

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

**To:** Councillor Gillies (Executive Member)

**Date:** Thursday, 17 August 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 **4:00pm** on **Monday 21 August 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 Customer & Corporate Services Scrutiny Management Committee.

Written representations in respect of items on this agenda should be submitted to Democratic Services by **5.00pm** on **Tuesday 15 August 2017**.

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

**2. Minutes (Pages 1 - 30)**

(Pages 1 - 30)

To approve and sign the minutes of the meetings held on 22 June 2017 and 13 July 2017.

### **3. Public Participation**

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 **5:00pm on Wednesday 16 August 2017**.

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

### **4. A19 Pinch Point Scheme Phase 2 - Crockey Hill (Pages 31 - 62)**

This report presents a design proposal for the second phase of the Pinch Point Scheme concerning the A19 south transport corridor and asks for approval from the Executive Member to implement the proposed engineering works situated at the junction of the A19 and Wheldrake Lane, at Crockey Hill.

### **5. Urgent Business**

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

Democracy Officer:

Name: Laura Clark

Contact Details:

- Telephone – (01904) 554538
- E-mail – [Laura.Clark@york.gov.uk](mailto:Laura.Clark@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

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City of York Council

Committee Minutes

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Meeting	Decision Session - Executive Member for Transport and Planning
Date	22 June 2017
Present	Councillor Gillies (Executive Member)
In Attendance	Councillors Cannon, Craghill, D'Agorne, Looker and Mason

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## 1. Declarations of Interest

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

Councillor Gillies declared a personal non prejudicial interest in agenda item 7 (Fossgate Traffic Management Consultation) as a Member of the Merchant Adventurers Guild. He confirmed that he had not been involved in any consultation which had taken place.

Councillor Cannon declared a personal non prejudicial interest, having registered to speak as Ward Councillor with regard to agenda item 8 (Consideration of the results of the consultation process reference Residents' Priority Parking in Holgate Central), as a resident of the local area.

Councillor D'Agorne declared a personal non prejudicial interest having registered to speak as Ward Councillor with regard to agenda item 10 (Danesmead Estate Residents' Parking Petitions) as a resident of Broadway West which was on the fringe of the area in question.

## 2. Minutes

Resolved: That the minutes of the last decision session held on 11 May 2017 be approved as a correct record and then signed by the Executive Member.

### **3. Public Participation - Decision Session**

It was reported that there had been a number of registrations to speak at the meeting under the Council's Public Participation Scheme. The Executive Member advised that he would take registered speakers during consideration of each agenda item rather than at this point in the meeting for purposes of clarity.

### **4. Traffic Signal Asset Renewal (TSAR) - Junction Alterations**

The Executive Member considered a report which proposed alterations to the Tadcaster Road/St Helens Road, Heworth Road/Melrosegate and Rougier Street/Tanner Row junctions to allow replacement of life-expired signalling assets.

He considered a written representation which had been received from Dringhouses and Woodthorpe Ward Councillors in relation to the Tadcaster Road/St Helens Road junction which stated that residents and councillors were supportive of the proposals. It put forward the following points: removing the island on the southern arm would remove the need to replace damaged railings at regular interval; adding a crossing on the northern arm would be most helpful for pedestrians; and that residents would welcome further consultation on the exact location of the control box in relation to potential noise from beepers.

The Executive Member considered the following options detailed in the report:

#### Tadcaster Road/St Helens Road

Option 1 – to approve the recommended design for these junctions

Option 2 – not to approve the proposed junction design

#### Heworth Road/Melrosegate

Option 1 – to approve the recommended design for these junctions

Option 2 – not to approve the proposed junction design

#### Rougier Street/Tanner Row

Option 1 – to approve design option A junction design

Option 2 – to approve design option B junction design

Option 3 – not to approve either proposed junction design

The Executive Member accepted the reasoning behind recommended option A for the Rougier Street/Tanner Row junction which included a change in road alignment and the introduction of a 'no left turn' out of Tanner Row.

Resolved:

i) That the proposed design for Tadcaster Road/St Helens Road junction be approved.

Reason: The recommended design offers the best solution to allow replacement of the asset in line with current design standards, whilst improving pedestrian facilities without significantly impacting vehicular traffic. It includes a minor improvement to safety.

ii) That the proposed design for Heworth Road/Melrosegate junction be approved.

Reason: The recommended design offers the best solution to allow replacement of the asset in line with current design standards, whilst minimising the impact on pedestrians and vehicular traffic. It includes a minor improvement to safety.

iii) That Design Option A be approved for Rougier Street/Tanner Row junction.

Reason: Design Option A offers the best solution to allow replacement of the asset in line with current design standards, whilst minimising the impact on pedestrians, vehicular traffic and air quality. It includes a minor improvement to safety.

## **5. Thanet Road Local Safety Scheme**

The Executive Member considered a report which sought approval of a scheme to extend an existing 20mph zone on Gale Lane to include a section of Thanet Road past the Lidl supermarket to just beyond St James Place.

He took into account written representations which had been received from Dringhouses and Woodthorpe Ward Councillors, Councillor Andrew Waller and local resident Mr Steve Galloway.

Dringhouses and Woodthorpe Ward Councillors expressed general support for the revised scheme stating that they were

pleased to see that proposals to fill in the south bound bus lay-by had been removed as this would have reduced visibility for cyclists crossing from Kingsway West and would have caused tailbacks across the roundabout if traffic had to wait behind a bus. They expressed the view that filling in the northbound lay-by at the present time would be premature as buses stopping on the carriageway would also reduce visibility for those using the crossing and if buses were waiting at both bus stops, traffic would be halted in both directions. They confirmed that their preference would be to retain both lay-bys and for the situation to be monitored.

Councillor Waller's submission stated that he was glad that officers had recognised the problems that cyclists would face coming from Kingsway West if the southbound layby was removed and noted that issues relating to traffic exiting Acorn Ruby Club would occur if the northbound lay-by was removed. He stated that there were already issues with cable boxes obscuring cars coming from the Chaloners Road junction on Thanet Road which would be complicated further by buses stopping on the highway.

Mr Galloway's submission presented the view that the proposed changes represented an "over engineered" solution to what he felt was a poorly defined problem and questioned whether traffic speed was in fact a principle cause of reported accidents as current traffic speed figures were not included in report, noting that three junctions, roundabouts and pedestrian crossings along Thanet Road, along with congestion, tended to reduce speeds. He expressed concerns that the proposals had only been advertised by lamppost notices and had not been accessible on the council's website, nor circulated to local residents' associations. He reiterated points already made with regard to the infilling of the bus laybys and suggested that a solution to accidents caused by pedestrians randomly crossing road would be to provide guard rails with intention of directing pedestrians to safest crossing point and a lower speed limit of 20mph may be appropriate where there was a particular accident risk such as by the Lidl store.

Mrs Sue Galloway addressed the Executive Member, under the public participation scheme, on behalf of the Foxwood Residents' Association in relation to the proposals. She urged the Executive Member not to agree to filling in the layby, advised that she would prefer no speed bumps but noting that a



20mph limit would be acceptable. She asked that barriers be considered first, then a 20mph speed limit as well as looking at sight lines. She expressed dismay that the advertisement notices had only been attached to lampposts as drivers would not have stopped to read these, and that residents associations had not been consulted on the proposals.

The Executive Member considered three options as detailed in the report:

- Option 1, to approve the proposed scheme as shown in Annex C of the report for implementation
- Option 2, as option 1, but with revisions as the Executive Member deems appropriate
- Option 3, to do nothing, and reallocate the funding to another local safety scheme.

In response to the comments submitted regarding the need to fill in the layby, officers noted that there was only a fairly remote chance of vehicle drivers using the layby to bypass the speed cushions, and recommended that the speed cushions be aligned slightly and the layby left open and speed monitoring be undertaken. Officers circulated an amended plan (TP/150019/THRD/GA/01C) showing the option without layby filling.

Officers responded to the issues and suggestions raised in the written representations and by the public speaker. They confirmed that consultation had involved a large number of bodies but acknowledged that residents associations had not been included and gave assurances that they would be consulted in future. The Executive Member requested that sight lines be looked at before implementation of the scheme.

Resolved: That the proposed scheme, shown in Annex C of the report, be approved for implementation **with the following amendment:**

- The bus lay-by will not be in-filled, but a slight change will be made to the positioning of the speed cushions plus some hatch road markings added (as shown on drawing TP/150019/THRD/GA/01C)

- Visibility from side accesses will be reviewed prior to implementation.
- Post-implementation monitoring will take place to assess the effectiveness of the scheme.

Reason: To address a road safety concern identified on Thanet Road.

**6. Consideration of results from the consultations in various areas following petitions received requesting Residents' Priority Parking**

The Executive Member considered a report which provided the consultation results for the possible introduction of residents parking in South Bank Avenue; St Aubyn's Place; Beresford Terrace area; and St Peter's Quarter, Martins Court and Carleton Street. Consultation had been undertaken in all four areas between February and April 2017 to determine what action was appropriate.

Six people had registered to speak under public participation with regard to the results of the consultation.

Laura Kent spoke in support of the introduction of residents parking in response to parking issues in South Bank. As a resident of Bishopthorpe Road, she requested that house numbers 151 and 153 be included as she lived in a row of 3 houses and 149 had been included in the consultation but 151 and 153 had not.

Mike Bainbridge also spoke as a resident of Bishopthorpe Road in relation to residents parking. He expressed his support for the introduction of residents parking giving examples of abuse of on street parking which had occurred to date.

Mrs Walker spoke in objection to the proposed changes on St Aubyn's Place. As an elderly resident, she expressed concerns that, if a residents parking scheme was introduced, she would have to pay for people to be able to park to come and visit and provide her with help.

Peter O'Reilly spoke in support of the proposals for St Martin's Court, St Peter's Quarter. He stated that there had been several near accidents as a result of children playing out and although there were currently signs stating it was residents parking only,

cars were frequently observed being left there by those working in the city centre.

Peter Emsley spoke in relation to Phoenix Boulevard in St Peter's Quarter. He stated that there continued to be a safety issue and asked that this be kept under review and requested that speed restriction signs be considered.

Councillor Mary Cannon spoke as Holgate Ward Councillor. She expressed her support for residents' approach to the introduction of residents parking. She thanked officers for their hard work in relation to the proposals and gave her support for the implementation of 24 hour restrictions.

The Executive Member considered options as follows for each of the four areas:

#### South Bank Avenue

- Option 1, to advertise an amendment to the Traffic Regulation Order to extend the existing R57 residents priority parking scheme to include No's 1 – 108 South Bank Avenue, 64 Nunthorpe Grove and 147 – 153 Bishopthorpe Road, to create a new larger zone boundary as per plan in Annex A1(A) in addition convert the whole zone to Community – R57C, this enables businesses to purchase permits for the zone.
- Option 2, to advertise an amendment to the Traffic Regulation Order to extend the existing R57 residents priority parking scheme to include consulted properties up to Trafalgar Street only, the section of street that the petition represented. In addition convert the zone to Community – R57C, this enables included businesses to purchase permits for the zone.
- Option 3, to advertise an amendment to the Traffic Regulation Order to include a new Community Residents Priority Parking Scheme for South bank Avenue only.
- Option 4, to take no further action at this time

### St Aubyn's Place

- Option 1, to advertise an amendment to the Traffic Regulation Order to include a Residents' Priority Parking Area for St Aubyn's Place to operate between 9am and 5pm, 7 days a week.
- Option 2, to take no further action at this time.

### Beresford Terrace Area

- Option 1, to advertise an amendment to the Traffic Regulation Order to extend the existing R58C residents parking zone to include the whole consultation area. This would create one large zone as per plan in Annex C1(A).
- Option 2, to advertise an amendment to the Traffic Regulation Order to include a new Residents Parking Zone which would include the consulted area, south of Butcher Terrace, only.
- Option 3, to advertise an amendment to the Traffic regulation Order to include a Residents Priority Parking zone, either separate zone or an extension to R58C, which would exclude Butcher Terrace and Finsbury Street leaving both streets unrestricted.
- Option 4, to take no further action at this time

### Phoenix Boulevard

- Option 1, to advertise an amendment to the Traffic Regulation Order to include a Residents Priority Parking Area for the St Peter's Quarter development only.

Martins Court and Carleton Street; No further action at this time. If residents of these streets raise a petition requesting resident parking within 12 months of any implementation of a scheme on St Peter's Quarter we request authorisation to undertake additional consultation at that time with a view to adding them to the same scheme.

Advertise a proposal to include No Waiting at any Time restrictions (double yellow lines) at the entrance to the development and in the fountain turning area as shown on the plan at Annex D4.

- Option 2, to advertise an amendment to the Traffic Regulation Order for the full consultation area including Martins Court and Carlisle Street to include the waiting restrictions as detailed in Annex D4
- Option 3 - No further action at this time

Officers clarified that this was the first stage of consultation to obtain a broad view of what residents wanted and noted that there was a high level of support in most areas. In relation to the Phoenix Boulevard Scheme, the Executive Member noted that this would include only the St Peter's Quarter development at the current time and not Martin's Court and Carleton Street. Officers agreed that the time allowed for residents in Martins Court and Carleton Street to raise a petition requesting residents parking themselves should be extended from 12 to 18 months of any implementation of a scheme on St Peter's Quarter to ensure consistency.

