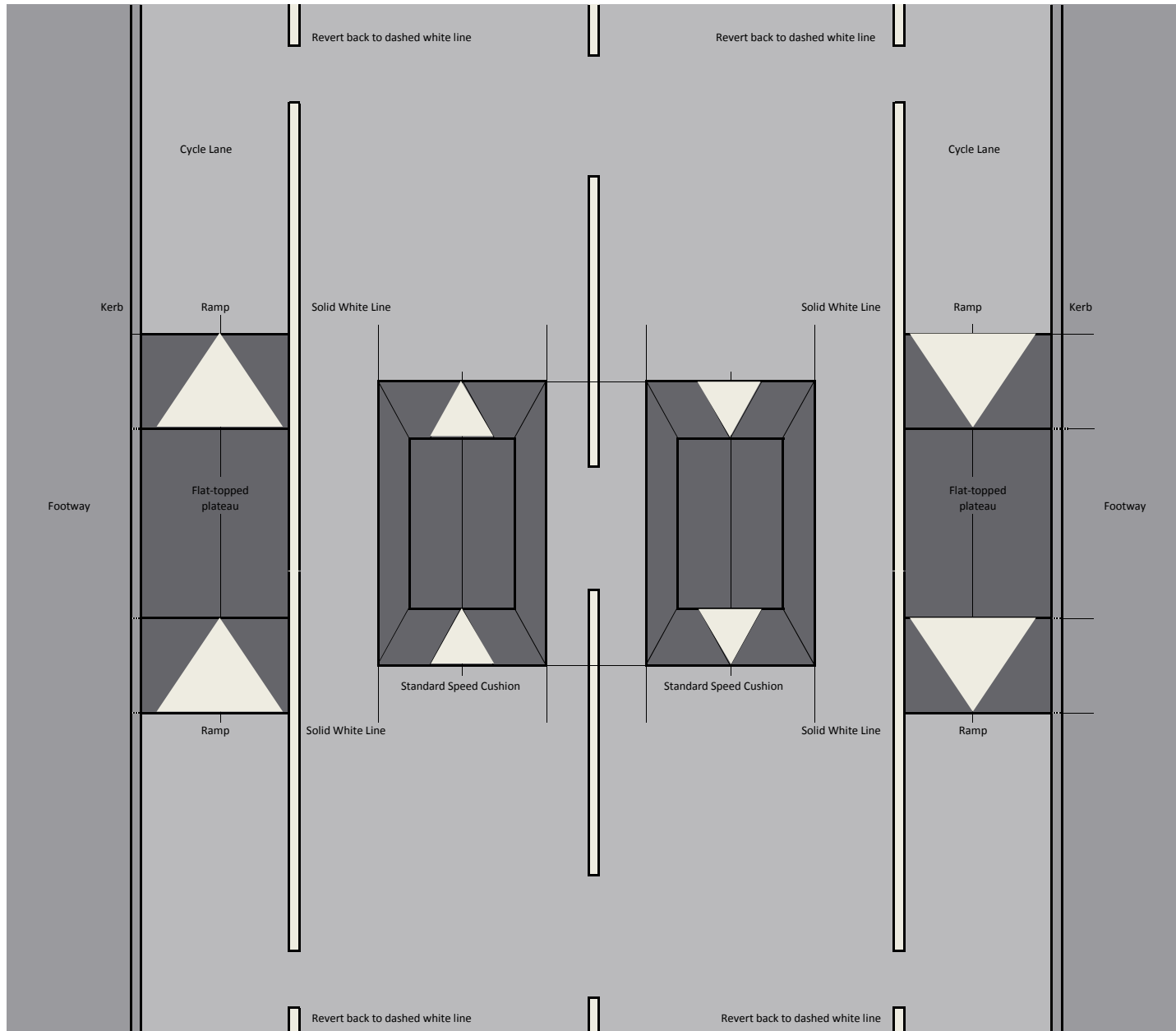
Annex D – Example of divider strip/wand layout