The Executive Member noted the contents of the report and confirmed that the views and objections expressed by public speakers would be taken into account. He acknowledged the request to include house numbers 151 and 153 Bishopthorpe Road in the proposed scheme. He confirmed his agreement to move to the next stage of the process which would allow detail on the traffic regulation orders to be agreed.

Resolved:

That an amendment to the York Parking, Stopping and Waiting Traffic Regulation Order, to introduce Residents' Priority Parking Areas for the following, be advertised for the following areas:

**South Bank Avenue** – Option 1 be agreed, to advertise an amendment to the Traffic Regulation Order to extend the existing R57 residents priority parking scheme to include No's 1 – 108 South Bank Avenue, 64 Nunthorpe Grove and **147 – 153 Bishopthorpe Road**, to create a new larger zone boundary as per plan in Annex A1(A), in addition convert the whole zone to Community – R57C, this enables businesses to purchase permits for the zone.

Reason: This reflects the majority view of all residents consulted as a whole and removes the likelihood of problems relocating further up South Bank Avenue.

**St Aubyn's Place** – Option 1 be agreed, to advertise an amendment to the Traffic Regulation Order to include a Residents' Priority Parking Area for St Aubyn's Place to operate between 9am and 5pm, 7 days a week.

Reason: This reflects the majority opinion.

**Beresford Terrace area** – Option 1 be agreed, to advertise an amendment to the Traffic Regulation Order to extend the existing R58C residents parking zone to include the whole consultation area. This would create one large zone as per plan in Annex C1(A).

Reason: This reflects the majority view of all residents consulted as a whole. By introducing one large zone this increases the on street parking available to residents.

**St Peter's Quarter, Martins Court and Carleton Street** – Option 1 be agreed, to advertise an amendment to the Traffic Regulation Order to include a Residents Priority Parking Area for the St Peter's Quarter development only.

Martins Court and Carleton Street; No further action at this time. If residents of these streets raise a petition requesting resident parking **within 18 months of any implementation** of a scheme on St Peter's Quarter we request authorisation to undertake additional consultation at that time with a view to adding them to the same scheme.

Advertise a proposal to include No Waiting at any Time restrictions (double yellow lines) at the entrance to the development and in the fountain turning area as shown on the plan at Annex D4.

Reason: This reflects the majority view of residents from the streets consulted.

## **7. Fossgate Traffic Management Consultation**

The Executive Member considered a report which detailed the outcome of consultation carried out with residents and businesses in and off Fossgate in relation to potential traffic management changes including making the street a pedestrian zone, reversing the one way traffic flow and re-allocating road space for street cafes.

The Executive Member considered two written representations which had been received from Councillor Andrew Waller and Mr Paul Hepworth on behalf of Cycling UK.

Councillor Waller's written statement expressed concern that the reversal of traffic flow without an improvement to the safety of turning right from Coppergate into Piccadilly would lead to safety issues for cyclists. It stressed the importance of having a comprehensive cycling and pedestrian strategy for the city in order that a holistic approach could be considered whenever traffic flows on individual roads were being considered.

Mr Hepworth's written statement welcomed the proposal to retain daytime access for cyclists in Fossgate and advised that the proposals would provide a useful test bed for the current DfT guidance on sharing space in Vehicle Restricted Areas and suggested looking at the streetscape design included in guidance. He advised caution in regard to the need to be realistic and accept that some cyclists may continue to misuse Fossgate by riding the wrong way along it. He asked that the extent to which this occurred should be monitored during the trial, with a view to considering legalising two way cycling in the future, both in Fossgate and Merchantgate.

Two people had registered to speak under the public participation scheme.

Mr John Pybus addressed the meeting on behalf of the Fossgate Association and as landlord of the Blue Bell pub in support of the proposals. He advised the Executive Member that the Fossgate Association had organised festivals in the street which had helped the street to become a better place and increased footfall had helped retailers. He felt that proposals would enable Fossgate to become a more vibrant and pedestrian friendly place to be but expressed some concerns about how the new rules would be enforced.

Councillor Denise Craghill spoke as Ward Councillor. She expressed her support for the proposals and felt that the recommended options represented a good balance of the consultation responses and that an experimental period would allow any concerns arising to be responded to. With regard to enforcement, she asked for assurances that the council would work with the police from an early stage. With reference to capital investment being announced, she questioned how it was

intended to take forward the physical improvements needed (consultation and timescales) and how this would link with traffic management.

The Executive Member considered the following options:

A pedestrian zone except for access and pedal cycles, plus reversal of the one way traffic flow.

- Option 1, take no further action.
- Option 2, to approve taking forward a permanent TRO to create a pedestrian zone except for access and pedal cycles.
- Option 3, to approve taking forward a permanent TRO as option 2 but also include the reversal of the one way traffic flow.
- Option 4, to approve taking forward an Experimental TRO for up to 18 months to create a pedestrian zone except for access and pedal cycles and to reverse the direction of the one way traffic flow.

Highway cafes

- Option 5, take no action.
- Option 6, progress formal Planning Applications for individual premises.
- Option 7, if the Experimental TRO is approved, give delegated authority to officers to determine where street cafes can be positioned between the hours of 11am and 5pm in the area identified in Annex F and as indicated in the example in Annex G. These cafes would be licensed obstructions for the duration of the experiment.

In response to the questions raised by Councillor Craghill, officers confirmed that the hope was to make improvements to the street as soon as possible and confirmed that after 6 months of the experimental period of the scheme, consultation could begin on the physical changes to the street.

The Executive Member acknowledged that Fossgate was narrower at the Pavement end of the street and suggested that



a no loading restriction be implemented at the top end in order to prevent parking at any time in this area. It was agreed that delegated authority be given to officers to advertise a proposal to amend the York Parking Stopping and Waiting Traffic Order 2014 to include a no loading restriction for 10-15 metres at the Pavement end of Fossgate.

Resolved:

- (i) That Option 4 be approved, to take forward an Experimental traffic regulation order for up to 18 months to create a pedestrian zone except for access and pedal cycles 8am to 6pm, 7 days a week and to reverse the direction of the one way traffic flow.

Reason: Because there is a good level of support indicated from the consultation and an Experimental scheme enables the council to respond rapidly to any unexpected issues that might arise during the experiment period; and

- (ii) That Option 7 be approved, to give delegated authority to officers to determine where street cafes can be positioned between the hours of 11am and 5pm.

Reason: To further enhances the pedestrian priority in the street and provide good flexibility within the experimental period.

- (iii) That delegated authority be given to officers advertise a proposal to amend the York Parking Stopping and Waiting Traffic Order 2014 to include a no loading restriction for 10-15 metres at the Pavement end of Fossgate.

Reason: To prevent obstructive parking close to the junction area.

## **8. Consideration of the results of the consultation process reference Residents' Priority Parking in Holgate Central**

The Executive Member considered a report which provided details of the consultation results for Holgate Central undertaken in February 2017 and sought to determine what action was appropriate.

The Executive Member considered written representations from Councillor Sonja Crisp and Richard Knowles, Headteacher of St Paul's C of E Primary School.

Councillor Sonja Crisp's written representation expressed concerns regarding the issue of altering the current practice regarding eligibility for ResPark permits to include teachers and employees of schools such as St Paul's Primary. While acknowledging sympathy for them, she noted the difficulties faced by residents in finding parking in streets near their own homes in this area. She expressed concerns that providing permits to as many as 25 school staff would push residents over into neighbouring streets which had no ResPark (despite having paid for ResPark themselves) and therefore causing problems elsewhere. She requested that if the decision was taken to allow school staff passes, that these be restricted to working hours so that staff were not able to leave their cars there during evenings and weekends when parking spaces should be available for residents.

Richard Knowles, Headteacher of St Paul's, advised that the school would support option 1, allowing the school to purchase a number of commercial permits which would allow the school's staff and visitors to be able to park vehicles in the vicinity of the school. However he expressed concern that the proposed cost for a commercial permit, which was higher than what they had been led to believe, was excessive for St Paul's to bear and asked that this be reviewed in light of their unique situation. On the understanding that these permits were not for a particular vehicle registration but for use by any staff member or visitor needing to park in the vicinity of the school, he advised that the school would require up to 20 transferable commercial permits.

Six people addressed the meeting under public participation with regard to the consultation process:

Philip Hunter spoke on behalf of St Paul's Church with regard to the effect the proposals would have on the church, located off St Paul's Terrace. He advised the Executive Member that the area suffered from commuter parking by those who travelled from the rail station or who worked in town. He advised that there were only 3-4 spaces available for church users who were encouraged to car share or walk to the church. He expressed a

preference for the restrictions to be time limited to allow those attending church services to park on street when needed.

Jenny Hartland, a resident of St Paul's Terrace, spoke in support of the proposals. She advised that the streets were now used as a free car park for those using the city centre, rail station and those visiting the National Railway Museum with some using the streets for long term parking for up to a week at a time. She also noted an increase in the regularity of parcel deliveries which had led to a constant stream of delivery vehicles. She expressed sympathy with St Pauls Primary School and expressed a preference for a 24hrs/7 days per week restriction.

Malcolm Senne, spoke on behalf of York Spiritual Centre on Wilton Rise. He expressed a preference for a less restrictive scheme which would prevent city centre workers parking there (suggesting that 4am to 12 noon restriction would be sufficient to deter them) but which would allow residents to benefit from flexibility for themselves, their visitors and tradesmen. He advised that visitors to York Spiritual Centre were not able to use Park & Ride for the majority of events as Park and Ride closed early in the evening and the rail bridge, secluded access and steep steps prevented many from using the nearby pay car park.

David Nunns, a resident of Acomb, advised that the proposed scheme failed the 50% test in most parts of the area and should therefore not proceed as currently proposed. He stated that the recent Holgate Road scheme, with 90 minutes restriction, had removed some all-day parking in the street and made it easier to park for people visiting nearby businesses in Watson Street however he would not wish for Holgate Hill to be included in the Holgate Road Zone, due to its likely effect on the visitor parking. He applauded the creation of a few 2 hour spaces in Watson Street but advised that visitors to the two schools had similar problems to the school staff and suggested that the waiting time in Watson Street could be increased to 60-90 minutes which would be more appropriate than the current 10 minutes. With regard to problems on Wilton Rise and the first part of Enfield Terrace he stated that the proposed signage would be misleading.

Nicholas Payne spoke in objection to the timings listed in the report. He confirmed that the main issue was one of commuter and shoppers parking, which could be removed with the

introduction of daytime restrictions. He questioned the justification for a 24 hour scheme, advising that there were regularly a minimum of 25 available spaces in the evening. He requested that more attention be given to Wilton Rise and Enfield Crescent, acknowledging that there was already a problem on Wilton Rise which would be exacerbated with the introduction of the proposed restrictions, and asked the Executive Member to consider the incorporation of these streets in the scheme.

Councillor Mary Cannon, spoke as Ward Councillor in support of local residents. She advised that some residents felt that 24 hrs restrictions were not required although others had expressed problems parking in the evening. She asked that clarification be given around the use of blue badges in a residents parking zone. She requested a Sunday break in parking restrictions in order to allow for users of Holgate Community Gardens, St Paul's Church and the Spiritual Centre and for community activities to take place. She expressed support for the 18 month trial period but asked the Executive Member to think seriously about the needs of the two schools.

The Executive Member considered the following options:

- Option 1  
Advertise an amendment to the Traffic Regulation Order to extend the R60 Residents' Priority Parking Area to operate Monday to Saturday as outlined on the plan at Annex F (excluding private streets and St Paul's Mews). St Paul's Mews to be reconsidered for inclusion in the scheme if further representations are made within a 18 month period from implementation of any neighbouring scheme.  
The bays on Watson Street to be marked and signed individually to allow 2 hour parking for non-permit holders. Advertise an amendment to the eligibility requirements of Commercial Permits to allow staff from St Paul's Nursery School and St Paul's CE Primary School to purchase permits to park. Current Eligibility: "A person who, in the course of that person's business or calling, is required to visit residential or business premises within a zone."  
These are issued for use away from the normal place of

work. Recommended Addition: “Any staff member of an education establishment for 0 to 18 year olds that doesn’t have off street parking provision at the time the residents parking zone is implemented.”

Replace and add street name plates for Enfield Crescent and Wilton Rise to include wording “Private Street, Resident Parking Only”

- Option 2, advertise an amendment to the Traffic Regulation Order as outlined in Option 1, a to e, but as a separate scheme.
- Option 3, to advertise an amendment to the Traffic Regulation Order as outlined in Option 1, a, b, d & e; omitting part c (not providing for school staff).
- Option 4, to advertise an amendment to the Traffic Regulation Order as outlined at Option One, a to e, with operational times of 24 hours, 7 days a week.
- Option 5, to advertise an amendment to the Traffic Regulation Order as outlined at Option One, a to e, to operate 9am to 5pm, 7 days a week.
- Option 6, to advertise an amendment to the Traffic Regulation Order as outlined at Option One, a to e, for the following streets only:  Watson Street  Railway Terrace  St Paul’s Terrace  St Paul’s Square
- Option 7, to take No Further Action at this time.

Officers confirmed that in the same way that a special case had been made for parking by school staff through the allocation of commercial permits, and in response to concerns raised in relation to access to churches, the proposal had been modified to apply to Mondays to Saturdays only. As 24 hours had been expressed as a preference by most people, this would be stated in the formal advert period, but this could be reduced. They confirmed that blue badge holders could park for free without a permit.

The Executive Member expressed the view that the proposals provided a fair balance and were based on the responses of a

wide network of consultees. He endorsed the relaxation of hours on Sundays to help churches and the decision to allow school staff to purchase permits.

Resolved:

That approval be given to advertise an amendment to the York Parking, Stopping and Waiting Traffic Regulation Order, to introduce a Residents' Priority Parking Area, as outlined in Option 1 of the report as detailed below:

- (a) Advertise an amendment to the Traffic Regulation Order to extend the R60 Residents' Priority Parking Area to operate Monday to Saturday as outlined on the plan at Annex F of the report (excluding private streets and St Paul's Mews).
- (b) St Paul's Mews to be reconsidered for inclusion in the scheme if further representations are made within a 18 month period from implementation of any neighbouring scheme.
- (c) The bays on Watson Street to be marked and signed individually to allow 2 hour parking for non-permit holders.
- (d) Advertise an amendment to the eligibility requirements of Commercial Permits to allow staff from St Paul's Nursery School and St Paul's CE Primary School to purchase permits to park.

*Current Eligibility: "A person who, in the course of that person's business or calling, is required to visit residential or business premises within a zone." These are issued for use away from the normal place of work. Recommended Addition: "Any staff member of an education establishment for 0 to 18 year olds that doesn't have off street parking provision at the time the residents parking zone is implemented."*

- (e) Replace and add street name plates for Enfield Crescent and Wilton Rise to include wording "Private Street, Resident Parking Only"

Reason: To progress the majority views of the residents consulted and to take into consideration the needs of the schools and churches in the area.

**9. Highway Condition Petitions – The Horseshoe and Muncastergate**

The Executive Member considered a report which provided an update in relation to two petitions which had been received calling for works to be carried out to the highway at The Horseshoe in Dringhouses and Muncastergate.

Councillor Mason addressed the meeting as Ward Councillor for Dringhouses and Woodthorpe in relation to The Horseshoe petition. He advised that residents had been concerned about the safety in the Horseshoe for some time but were concerned that it would take some time to get to the top of the list and requested that action be taken as soon as possible.

The Executive Member considered the outputs of the inspections shown at Annex 1 and detailed in paragraphs 9 to 12 of the report. He noted that a further review would take place following the 2017 inspection and any identified schemes would be considered for the 2018/19 highways programme. He acknowledged that routine highway safety inspections would identify any actionable defects that required repairs and routine maintenance funding would address these defects but that no further work was scheduled in the 2017/18 highways programme at both locations and no further options were available at this time.

Officers explained that inspections in respect of next year's programme would take place over the next few months. The Horseshoe and the adopted section of Muncastergate would be looked at again as part of consideration of the results of the annual conditions surveys.

The Executive Member acknowledged that all roads in the city were assessed and prioritised on a regular basis to ensure that required work was carried out in a fair manner.

Resolved:

- (i) That the petitions detailed in paragraph 5 of the report be noted.

- (ii) That the detail of the report and the conclusions drawn in paragraphs 13 and 14 of the report be noted.

Reason: To ensure the effective delivery of funding to address key priorities across the cities highway network

## **10. Danesmead Estate Residents' Parking Petitions**

The Executive Member considered a report which informed him of the receipt of a petition which requested that “dangerous and inconsiderate parking on the estate by tackled by double yellow lines and residents parking”

Officers advised that they had received another petition from the Fulford Cross area which was adjacent to the Danesmead Estate. This had been anticipated in the preparation of the Danesmead petition report with option 3 putting forward the possibility of widening the consultation area depending on circumstances at the time. They therefore recommended that consultation on a single residents parking scheme covering both petition areas be carried out in due course.

Councillor D’Agorne addressed the meeting as Ward Councillor for Fishergate. He advised that the current proposals would have an effect on the Steiner School which was why Fulford Cross Area needed to be considered at the same time. He advised that there was evidence of commuter parking in the area with commuters then walking or cycling into town to work and welcomed the inclusion of Fulford Cross in the consultation. He expressed concern that delaying the Beresford Terrace scheme would have a knock on effect and could exacerbate problems on the Danesmead Estate and Fulford Cross, noting that some displacement would occur. He expressed the opinion that a scheme covering Monday to Friday 9am – 5pm would gain most support.

The Executive Member considered the following options:

- Option 1, to note the petition but take no action.
- Option 2, to approve the initial consultation.
- Option 3, to give approval to progress an investigation when the area reaches the top of the waiting list along with the option of widening the consultation depending on circumstances at the time.



Resolved:

- (i) That Option 3 be approved and that the Danesmead Estate and Fulford Cross Area be added to the Residents parking waiting list and an investigation carried out when it reaches the top of the list.

Reason: Because this will respond to residents concerns in the order they are raised and can be progressed depending on funding available each year.

- (ii) That a strategic review of the Residents Parking policy be undertaken

Reason: To provide a more strategic and effective response to residents parking concerns in the city.

## **11. Barbican Mews Residents' Parking Petitions**

The Executive Member considered a report which informed him of the receipt of a petition which asked the City of York Council to “address inconsiderate parking in Barbican Mews” and put forward two proposals to alleviate the problem

- a) Yellow lines at the entrance to the Mews
- b) The implementation of a residents' only parking scheme to be extended along the full length of Barbican Mews.

Councillor D'Agorne spoke as Ward Member acknowledging residents' concerns in relation to parking problems on Barbican Mews.

The Executive Member considered the following options:

- Option 1, to note the petition and add the information to the annual review but take no further action at this time.
- Option 2, to approve the investigation and consultation to be carried out as a one off item.

Officers advised that concerns about parking at the entrance to the Mews had already been brought to their attention and confirmed that the Mews was already included in the Annual Review of Traffic Regulation Order Requests list for investigation.

Resolved:

- (i) That the petition, requesting that consideration is given to yellow lines at the entrance to the Mews and the implementation of a resident only parking scheme, be noted
- (ii) That the information be added to the Annual Review but that no further action be taken at this time.

Reason: Because the issue is already on the Annual Review of Traffic Regulation Order Requests list for investigation.

## **12. Rosedale Street Residents' Parking Petition**

The Executive Member considered a report which informed him of the receipt of a petition requesting that “the City of York Council Parking Enforcement include Rosedale Street in the R20 Residents Parking Scheme”

Two people had registered to speak at the meeting under public participation.

Councillor D’Agorne addressed the meeting as Ward Member for Fishergate. While he acknowledged that the normal process was to consult with every resident of the street, he asked if there was an opportunity in this case to speed up the process as every resident of the street had already indicated via the petition that they wanted a ResPark scheme.

Officers noted his comments but advised that residents would still need to be consulted formally as they would need to be made aware of the financial implications of the scheme before confirming their views.

Michael Conboy, a resident of Rosedale Street, addressed the meeting in support of residents parking in Rosedale Street as a continuation of R20. He explained that parking congestion in Rosedale Street was exacerbated by double yellow lines on the corners of junctions as well as by the introduction of permit parking in Grange Street, which now had several empty spaces, with some Grange Street residents choosing to park for free in Rosedale Street instead of paying for a permit to park in their own street. He advised that he had spoken to fellow residents of Rosedale Street, all of whom were in favour of a permit scheme.

The Executive Member considered the following options:

- Option 1, to note the petition but take no action.
- Option 2, to approve the initial consultation.
- Option 3, to give approval to progress an investigation when the area reaches the top of the waiting list along with the option of widening the consultation depending on circumstances at the time.

Resolved:

- (i) That Option 3 be approved and Rosedale Street be added to the Residents parking waiting list and an investigation carried out when it reaches the top of the list.

Reason: Because this will respond to residents concerns in the order they are raised and can be progressed depending on funding available each year.

- (ii) That a strategic review of the Residents Parking policy be undertaken.

Reason: To provide a more strategic and effective response to residents parking concerns in the city.

### **13. Traffic Signals Asset Renewals, Procurement of Engineering Support**

The Executive Member considered a report which sought permission to undertake a tendering exercise for the provision of specialist traffic signal engineering design services to support internal resources in the Transport Team, noting that this was the retendering of an ongoing provision and was required to support the continued successful delivery of the Traffic Signals Asset Renewal (TSAR) Programme.

The Executive Member considered the following options:

- the appointment of an external provider as proposed above, or
- Create and fill additional posts on the Council staffing structure to deliver the required services.

Officers confirmed that the best option was to buy in services from a consultant as they were not needed on a continual basis. The Executive Member noted that this arrangement would allow

the council to renew and improve traffic signals and, in turn, improve traffic flow in the city.

Resolved: That the tendering and subsequent award of engineering design support services, to support the delivery of the Traffic Signals Asset Renewals (TSAR) Programme up to a value of £300,000 over four years, be approved.

Reason: To provide specialist traffic signal engineering design services to support CYC staff in the ongoing delivery of the remaining four years of the TSAR Programme. This service is required to provide capability in the design and implementation of traffic signals schemes in addition to the general highways and civil engineering design and construction support provided internally by the Highways and Projects Teams.

Cllr I Gillies, Executive Member

[The meeting started at 2.00pm and finished at 3.30pm].

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Meeting	Decision Session - Executive Member for Transport and Planning
Date	13 July 2017
Present	Councillors Gillies

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#### **14. 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.

#### **15. Public Participation - Decision Session**

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

Mr Dave Merrett sent apologies in advance of the meeting and provided the Executive Member with a written representation in respect of items 3, 4, 5 and 6 of the agenda. The Officers provided a response in relation to his queries under the relevant items in the meeting and agreed to provide a further written response after the meeting ended.

#### **16. Economy & Place Transport Capital Programme – 2017/18 Consolidated Report**

The Executive Member considered the report identifying the proposed changes to the 2017/18 Economy & Place Transport Capital Programme in order to take account of carryover funding and schemes from 2016/17 as well as the new funding available for transport schemes. It also provided details of the 2016/17 Economy & Place Transport Capital Programme outturn.

The Head of Transport, who was in attendance, confirmed that works on the pedestrian crossing schemes (as described in Annex 3 of the report) were prioritised on the basis of the survey work undertaken in the past. It was then

- Resolved
- i) That the carryover schemes and adjustments set out in the report and annexes be approved.
  - ii) That the increase to the 2017/18 Economy & Place Transport Capital Programme be noted.
  - iii) That the list of priority pedestrian crossing schemes to be progressed in 2017/18 be noted.
- Reason:
- To implement the Council's transport strategy identified in York's third Local Transport Plan and the Council Priorities, and deliver schemes identified in the Council's Transport Programme.

## **17. Great North Way - Crossing Improvement**

The Executive Member considered proposed changes to the pedestrian and cycle crossing point on the 2-lane dual carriageway section of Great North Way in response to a number of concerns raised over several years.

The Executive Member considered the following options:

- To approve implementation of the scheme shown in Annex A, subject to any amendments the Executive Member feels are necessary.
- To approve implementation of the amended scheme shown in Annex B, subject to any further changes the Executive Member feels are necessary.
- Not to alter the existing crossing.

The Transport Projects Manager and the Assistant Director for Transport, Highways and Environment were in attendance to summarise the report and answer questions. It was clarified that:

- one of aims of the scheme was to make it easier and safer to cross the south side of Great North Way where there were often two lanes of queuing traffic;

- consultation with Sustrans, York Cycle Campaign, and the Cyclists' Touring Club had been undertaken, but no responses were received;
- major future upgrade works planned for the A1237 roundabout would mainly be undertaken on the west side, and should not affect the proposed works on Great North Way covered by the report.

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

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

Reason: To address concerns over the difficulty and safety of crossing at the existing facility.

#### **18. Sussex Road Residents' Parking Petition**

The Executive Member considered the document reporting the receipt of a petition from the Sussex Road residents requesting a residents' parking scheme. The Executive Member was asked to determine what action was appropriate.

The Executive Member considered the following options:

- Option 1 – Note the petition but take no action.
- Option 2 – Approve the initial consultation.
- Option 3 – Give approval to progress an investigation when the area reaches the top of the waiting list along with the option of widening the consultation depending on circumstances at the time.

It was confirmed that a report with further recommendations would be presented during the Decision Session meeting after the consultations took place. It was then

Resolved: i) That option 3 be approved and the area be added to the Residents' parking waiting list and an investigation be carried out when it reaches the top of the list.

ii) That a strategic review of Residents' parking policy be undertaken.

Reason:

i) Because this will respond to Residents' concerns in the order they are raised and can be progressed depending on funding available each year.

ii) To provide a more strategic and effective response to Residents' parking concerns in the city.

### **19. Clifton Dale Residents' Parking Petition**

The Executive Member considered the document reporting the receipt of a petition from the Clifton Dale residents requesting a residents' parking scheme. The Executive Member was asked to determine what action was appropriate.