ANNEX A - CURRENT TRIPLE SPEED-CUSHION LAYOUT



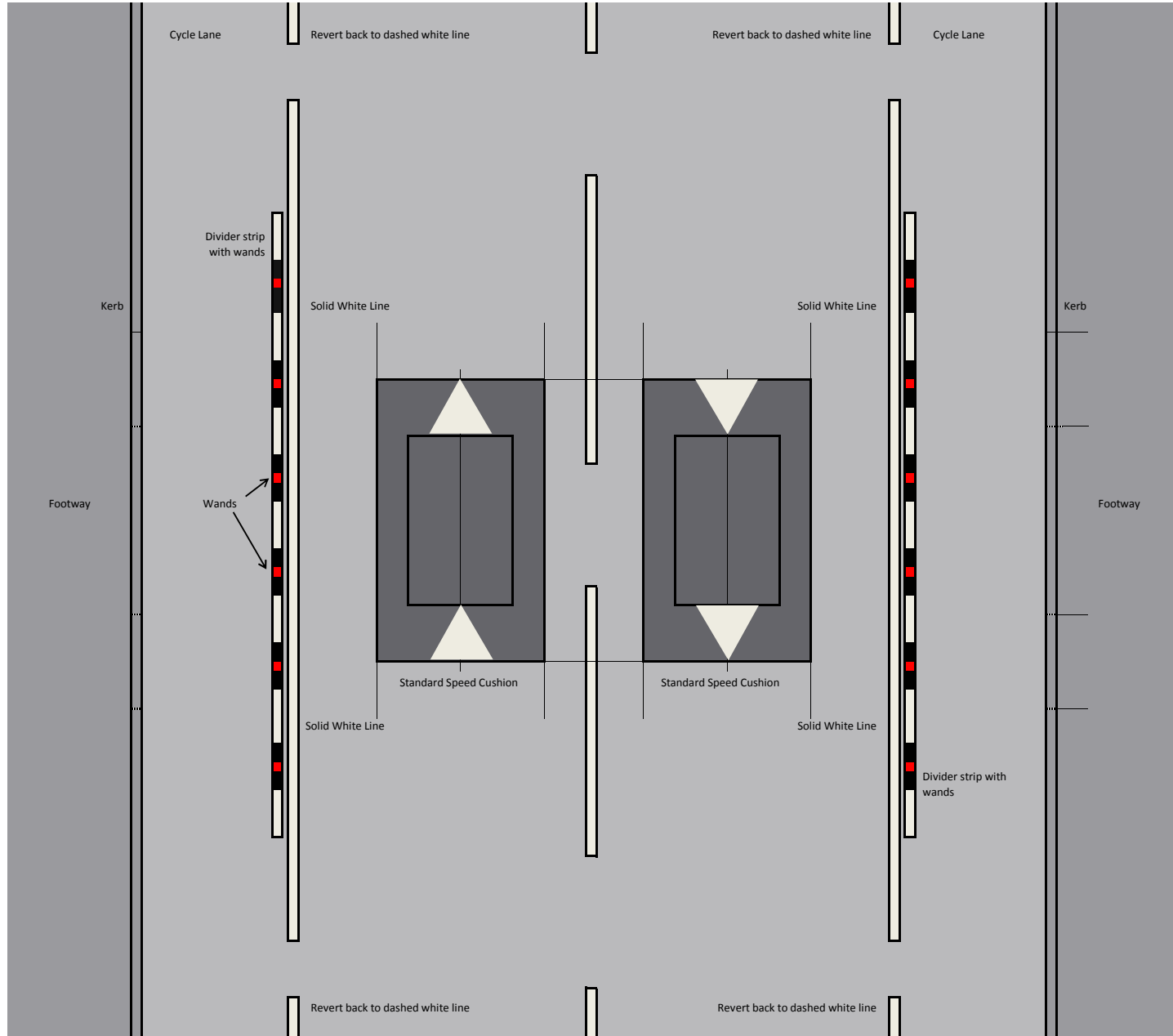
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ANNEX B - PROPOSED TRIAL LAYOUT USING TWO SPEED-CUSHIONS AND RAMPS WITHIN THE CYCLE LANES



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ANNEX C - PROPOSED TRIAL LAYOUT USING TWO SPEED-CUSHIONS AND DIVIDER STRIPS / WANDS



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EXAMPLES OF DIVIDER STRIPS AND WANDS / BOLLARDS IN USE ELSEWHERE IN THE UK TO SEGREGATE CYCLE AND VEHICLE LANES



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Executive Member Decision Session: Transport and Planning 11 May 2017

Written Comments Annex

Agenda item	Received from	Comments
4. York Road Strensall – Proposed Pedestrian Crossings	Mr Fisher – Chairman of Strensall with Towthorpe Parish Council	See Letter Attached

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Strensall with Towthorpe Parish Council

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

Tel: 01904 491569

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Chairman: Cllr A H Fisher

18th April 2017

Fao: Catherine Higgins
City of York Council
Hazel Court
York YO10 3DS

Dear Ms Higgins

Proposed safe crossing in York Road, Strensall

Thank you for your input into the PC meeting of 4th April and for clarifying why you arrived at the proposals you had put forward. Please allow the Parish Council the opportunity to examine your comments, consider and respond with our own clarifications where doubt may exist and question the analysis that you have performed.