The Executive Member considered the following options:

- Option 1 – Note the petition but take no action.
- Option 2 – Approve the initial consultation.
- Option 3 – Give approval to progress an investigation when the area reaches the top of the waiting list along with the option of widening the consultation depending on circumstances at the time.

It was confirmed that a report with further recommendations would be presented during the Decision Session meeting after the consultations took place. It was then

Resolved:

i) that option 3 be approved and the area be added to the Residents' parking waiting list and an investigation be carried out when it reaches the top of the list.

ii) That a strategic review of Residents' parking policy be undertaken.



Reason:

i) Because this will respond to Residents' concerns in the order they are raised and can be progressed depending on funding available each year.

ii) To provide a more strategic and effective response to Residents' parking concerns in the city.

Cllr I Gillies, Chair

[The meeting started at 2.00 pm and finished at 2.06 pm].

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## Decision Session – Executive Member for Transport & Planning

17 August 2017

Report of the Corporate Director of Economy & Place  
Portfolio of the Executive Member for Transport & Planning

### A19 Pinch Point Scheme Phase 2 – Crockey Hill

#### Summary

1. This report presents a design proposal for the second phase of the Pinch Point Scheme concerning the A19 south transport corridor and asks for approval from the Executive Member to implement the proposed engineering works situated at the junction of the A19 and Wheldrake Lane, at Crockey Hill.

#### Recommendations

2. The Executive Member is asked to:
  - i. Note the results of the public consultation relating to Phase 2 of the A19 Pinch Point Scheme, as shown at **Annex A**;
  - ii. Approve the proposed design for Phase 2 works at Crockey Hill, as shown at **Annex B**, and direct Officers to proceed to implementation.

Reason: The recommended design offers the best deliverable solution to increasing the southbound vehicular capacity of the A19 through Crockey Hill, whilst relieving some of the exit-blocking currently experienced at the A64/A19 Fulford Interchange.

#### Background

3. City of York Council (CYC) were awarded £1.93m from the DfT's Pinch Point fund to address congestion in the A64/A19 Fulford Interchange area in 2013. An additional £500k of match funding was added to the project by the council to bring the total budget to £2.43m. The principal

aim of the DfT's pinch point fund was to support growth by tackling congestion through capacity improvements. It should be noted that CYC do not manage the traffic signals at this location. These were introduced by Highways England primarily to reduce the risk of queuing traffic on the off slip roads extending onto the dual carriageway.

4. Phase 1 of the project to reduce northbound queuing approaching and through the A64/A19 Fulford Interchange by increasing the number of inbound lanes approaching the roundabout was completed in the summer of 2015. This has resulted in reduced journey times accessing the A64 and A19 into York from the south. The flood defence elements of the Pinch Point project, to reduce the risk of high river levels affecting the A19, are currently under construction as part of the Germany Beck housing development scheme.
5. However for outbound traffic leaving York the problem of traffic queues, particularly during the evening peak, remains. Thus Phase 2 of the Pinch Point Scheme now seeks to improve capacity and reduce congestion southbound on the A19 and through the A64/A19 Fulford Interchange.
6. Considerable work has been undertaken to understand the root-cause of this congestion. During this exercise it became clear that the most significant issue was that outbound traffic was prevented from entering the circulatory carriageway of Fulford Interchange by vehicles already queuing within the interchange. This appeared to be the *principal symptom*, with drivers struggling to find sufficient gaps within traffic already queuing on the interchange at busy times.
7. However, the *principal cause* of these queues was exit-blocking at the southerly A19 exit towards Selby, which reduced the effectiveness of the roundabout priority, especially impacting on traffic from York. And this issue in turn could be attributed to traffic being capacity-constrained at the signalised Crockey Hill junction, causing a queue to propagate back onto Fulford Interchange.
8. Recognising the effect of the Crockey Hill junction, CYC amended the traffic signal timings at Crockey Hill to help to reduce PM peak congestion and thereby maximise southbound A19 throughput (in December 2015). This improved the operation of Fulford Interchange to some extent and reduced the length and duration of the southbound queue leaving York. However, the same issues still remain owing to an underlying capacity constraint caused by the junction layout.

9. Over 20,000 vehicles use the A19 at Crockey Hill every day. The junction at times operates at or above its capacity (of 1,200 vehicles per hour in one direction) and as such there are often queues which can cause sections of the A19 and its junctions to block. The network here is generally operating over capacity during the PM peak, with no room to accommodate future growth. It is appreciated that Fulford Interchange can also experience some operational issues during the AM peak, inter-peak and weekend-peak also. However, the congestion that occurs during the PM peak (between 16.00 and 18.00) is a daily occurrence and is considered to be the most significant issue at the junction.
10. The junction at Crockey Hill was signalised in October 2006 to address a significant accident cluster site. A roundabout intersection was considered at the time but ruled out due to the excessive amount of land-take required to accommodate a compliant layout.

#### Phase 2 methodology

11. AECOM were commissioned to undertake work to identify what intervention would provide greatest benefit to the operation of Fulford Interchange and southbound A19 traffic. Robust data was collected, i.e. traffic flows; signal timings; saturation flow; and queuing. LinSig modelling was initially used, following by a more detailed microsimulation VISSIM model. A number of potential interventions were modelled and which considered specific objectives – i.e. impact on A64 off-slip operation; A19 southbound journey times; and resilience against 10% traffic growth. These options were:
  - a. Junction and capacity improvements at Crockey Hill;
  - b. New right-turn facility ('ghost island') provision at A19 / Howden Lane junction;
  - c. Full signalisation of the A19 Selby Road as it enters Fulford Interchange;
  - d. Additional all-red phase introduced at Fulford Interchange;
  - e. Fulford Interchange two lane A19 exit southbound, to subsequently merge 150m south of the interchange;
  - f. Two lanes introduced southbound all the way from Fulford Interchange to Crockey Hill.
12. It was found that the only interventions which met all of the objectives were Options (a) and (f) which improved journey times significantly without impacting on the A64 slips. Option (b) demonstrated a very

small improvement also. The other proposals had varying degrees of negatively impacting on journey times and the operation of the A64 off-slips, and were subsequently dropped. Although Option (f) – dualling between Fulford Interchange and Crockey Hill – was the most successful at reducing congestion, this would be a considerably larger and prohibitively expensive scheme, significantly beyond the available budget. As such, the recommendation was to focus on Option (a) – capacity and resilience improvements at Crockey Hill.

### Phase 2 proposed scheme

13. To improve southbound journey times and reduce the potential for queues to propagate back to Fulford Interchange blocking the roundabout exit, additional capacity is required at the junction of the A19 with Wheldrake Lane, at Crockey Hill. A proposed layout design has now been developed and which is shown at **Annex B**.
14. In summary, this proposed scheme comprises carriageway widening to provide an additional southbound lane on approach to, and through the junction. The two lanes will subsequently merge back into a single lane south of Wheldrake Lane. It is proposed that on the southbound approach to the junction that lane 1 will be left-turn and ahead; with lane 2 being ahead only. Northbound lane(s) remain materially unaltered; however the right-turn into Wheldrake Lane will now be signalled separately to address safety concerns. All works will be within Highway boundaries, although some utility diversions are required, with footways realigned.

### Phase 2 predicted impact upon traffic

15. Modelling and microsimulation of the above proposed scheme has demonstrated the following anticipated benefits, assuming 10% of southbound traffic now use the additional lane:

Option	Degree of Saturation	Practical Reserve Capacity	Mean Max Queue (PCUs)
Existing	100.6%	-11.7	62
Existing plus additional right-turn phase into Wheldrake Lane	108.7%	-20.8	117
<b>Proposed scheme</b>	<b>84.3%</b>	<b>+6.8</b>	<b>23</b>

Option	Time	Average Delay	Journey Time*	Average Delay	Journey Time*
		BASE DEMAND		BASE + 10% growth	
Existing	16.00-17.00	52 sec	03 m 05 s	128 sec	06 m 08 s
	17.00-18.00	142 sec	06 m 42 s	212 sec	08 m 25 s
<b>Proposed scheme</b>	16.00-17.00	33 sec (-19 sec)	02 m 09 s (-00 m 56 s)	39 sec (-89 sec)	02 m 15 s (-03 m 53 s)
	17.00-18.00	32 sec (-110 sec)	02 m 10 s (-04 m 32 s)	39 sec (-173 sec)	02 m 20 s (-06 m 05 s)

\* Between A19(s) stop line from York at Fulford Interchange, to Crockey Hill

16. The outcomes of the modelling are highlighted below:

- Capacity increased, improving junction throughput and resilience.
- Mean maximum queue lengths (southbound) 63% shorter, reducing likelihood of queues blocking back to and through Fulford Interchange.
- For current traffic conditions, journey times reduced by 30% between 4pm and 5pm; and 68% between 5pm and 6pm.
- For future forecasted traffic (*growth of 10%*), journey times reduced by 63% between 4pm and 5pm; and 72% between 5pm and 6pm.
- For current traffic conditions, average additional delay reduced by 37% between 4pm and 5pm; and 77% between 5pm and 6pm.
- For future forecasted traffic (*growth of 10%*), average additional delay reduced by 70% between 4pm and 5pm; and 82% between 5pm and 6pm.
- Due to now having spare capacity, average hourly delay becomes constant and reliable, without the huge ranges in delay experienced now at different times of the day. This provides a level of future-proofing for this corridor and gives it the opportunity to absorb occasional increases in traffic (i.e. unusual events / nearby road-closures (such as flooding on Naburn Lane) etc).

### Ecology

17. Recognising that it was likely that some loss of trees and thus habitat would be required within the western verge for proposed carriageway widening, an external ecological specialist was commissioned to undertake an Extended Phase 1 Habitat Survey at Crockey Hill, in addition to an Arboricultural Assessment Report (to British Standard 5837:2012).

18. No protected species were discovered on site. However with the potential for bat roosts, it was recommended that 6 mature oak trees (towards the north of the site) which were deemed to have significant value as habitat were either retained if possible, or else a later activity survey be undertaken during the summer months, and if roosts were discovered a license to fell these trees would be required from Natural England. Other trees within the western verge were self-establishing sycamores of little value.
19. Both Japanese Knotweed and Himalayan Balsam were recorded on site. It was recommended that a specialist contractor be employed to remove these off site prior to construction of any scheme.
20. An amphibian method statement has been produced to reduce potential impacts of any species using nearby water bodies for breeding, particularly the common toad.
21. No further bird specific surveys are necessary. As standard however, all trees and shrub removal should be undertaken outside of bird nesting season (i.e. March-July).
22. Following the receipt of the report the designers reviewed the draft layout to reduce the impact on vegetation in the area. Specifically relating to the 6 mature oak trees, the design team revisited the proposed arrangement and redesigned the alignment to successfully avoid impacting on the 6 trees in question. It is recognised that the loss of many of the remaining trees (sycamores) in the western verge will lead to a short-term reduction in the *treescape* of this area, thus we have commissioned the ecological specialist to recommend a plan for compensatory planting post-scheme-construction.

### Utilities

23. A number of service diversions are required to facilitate construction of the proposed scheme, with associated costs shown below:
  - British Telecom – £16k
  - Northern Gas Networks – £75k
  - NPG – £10k



### Cost

24. The estimated cost for phase 2 works is £1,079k. As stated above, this includes £101k of required service diversions. The available budget for the A19 pinch point scheme remaining within CYC's approved Transport Capital Programme is £1,084k.
25. It should be noted at this time that the estimated cost illustrated above includes an indicative £60k for full carriageway reconstruction of the middle of the junction. However, there is a risk that this particular cost could rise, potentially to as much as £120k, depending on the emerging condition of the existing carriageway and its sub-base. This can be accommodated within the £90k contingency element of the cost estimate but would reduce the funding available for other unforeseen costs.

### Road Safety Audit

26. As standard, a stage 1 Road Safety Audit has been undertaken on the proposed design. A redacted copy, including designer's response, is attached at **Annex C**. Subject to approval, the proposed design will subsequently be subject to a stage 2 Road Safety Audit later in 2017 – and before construction on the scheme proceeds.

### Optional new path

27. A number of responses to the public consultation (outlined later in this report) and a response from the Ward Councillor requested a new pedestrian and cycle facility, continuing the path in the western verge of the A19 as far north as the veterinary practice, farm shop / cafe, approximately 300 metres to the north of the junction. The current path currently terminates just south of the junction where it crosses the road to the eastern verge. It is argued that a new extended facility would further promote walking and cycling, avoiding the need to negotiate the busy junction. However the numbers anticipated to use a facility would be very low.
28. Officers have investigated this potential addition to the scheme and have judged it feasible, but with an obvious additional cost – approximately £65k. A drawing of this option can be seen at **Annex D**. Officers have judged that this option would exceed the available budget for this scheme. If the Executive Member deems that this is a desirable addition to the scheme, the budget will need to be increased.

A64 / A19 Fulford Interchange

29. Recognising the fact that some of the issues at the A64/A19 Fulford Interchange are not entirely attributable to Crockey Hill, but to the insufficient gaps in traffic which the Highways England (HE) controlled slip-road signals allow, CYC have been working with HE in an attempt to improve this. This situation is especially noticeable during off-peak and weekends where there are no southbound A19 queues causing exit-blocking.
30. There are now proposals for HE to install above ground detection (i.e. cameras) on the A64 off slip roads, which would potentially allow an adjustable inter-green (all red) period during less busy times, allowing more traffic to enter the interchange from Selby Road. This is being progressed directly with HE.

**Consultation**Public Consultation

31. Public consultation was undertaken during May 2017 with 127 individual responses received from members of the public and users of the existing A19 corridor. Specific points raised have been collated into common themes and can be seen at **Annex A** along with an Officers response to each. However, these can be summarised into the following most popular points which received 10 or more comments each:

Comment	Response
Concerns over merge arrangement / merges don't work and/or make things less safe.	Merge arrangements are widely used throughout the UK and specifically in York have been successfully used on the A1237 Outer Ring Road. The additional lane southbound through the junction is required for the desired capacity improvement and due to available highway width and position of services can not continue further south than the current proposed design.
It is the existing signals at Crockey Hill which are the main problem – i.e. Wheldrake Lane is	The existing traffic signals operate under a MOVA system whereby the A19 is prioritised over Wheldrake Lane (WL). However once a certain queue length develops at WL, that phase is triggered. It is recognised that the induction

<p>triggered far too readily, stopping the A19 flow.</p>	<p>loops on WL can on occasion be overrun from vehicles turning from A19, triggering WL unnecessarily. The new signals will be upgraded, utilising above ground detection to correct this, in addition to making them more reactive and adaptive to peak-time traffic conditions.</p>
<p>Replace signals at Crockey Hill with a roundabout.</p>	<p>The size and geometry (i.e. entry and exit flares) of a potential roundabout means that it would be far too large than the available adopted highway would allow. Significant land purchase would also be required to facilitate this option, significantly beyond the available budget for this scheme. Furthermore a roundabout would not be appropriate for such a major/minor road junction.</p>
<p>Welcome the proposals.</p>	<p>Noted.</p>
<p>Agrees that congestion here needs addressing.</p>	<p>Noted. This scheme is designed to address some of the congestion currently experienced southbound on the A19 and at the A64/A19 Fulford Interchange.</p>
<p>The congestion is caused by Fulford Interchange, not at Crockey Hill.</p>	<p>Observations and modelling of the existing network here have shown that although Fulford Interchange congestion is a symptom of the problem, it is not the root cause. The seeding point for the queues has been identified as at Crockey Hill. We are working with Highways England to address other issues experienced at the Interchange.</p>
<p>Concerns over removal of trees.</p>	<p>The proposed alignment of the design has been adjusted to save the 6 mature oak trees which were identified by the ecological consultant as being of high value. Other self-established sycamore trees are deemed to have little value and would be replaced by a compensatory planting scheme of an appropriate nature. Also it is likely that trees and shrubs at the very back of the highway boundary would not need to be felled, retaining some degree of screening.</p>

Scheme is expensive – Money should be used elsewhere.	Funding for this scheme originates from the DfT's Local Pinch Point grant which was received to address congestion related schemes on the A19 to the south of the city.
Scheme will not make a difference.	Modelling shows that there will be a marked improvement in capacity at Crockey Hill, leading to less exit-blocking at Fulford Interchange.
Speeding and overtaking concerns.	Two southbound lanes gives the opportunity for drivers to choose which lane to use if travelling straight ahead and potentially overtake slow moving vehicles (i.e. tractors) more safely. The speed limit would remain at 40mph.
Lack of pedestrian and cycle facilities.	An option has been drafted which includes a new shared-use footpath between the highway junction and the veterinary practice to the north of Crockey Hill. This would be to the back of the western verge and be for pedestrians and cyclists. However this option is more expensive than a scheme without an additional path and the potential usage would be very low.
Suggestion to have lane 1 as left-turn only, with lane 2 as ahead – no merge.	Such a scheme would not result in the required increase in capacity. This option was initially modelled and showed that there was no capacity benefit.
No issue / existing junction works fine now.	Evidence shows that this junction operates at full capacity during peak times and this is insufficient for current and future demand.
Concern over disruption and roadworks during construction.	Inevitably with any major highway scheme there will be some degree of disruption, although these will be scheduled to keep disruption to a minimum (i.e. off-peak working where possible).

32. It should also be noted that a common response from residents who live at Deighton Grove Lane (3 properties) and Deighton Grove (6 properties) was that they were concerned with accessing their properties safely while waiting to turn right off the A19, especially at the end of a two-lane merge.

33. Acknowledging these comments, the design team strived to make the central hatched area (for vehicles waiting to turn right into Deighton Grove Lane) as wide as practicable and managed to increase this slightly to 2.1 metres wide. This area would also be afforded some protection being in the shadow of a replaced wider pedestrian island. The layout by the entrance to Deighton Grove remains materially unchanged from the existing layout and unlike Deighton Grove Lane, it is not wide enough to incorporate a new designated area / hatching for turning vehicles.

#### Parish Council responses

34. Deighton Parish Council was invited to comment on the proposals, along with neighbouring Parish Councils. Comments received are summarised below, although the Officers responses to each have been covered in the public consultation (above and at **Annex A**):
- **Fulford Parish Council (PC)** – Broadly supportive as it is felt that the proposals may help alleviate the current congestion experienced. However changes are also needed to the signal sequencing at Fulford Interchange. Suggests that a third lane on approach to the interchange from the north for left-turners onto the A64 (E).
  - **Escrick PC** – Concerned that the proposed scheme will speed traffic down to next pinch point at Escrick.
  - **Wheldrake PC** – Struggling to understand how flow and throughput will be improved with this scheme. At substantial cost.

#### Member & CYC Officer Comments

35. Internal consultation was also undertaken with Members and Officers of the council, and the responses have been summarised below:
- **Cllr S Mercer (Ward Cllr)** – Broadly supportive. Requests a new footpath between the junction and the farm shop / cafe. Could the interchange/A64 slip signals be adjusted to incorporate a longer inter-green to allow more egress from Selby Rd on to the Interchange.
  - **Cllr K Aspden** – Local residents in Fulford likely to be supportive of the potential traffic benefits. Could an additional lane be provided for left-turners onto the A64(E) from Selby Rd. Please provide advance notice of likely disruption and delays along this corridor.

- **Cllr A Reid** – Happy with principal of proposals. Supports specific comments raised by Ward Cllr(s).
- **Cllr A D’Agorne** – For outbound congestion why not consider signals for joining the interchange from the north and a filter left-turn onto the A64(E). Remove double parking on Fulford Main Street.
- **CYC Environmental Health** – Alterations should result in highway moving west by ~2 metres, but nearest residential property is over 50 metres away, so unlikely to result in additional noise levels (~0.3dB which is insignificant). Whilst trees/bushes do not have any significant acoustic benefit, they do have a psychoacoustic effect in that noise appears lessened if you can not see the source. Thus some screening would be beneficial.
- **CYC Ecology** – Trees at Crockey Hill are an area of deciduous woodland Priority Habitat by Natural England. If unable to avoid removing these trees then this need mitigating by planting of new trees to maintain the extent of habitat. Bat roosts need considering.

## Options

36. There are 3 available options available to the Executive Member:

- A) Approve the design as shown at **Annex B** and instruct Officers to proceed to construction.
- B) Approve the design as shown at **Annex D** and instruct Officers to proceed to construction, with the recognition that additional funding will be required for the addition of the western foot/cycle path.
- C) Do not approve any design.

## Analysis

37. It is considered that southbound congestion on the A19, especially during the PM peak, is one of the biggest traffic-related issues (away from the City Centre) faced by York. The proposed design has the scope to significantly improve traffic conditions to the south of the city as well as ensuring the network can cope with future growth. Option A (layout shown in **Annex B**) is therefore the recommended option.
38. Owing to the low anticipated use and the funding gap the layout including an additional footway shown in **Annex D** (Option B) is not recommended.

39. Option C, to do nothing in the area, is not recommended as the journey time delays in the area would remain and the grant funding allocated to the scheme would potentially have to be returned to the DfT.

## **Council Plan**

40. “A Prosperous City For All”; “A Focus on Frontline Services”. The proposed A19 Pinch Point (phase 2) scheme at Crockey Hill supports the prosperity of the city by improving the effectiveness, safety and reliability of the transport network, which helps economic growth and the attractiveness for visitors and residents. Enhancements to the efficiency of the network, in this case the increasing of capacity on a major road, will directly benefit all road users by improving the reliability and accessibility to other council services across the city.

## **Implications**

### **Financial**

41. It is proposed to fund the scheme using the Local Transport Plan allocation and the A19 Pinch Point Grant. An allocation of £1,084k is included in the Transport Capital Programme to deliver this project in 2017/18.

### **Human Resources (HR)**

42. There are no HR implications

### **One Planet Council / Equalities**

43. All junctions and highway schemes are designed with equalities in mind.

### **Legal**

44. There are no legal implications.

### **Crime and Disorder**

45. There are no Crime and Disorder implications.

### **Information Technology**

46. There are no Information Technology implications.

### **Property**

47. There are no Property implications.

**Other**

48. Disruption during construction – Constructing this scheme inevitably means a high level of work within and adjacent to the Highway, with an associated level of delay and disruption to vehicular traffic. Such works will be scheduled and planned to minimise this disruption and sufficient information and notice will be give to affected parties.

**Risk Management**

49. There are no known significant risks associated with any option presented in this report. Project Risks are recorded in the Project Risk Register and are handled by the Project Team and monitored by the Transport Board.

**Contact Details**

**Author:**

**Richard Holland**  
Transport Project Manager  
Tel No. 01904 551401

**Chief Officer Responsible for the report:**

**Neil Ferris**  
Corporate Director – Economy & Place

**Report**  **Date** 07.08.17  
**Approved**

**Specialist Implications Officer(s):**

There are no specialist implications.

**Wards Affected:**

All of the proposed works are within the Wheldrake Ward, although the northern limits of the works are immediately adjacent to the Fulford & Heslington Ward boundary.

**Background Papers:**

Report to Executive – 20 January 2015:  
“Pinch Point Scheme, A19 south Transport Corridor, phase 1”

**Annexes**

- Annex A – Summary of public consultation comments & responses
- Annex B – Proposed design for phase 2 Pinch Point scheme at Crockey Hill
- Annex C – Stage 1 Road Safety Audit for proposed scheme
- Annex D – Scheme design incorporating optional path within western verge



**Abbreviations**

CYC - City of York Council

Cllr - Councillor

DfT - Department for Transport

HE – Highways England

PC – Parish Council

WL – Wheldrake Lane

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**A19 (PHASE 2), CROCKEY HILL: PUBLIC CONSULTATION RESULTS**Number of respondents: **127**