1) The Parish Council appreciate that the data you collected on vehicle numbers is comparable with our own survey; however your suggestion that "to determine through traffic we would need to collect number plate data and interview drivers" is clearly impossible and an unworkable suggestion without causing major disruption to traffic flows at peak times. Therefore the sensible approach that the PC took in the collection of data was to monitor traffic flows entering/leaving Strensall via Sheriff Hutton bridge at peak times and also those entering/leaving Strensall via the 'Six Bells PH roundabout' at these times also. These vast numbers of vehicles are not coming to our village between 07.00hrs - 09.00hrs and 17.00hrs and 19.00hrs to visit the sparse number of local shops or the health centre as you suggest, otherwise the village would be gridlocked within a matter of minutes. Therefore it is safe to conclude that our assumptions in respect of through traffic numbers are correct.

2) With regard to the numbers of pedestrian casualties that you have quoted, at what point does the degree of severity of injuries change between slight and serious if the person concerned has been hit by a road vehicle whilst crossing a road? To question such a comparison is immoral as all those receiving slight injuries could easily have become fatalities with a minute change in circumstances. Your figures also show that 21% of pedestrian casualties were on or within 50m of a crossing when they were struck, compared with double this number 40% who were crossing elsewhere. These figures in themselves could be interpreted that a pedestrian is twice as likely to be struck by a vehicle when not on / near a crossing, adding weight to our justification for

a suitable type of crossing, such as a 'Zebra on a raised hump'. However given the fact that of the 40% of those hit elsewhere, which includes the whole highway network, could be interpreted as those hit on a crossing 14%, were crossing at a designated point, therefore the number crossing at these points would be far greater than crossing elsewhere. You can use these figures to put forward whatever case you wish. The fact is that drivers are aware of the existence of a Zebra Crossing and a humped crossing will slow them down to be prepared for the presence of pedestrians, whereas a dropped kerb only makes crossing a road easier and not safer for those in wheelchairs or with pushchairs or prams, who are amongst the most vulnerable within our society.

3) With regards to individual risk, you cannot justify the suggestion that "it would be more likely to become a pedestrian casualty elsewhere rather than in Strensall", as this would depend upon the time spent in various other locations compared with Strensall and the number of times an individual crossed a road elsewhere. If, as you suggested earlier, we have large quantities of vehicles entering our village to visit our sparse number of shops and the Health Centre, then the individual risk will increase to take account of these visitors.

4) The actual measured width of York Road adjacent to the 'northerly' junction of Barley Rise is as you say 7.4metres, although the width of York Road does vary along its length. However you have said that the average time to cross the road at this point was under 5 seconds (4.9 seconds to be precise). Based upon actual crossing times from kerb to kerb the timed results were:- 5 seconds at fast jogging pace, 9 seconds at normal walking pace and 14 seconds at a slow pace. To achieve your measured average, then some of those crossing must have been running to avoid being hit by oncoming vehicles. This mistake in your analysis undermines the credibility of your whole report and recommendations. What should also be considered is the perceived safety margin that a pedestrian would allow to cross the road in front of an oncoming vehicle. For a fit and healthy person this would be 10 seconds absolute minimum (oncoming vehicle travelling at 30mph = 134m clearance = 5 seconds), with a comfortable minimum of 15 seconds (oncoming vehicle travelling at 30mph = 200m clearance = 7.5 seconds). However if the person were elderly or infirm and allowed the 200m / 7.5 second rule and if the oncoming vehicle was travelling in excess of the legal minimum (as you have admitted many vehicles do in your report), then if the vehicle did not brake they would hit the person crossing.

5) Pedestrian Crossing Analysis Report.

a: The report indicates 1 vehicle every 4.6 seconds at peak time, therefore it would be almost impossible even for an able bodied pedestrian to cross York Road during this peak time given the time taken to cross the road and the perceived safety margin a pedestrian needs to cross in front of an oncoming vehicle, without any safe means of interrupting the traffic flow such as a raised Zebra crossing.

- b: The reason more people cross the road between 15.00 and 16.00hrs is to collect their children from Robert Wilkinson Primary Academy. However a greater number of parents use their cars to collect children because of the hazard associated with crossing roads in the village.
- c: The criteria that you have used to determine whether a crossing should be installed or not, to become a viable proposition, would need a significant increase in either pedestrians or traffic flow to be justified on these grounds, therefore the application of such numeric criteria is not appropriate for a village such as ours and should not be applied. Instead common sense should prevail.

Finally the Parish Council requests that these comments be tabled and fully considered at the CYCC decision session on the 11th May at which a member of our Parish Council will attend. The fact that you may be on holiday when we have met and drawn up the aforementioned points should in no way impact upon the concerns and recommendations being included in the report being considered.

Yours Sincerely

A H Fisher

CHAIRMAN

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