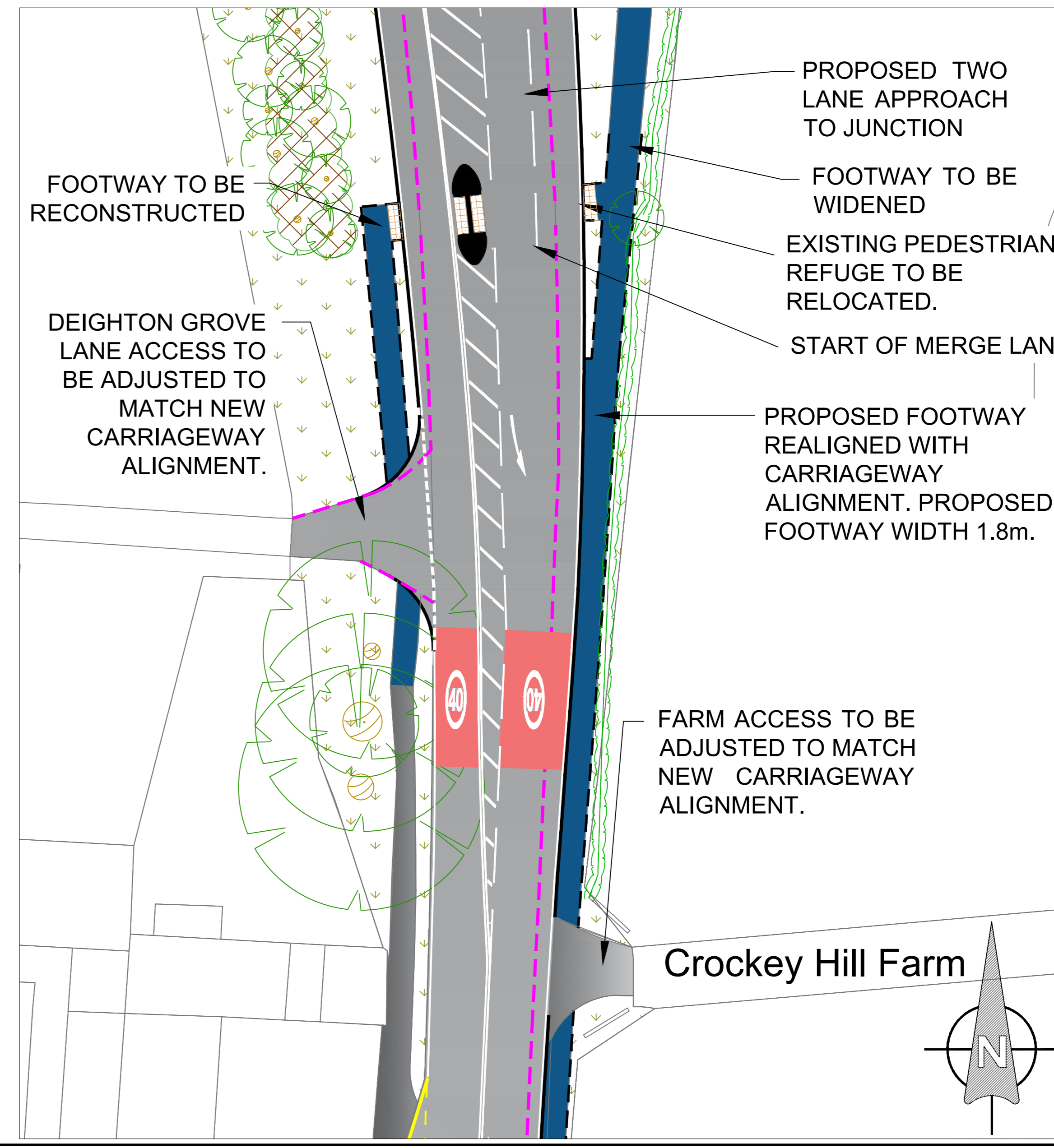
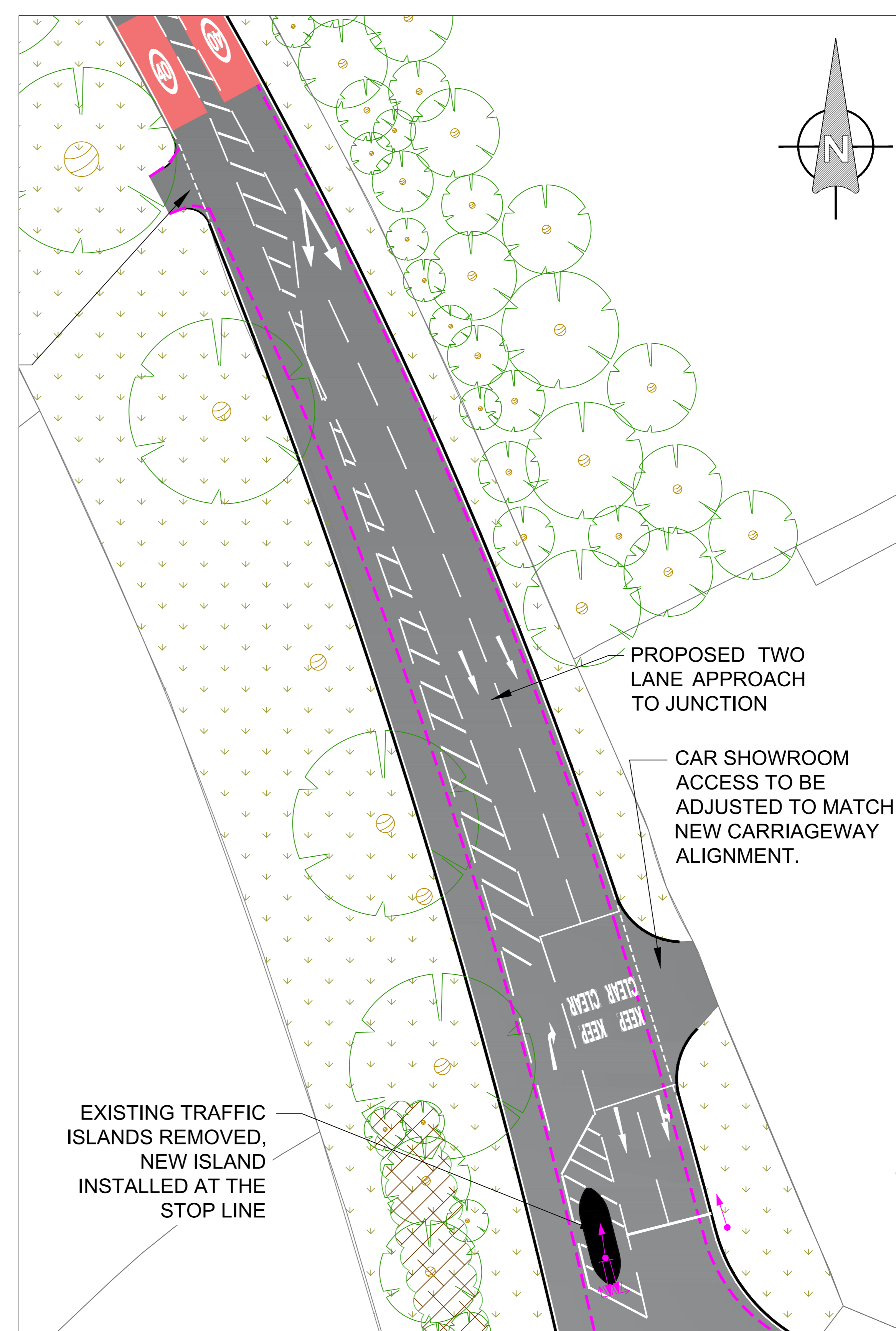
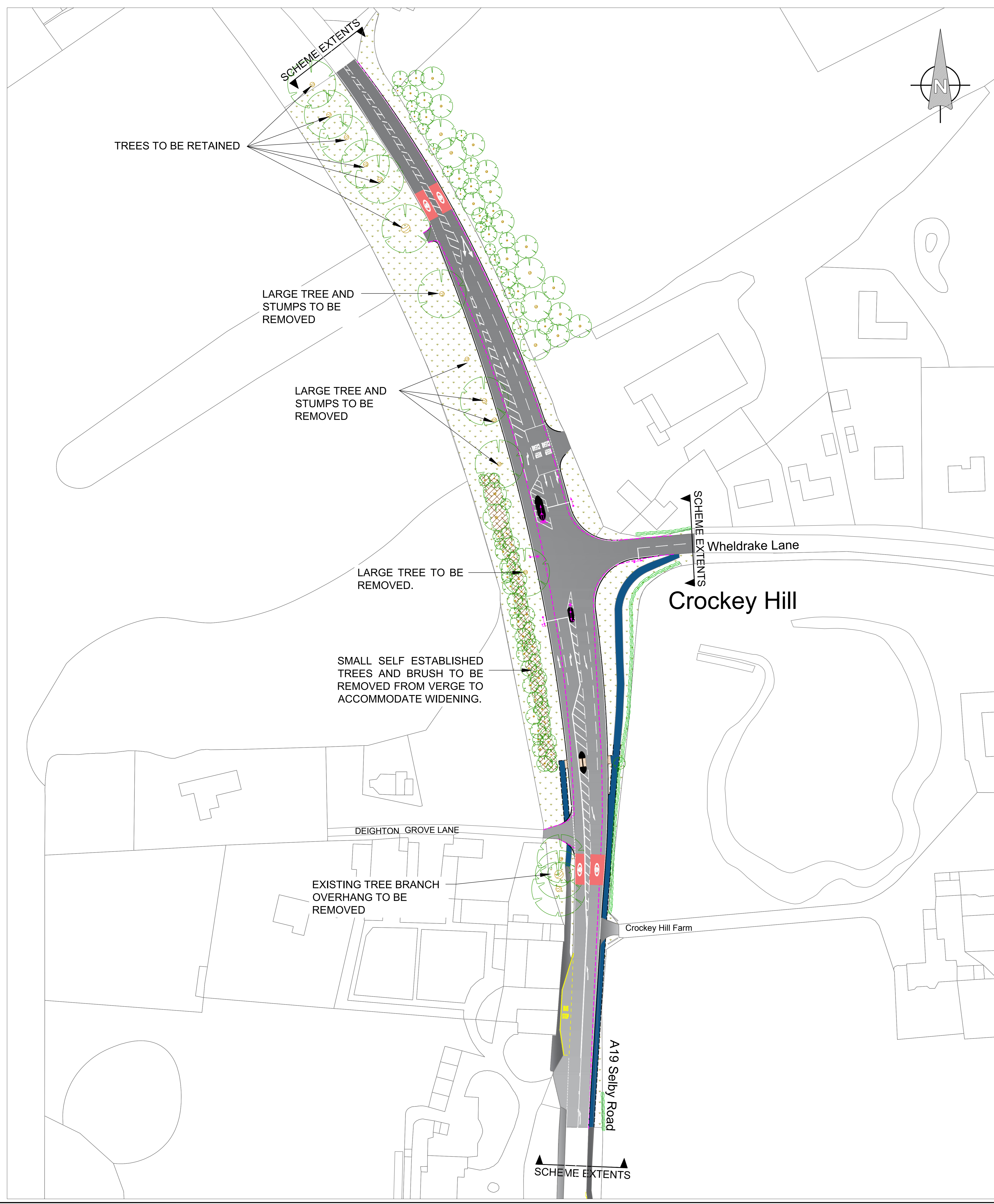
Addresses of respondents: 61 Not stated; 17 Wheldrake; 12 Crockey Hill; 11 Selby; 8 Escrick; 4 Riccall; 3 Fulford; 2 Deighton; 2 Goole; 2 Howden; 1 York; 1 Acomb; 1 Askham Bryan; 1 Bubwith; 1 North Duffield

Comments concerning:	No. of comments	Addresses (if known)	Response
Concerns over merge / merge won't work	28	Not stated 15   Selby 3   Howden 1 Wheldrake 6   Riccall 2   Askham Bryan 1	Merge arrangements are widely used throughout the UK and specifically in York have been successfully used on the A1237 Outer Ring Road. The additional lane southbound through the junction is required for the desired capacity improvement and due to available highway width and utility positions can not continue further south than the current proposed design.
Existing traffic signals at Crockey Hill are at fault (Whldr Ln triggered unnecessarily etc)	27	Not stated 13   Escrick 2   Crockey Hill 1 Riccall 3   Selby 2   Bubwith 1 Wheldrake 2   Deighton 2   Howden 1	The existing traffic signals operate under a MOVA system whereby the A19 is prioritised over Wheldrake Ln. However once a certain queue length develops at WL, that phase is triggered. It is recognised that the induction loops on WL can on occasion be overrun from vehicles turning from A19. The new signals are proposed to have above-ground detection to correct this.
Replace signals with a roundabout	27	Not stated 12   Deighton 2   Acomb 1 York 2   Goole 2   Fulford 1 Escrick 2   Crockey North Selby 2   Hill 1   Duffield 1 Wheldrake 1	The size and geometry (i.e. entry and exit flares) of a potential roundabout means that it would be far too large than the available adopted highway would allow. Significant land purchase would also be required to facilitate this option. Furthermore a roundabout would not be appropriate for such a major/minor road junction.
Welcomes the proposals	20	Not stated 6   Escrick 1   Howden 1 Crockey Hill 4   Deighton 1   Fulford 1 Wheldrake 4   Selby 1	Noted.
Agrees that congestion needs addressing	20	Not stated 10   Crockey   Howden 1 Selby 3   Hill 1   Acomb 1 Wheldrake 2   Riccall 1 Goole 1	Noted. This scheme is designed to address some of the congestion currently experienced southbound on the A19 and at the A64/A19 Fulford Interchange.

Problem is at Fulford Interchange, not here	18	Not stated 6 Wheldrake 4 Escrick 2	Selby 2 Cockey Hill 1 Deighton 1	Fulford 1 Riccall 1	Observations and modelling of the existing network here have shown that although Fulford Interchange congestion is a symptom of the problem, it is not the root cause. The seeding point for the queues has been identified as at Cockey Hill. We are working with Highways England to address other issues experienced at the Interchange.
Concerns over removal of trees	16	Not stated 9 Wheldrake 4	Cockey Hill 1 Acomb 1	Fulford 1	The proposed alignment of the design has been adjusted to save the 6 mature oak trees which were identified by the ecological consultant as being of high value. Other self-established sycamore trees are deemed to have little value and would be replaced by a compensatory planting scheme of an appropriate nature. Also it is likely that trees and shrubs at the very back of the highway boundary would not need to be felled, retaining some degree of screening.
Too expensive – money should be used elsewhere	14	Not stated 6 Wheldrake 4	Selby 3	Bubwith 1	Funding for this scheme originates from the DfT's Local Pinch Point grant which can only be spent on transport congestion related schemes on the A19 to the south of the city.
Will make no difference / waste of money	13	Not stated 8 Wheldrake 2	Selby 2	Cockey Hill 1	Modelling shows that there will be a marked improvement in capacity at Cockey Hill, leading to less exit-blocking at Fulford Interchange.
Speeding & overtaking concerns	12	Not stated 5 Cockey Hill 2	Wheldrake 2 Deighton 1	Selby 1 Howden 1	Two southbound lanes gives the opportunity for drivers to choose which lane to use if travelling straight ahead and potentially overtake slow moving vehicles (i.e. tractors) more safely. The speed limit would remain at 40mph.
Lack of cycle & pedestrian facilities	10	Not stated 6	Cockey Hill 3	Wheldrake 1	An option has been drafted which includes a new shared-use footpath between the highway junction and the Minster Veterinary Practice to the north of Cockey Hill. This would be to the back of the western verge and be for pedestrians and cyclists. However this option is inevitably more expensive than a scheme without an additional path.
Should have a Left-Turn lane and an Ahead-Only lane (i.e. no merge)	10	Not stated 6 Wheldrake 2	Riccall 1	Askham Bryan 1	Such a scheme would not result in the required increase in capacity. This option was initially modelled and showed that there was no capacity benefit.
No issue / existing junction works fine	10	Not stated 6	Wheldrake 3	Selby 1	Evidence shows otherwise.

Disruption / roadworks during construction	10	Selby 4 Crockey Hill 2	Wheldrake 2	Not stated 2	Inevitably with any major highway scheme there will be some degree of disruption, although these will be scheduled to keep disruption to a minimum (i.e. off-peak working where possible).
Concerns re: Access to properties / safety while waiting to turn off the A19	9	Crockey Hill 5	Wheldrake 2	Not stated 2	For Deighton Grove Lane (3 properties), a 2 metre wide hatched area will be present within the centre of the carriageway for vehicles waiting to turn right into the lane. This area is afforded some protection being in the shadow of a new wider pedestrian island. The layout by the entrance to Deighton Grove (6 properties) is unchanged from the existing layout and unlike Deighton Grove Lane, it is not wide enough to incorporate a designated area / hatching for turning vehicles.
Safety & collision concerns during merge	9	Not stated 5 Wheldrake 2	Selby 1	Howden 1	See previous response re: merges.
Remove existing signals & return to uncontrolled T-junction	7	Not stated 3	Selby 3	Crockey Hill 1	The 10 years pre-signalisation of this junction recorded 31 road traffic accidents, 2 of them serious. The 10 years post-signalisation has only recorded 4 slight RTAs. It is clear that the signalised junction offers greatly improved safety at this location.
Pedestrian refuge concerns	6	Not stated 4	Crockey Hill 1	Howden 1	The pedestrian refuge is to be widened to 2.0 metres, but due to configuration of the junction can not be relocated. Although crossing 2 lanes of traffic now instead of 1, there will continue to be suitable gaps in the traffic from the nearby signals at Wheldrake Ln.
Germany Beck comments	6	Not stated 4	Wheldrake 1	Fulford 1	Noted, although unrelated directly to this scheme.
Tractors causing slow moving queues	5	Not stated 3	Wheldrake 1	Selby 1	See previous response re: speeding / overtaking.
Harder to egress as more free-flow	5	Escrick 2 Crockey Hill 1	Wheldrake 1	Not stated 1	Although southbound capacity of the junction will increase, it is not anticipated that there will be any more significant <i>free-flow</i> . Traffic conditions south of the junction are likely to normalise quickly following the merge.
Change signal timings - Fulford Interchange	4	Not stated 2	Riccall 1	Howden 1	See para 27 of report.
Slow drivers cause queues to bunch up	3	Wheldrake 1	Howden 1	Not stated 1	See previous response re: speeding / overtaking.
Extend the dualling further south	3	Wheldrake 2	Not stated 1		Due to available highway width and utility positions, we can not continue the dualling any further south than the current proposed design.

General suggestions re: improving flow / reducing traffic (P&R; businesses; etc)	3	Acomb 1      Goole 1      Not stated 1	Noted.
Prevent double-parking in Fulford	3	Not stated 2      Wheldrake 1	Noted and referred to the appropriate team.
Phase 1 works (northbound) were a success	2	Riccall 1      Howden 1	Noted.
Good idea using roadside boards to consult	2	Wheldrake 1      Selby 1	Noted.
Why no improvement for inbound traffic?	2	Wheldrake 1      Not stated 1	Little can be proposed at this junction to improve inbound capacity. With the resultant exit blocking at Fulford Interchange, it was agreed that improving outbound capacity would be prioritised.
Existing speeding concerns in Crockey Hill	1	Crockey Hill 1	See previous response re: speeding / overtaking.
Reduce intergreen by moving signals closer	1	Howden 1	The proposed stop lines and signal positions are as close to the junction as swept-path analysis allows.
Concerns over proposed new signal timings	1	Howden 1	The signals will be upgraded, utilising above ground detection. Thus they will be more reactive and adaptive to peak-time traffic conditions.



- NOTES:
- KEY:
- EXISTING KERB LINE
  - PROPOSED KERB LINE
  - FOOTWAY
  - HEDGES AND BRUSH
  - TREES AND SMALL BRUSH
  - VERGE

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PRELIMINARY

Revision	By	Checked/Approved	Date	Description



Project  
A19 PINCH POINT  
CROCKEY HILL

Drawing  
PROPOSED GENERAL ARRANGEMENT  
CONSULTATION


Drawn by GC Date: 23/03/2017  
Checked by Date:  
Authorised by Date:

Drawing No. CYC/TP/130043/CON/01V3B Revision -

Drawing Scale: NTS  
CAD Filename: Plot Scale: 1:1

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 <b>CITY OF YORK COUNCIL</b>	<b>Stage 1 Safety Audit</b>	
	Safety Audit Ref (see form TP/SAR)	16/015

Scheme Title: A19 Pinchpoint – Phase 2

Site Location details: A19, Crockey Hill / Wheldrake Lane Junction

Cedar Reference (or recharge code): DEC130043

The Safety Audit Team ( Leader first )	
	CYC – Transport Projects
	North Yorkshire Police
	CYC – Transport Systems
	CYC – Road Safety

Audit / Site visit(s) undertaken:	
Date: Tuesday 14 <sup>th</sup> March 2017	Time: 13:30 – 15:30
Weather: Dry and Windy	

The safety audit was based on documents and drawings supplied by:		
Name: █	Contact Tel: █	Organisation / Team: CYC – Transport Projects

Document or Drawing Title	Drawing Reference No.
A19 Pinch Point, Crockey Hill – Option 1 Version 3B	OPTION1 VERSION 3 rev B

**Other relevant information considered:**

<p> </p> <p> </p> <p> </p> <p> </p>
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### Safety Audit Team Statement

**A19 Pinchpoint Scheme – Phase 2, Crockey Hill / Wheldrake Lane  
junction  
Stage 1 Safety Audit**

We certify that we have examined the drawings and documents supplied with the sole purpose of identifying any features of the design which could be modified, included or removed in order to improve the safety of the highway. Problems identified have been noted in this report together with suggested safety improvements. Any recommendations included within this report should not be regarded as being prescriptive design solutions to the problems raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem.

We have not been involved with the design of the scheme:

Signed:		<div style="background-color: black; width: 150px; height: 15px; margin: 0 auto;"></div> Engineer – Transport Projects City of York Council	SA Team Leader
Date:	30/03/2017		
Signed:		<div style="background-color: black; width: 150px; height: 15px; margin: 0 auto;"></div> Traffic Management Officer North Yorkshire Police	SA Team Assistant
Date:			
Signed:		<div style="background-color: black; width: 150px; height: 15px; margin: 0 auto;"></div> Engineer – Traffic Systems City of York Council	Observer
Date:	31/03/2017		
Signed:		<div style="background-color: black; width: 150px; height: 15px; margin: 0 auto;"></div> Road Safety Officer City of York Council	Observer
Date:			

## Safety Audit Recommendations and Designer's Response

This section of the Safety Audit Report comprises the findings and recommendations of the Audit team.

It also allows for the Designer's Response, which the Designer should complete, sign where required, and then return to the Safety Audit Team Leader.

**It is expected that the Designer's Response will be completed and returned to the Safety Audit Team Leader within two weeks of receipt of the Safety Audit.**

### NOTE:

The location of signals equipment is not specified on the drawing provided, therefore the audit team have assumed the positions based on the existing signals and proposed islands. Additionally assumptions have been made regarding the proposed phasing of the signals as no proposals for this element of the scheme were provided.

### Item 1

#### **Problem:**

The widening of the road north of the signals means the trees are closer to the carriageway than in the existing layout. This could impact on forward visibility for inbound traffic and could lead to shunt type accidents.

#### **Audit team Recommendation:**

The forward visibility should be reviewed to ensure it is not compromised in the new arrangement.

**Designer's Response: Agreed.** This has been taken into account during the preliminary design process and shall be reviewed during detail design. Trees, shrubs and hedges along the west verge shall be trimmed and removed to provide clear visibility in accordance with TD9/93.

**Item 2****Problem:**

The joining of the two tapered hatch markings north of the junction is unconventional. This could lead to drivers misjudging the alignment and an increased chance of collisions.

**Audit team Recommendation:**

The hatches should be maintained at a minimum width of 800mm rather than tapering to a point.

**Designer's Response: Agreed.** A 1040 gap mark gap in accordance with TSRGD 2016 will be implemented within the detailed design at 800mm width.

**Item 3****Problem:**

The existing two island arrangement north of the junction provides protection for turning traffic and helps to identify the right turn lane as a refuge and not a second running lane. Removing it as the proposals suggest could increase the chance of vehicle collisions.

**Audit team Recommendation:**

The two island arrangement should be retained.

**Designer's Response: Agree.** This shall be looked at during the detail design.

**Item 4****Problem:**

The right turn into the car dealership (north of the junction) is currently marked with a keep clear marking. This has not been replicated in the proposed design which could lead to queuing traffic blocking the access when the signals are at red. This could create driver frustration and lead to dangerous turning manoeuvres.

**Audit team Recommendation:**

A keep clear or yellow box marking should be provided across both lanes at this position.

**Designer's Response: Agreed.** This will be illustrated on the drawings at detailed design stage.

**Item 5****Problem:**

The inbound taper for the right turn into Wheldrake seems excessively abrupt and may lead to larger agricultural vehicles crossing the solid white line or taking a line which is difficult for other drivers to anticipate. This could lead to sideswipe type accidents.

**Audit team Recommendation:**

The length of the taper should be reviewed and amended as required to ensure larger vehicles can easily negotiate without straying over the solid white line.

**Designer's Response: Agreed.** This will be increased in detailed design to prevent overrun of the lane markings.

**Item 6****Problem:**

The proposals for the Wheldrake Lane arm of the junction make no reference to the existing uncontrolled crossing point pictured below. Whilst no pedestrian crossing data was provided the presence of the post box suggests that the residents and business owners at Crockey Hill regularly use this route.



The proposals appear to move the stop line further back from the junction increasing the chances of pedestrians trying to cross between queuing traffic. Additionally the visibility for pedestrians crossing from the north at this location is very poor due to vegetation along the property boundaries. This could increase the chance of a pedestrian / vehicle collision.

**Audit team Recommendation:**

This crossing point should be reviewed during detailed design and improvements made to ensure pedestrians can use it safely.

**Designer's Response: Agreed.** The crossing point will be reviewed during detailed design stage.

### Item 7

**Problem:**

Investigation of the properties with access from Deighton Grove Lane resulted in the discovery of a water treatment plant (highlighted on the attached plan). Larger vehicles may need to access this plant and could find it difficult to negotiate the left turn out of Deighton Grove Lane with the current position of the pedestrian refuge island.

**Audit team Recommendation:**

Vehicle movements out of the access should be checked to ensure that larger vehicles can make the turn without coming into conflict with the island. If necessary the pedestrian refuge should be relocated.

**Designer's Response: Agree.** The access requirements to the water treatment plant will be reviewed at detailed design to accommodate the requirements.

### Item 8

**Problem:**

The right turn into Deighton Grove Lane is very close to the end of the merge lane and due to the width of the central hatch at this location a right turn ghost island has not been provided. At this point the merge lane is just wide enough to accommodate two vehicles, however if a third vehicle is stationary on the hatch waiting to turn right it could cause a conflict with the potential for side swipe accidents. Additionally, the lack of any feature to assist right turning vehicles means following drivers attempting merge may not be expecting a vehicle to make the right turn manoeuvre which could lead to shunt type accidents. As forward visibility through the scheme is not reduced the use of a double white line may also be unnecessary and if not enforced could be brought into disrepute.

**Audit team Recommendation:**

The double white line should be removed and replaced with a hazard warning line. A right turn facility should be provided to assist drivers making the manoeuvre and highlight the junction to other drivers. The merge lane should also be shortened so southbound traffic is reduced to a single lane before the Deighton Grove Lane turning.

**Designer's Response: Agree.** To be reviewed at detail design stage.

**Item 9****Problem:**

The existing access into Farm Road has visibility issues caused by the vegetation to the north of the access and there is evidence of verge overrun. This could contribute to problems for vehicles turning out and conflict with pedestrians on the footway.

**Audit team Recommendation:**

The detailed design should remodel the access to ensure these issues are addressed.

**Designer's Response: Agreed.** The hedges may have to be trimmed back to provide sufficient visibility. This will be reviewed at detailed design stage. The junction radii have been increased within the design to accommodate the new kerbline. The radii will be a standard 8m.

**Other issues identified outside the terms of reference of the audit  
(no responses required)**

- 1. The 40mph limit repeater signs and roundel markings are not shown on the plan provided but are within the extents of the scheme.**

### Declarations

**Lead Designer:**

I certify that I have considered the recommendations made by the safety audit team and have either agreed with the recommendations and proposed a course of action, or, where I have disagreed with any recommendation, a reason for that disagreement has been given.

Signed: \_\_\_\_\_ (Lead Designer)      Contact tel: \_\_\_\_\_      Date: \_\_\_\_\_

Print name: \_\_\_\_\_

**Project Manager/Sponsor:**

I have considered the Designer's responses to the recommendations of the safety audit team and am in agreement with them.

Signed: \_\_\_\_\_ (Proj.Man./Sponsor)      Contact tel: \_\_\_\_\_      Date: \_\_\_\_\_

Print name: \_\_\_\_\_

**Safety Audit Team Leader:**

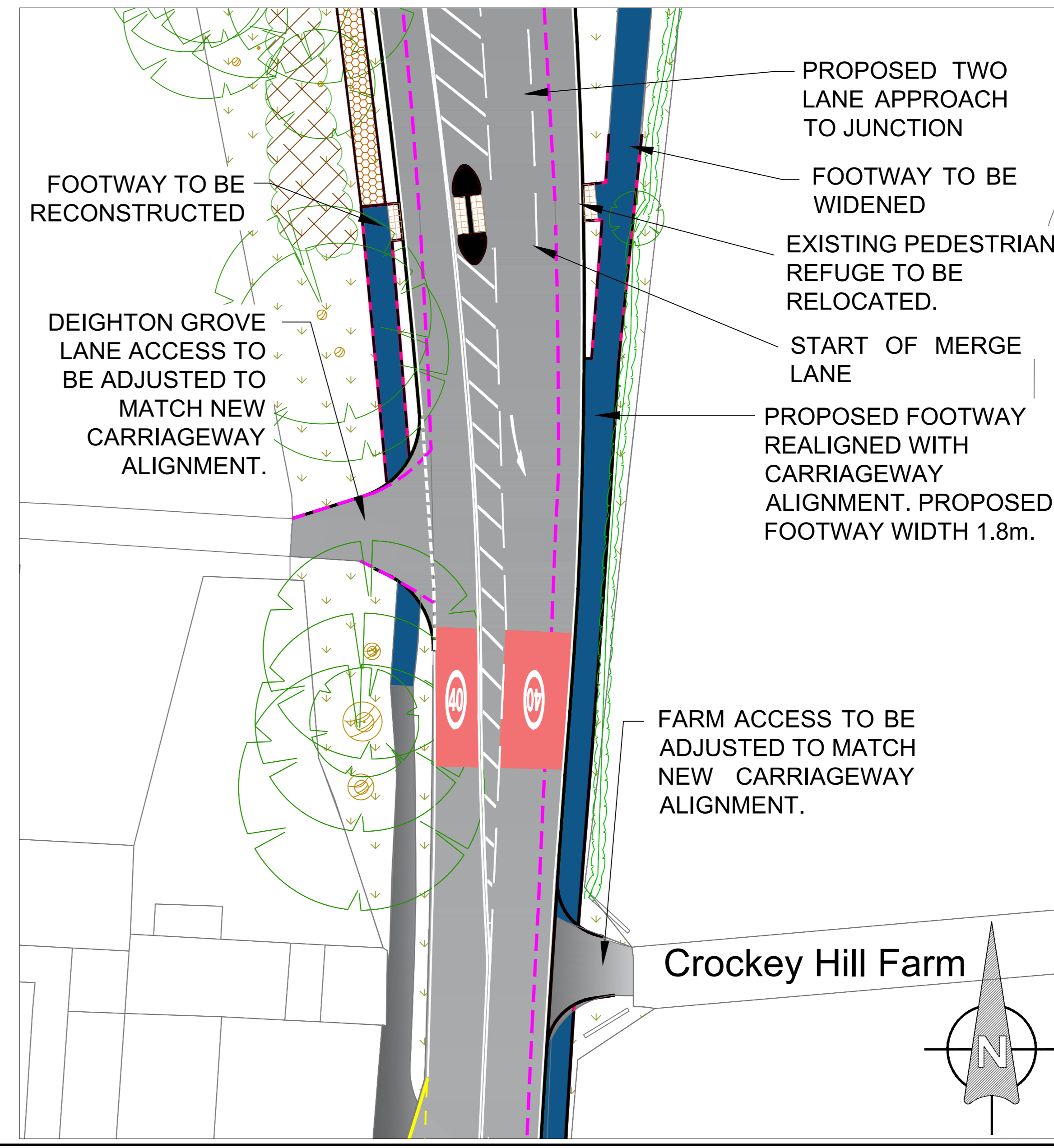
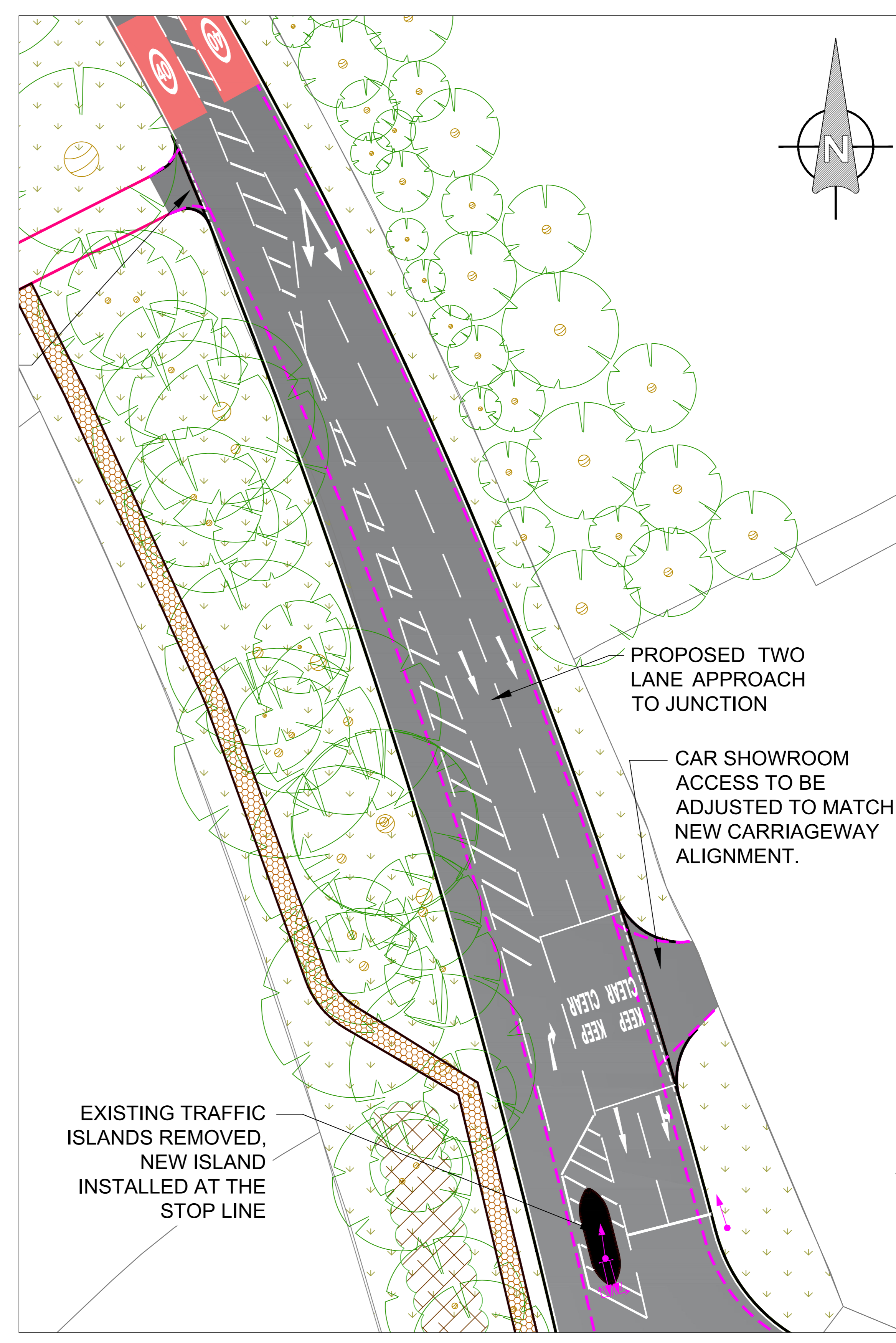
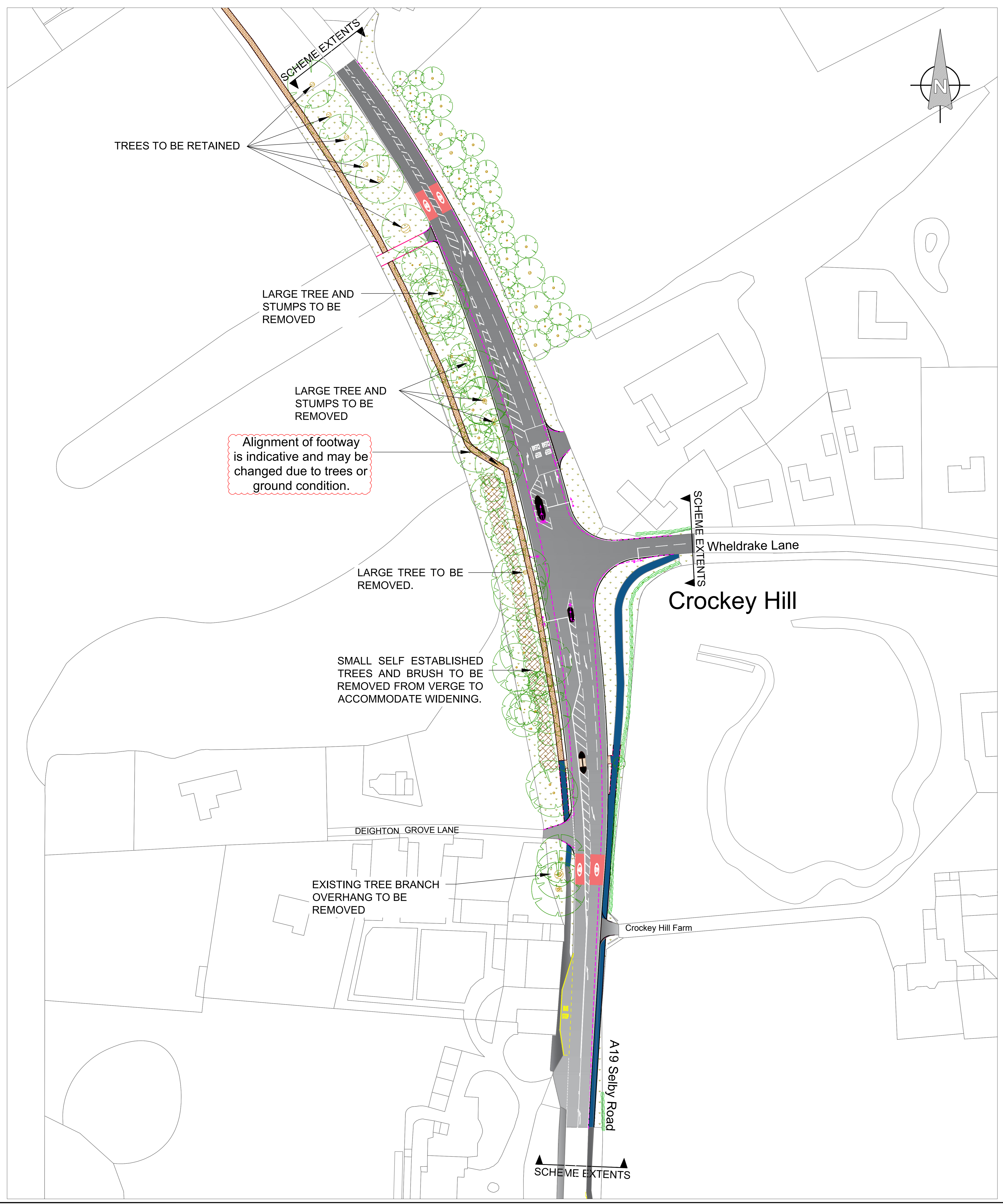
I have seen the Designer's responses to the recommendations and am satisfied that this stage 1 safety audit has been Completed.

Signed: \_\_\_\_\_ (SA Team Leader)      Contact tel: \_\_\_\_\_      Date: \_\_\_\_\_

Print name: \_\_\_\_\_

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- NOTES:
- KEY:
  - EXISTING KERB LINE
  - PROPOSED KERB LINE
  - FOOTWAY
  - ▨ HEDGES AND BRUSH
  - TREES AND SMALL BRUSH
  - VERGE

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PRELIMINARY

Revision	By	Checked/Approved	Date	Description



Project  
 A19 PINCH POINT  
 CROCKEY HILL

Drawing  
 PROPOSED GENERAL ARRANGEMENT  
 CONSULTATION  
 WEST VERGE FOOTWAY

Drawn by: AW Date: 18/07/2017  
 Checked by: Date:  
 Authorised by: Date:

Drawing No. CYC/TP/130043/CON/01V3C Revision: -

Drawing Scale: NTS Plot Scale: 1:1  
 CAD Filename:

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