

VICTORIA BAR ACCESS

Summary

1. There are 2 rising bollards at Victoria Bar whose purpose is to restrict access and egress to the Bishophill area (See Annex A). Only residents within this area are currently permitted access, and this is controlled by the use of fobs at the point of access.
2. These bollards are approximately 17 years old and as such they have become life-expired and are beyond economical repair. One bollard has irreparably failed and the second is likely to irreparably fail shortly. It is not possible to obtain a maintenance contract for the system due to its age and condition.
3. This report contains cost estimates, stakeholder feedback and design options for resolving the issues of entry and exit from Victoria Bar.
4. A decision is required on which option should be taken forward for detailed design and implementation.

Recommendations

5. The Executive Member is asked to:

Approve Option 1

6. Reasons:

- 83% of consultation responses were in favour of retaining 2 way access for residents, cyclists and emergency services only.
- It will be the quickest to implement as there are less groundworks and legal processes to carry out than the other options.

- This solution has been in place for 17 years and has proven to be an effective and safe configuration.

Background

7. Rising bollards were installed at Victoria Bar in 2002 which limited the access to and from the Bishophill area to residents only. The bollards were intended to act as a deterrent for people using these residential streets as a 'rat run' and were installed after all other means of stopping such use had failed.
8. 17 Years on the bollards require replacing as the equipment is life expired and beyond economical repair.
9. Ward Councillors and residents have requested a review of other options before a replacement is commissioned and thus a consultation and feasibility exercise has been undertaken.

Consultation

10. Residents of the Bishophill Area were contacted by letter and asked for their ideas.
11. These ideas were put through a feasibility and design process. Residents of the Bishophill Area were then contacted again and asked for further comment once designs were published.
12. On 15 August 2019 a consultation event was held for residents to view indicative designs and speak to officers in person at West Offices. One additional option was suggested which was to permit entry only through Victoria Bar for Residents only. This option has been designed and included in the reported options.
13. Micklegate Ward Councillors have expressed their desire to explore further improvements to access and travel arrangements within the Micklegate Ward. This additional piece of work is likely to have benefit, however it is not required to resolve the issues identified in this report. If additional work along these lines is supported, this should be forwarded as a separate scheme.
14. Residents who are registered keepers of a current fob and return it to CoYC will be eligible for a refund of the deposit.

15. Summary of resident consultation feedback

Replacement bollards or alternative technology (Option 1)	52/63 – 83%
Full Closure with enhanced public realm (Option 2)	8/63 – 12.5%
Uncontrolled Exit (Option 3)	1/63 – 1.5%
Controlled Exit (Option 4)	1/63 – 1.5%
Controlled Entry (Option 5)	1/63 – 1.5%

Options

16. **Option 1 – Replacement of existing access control measures**

17. This option allows entry and exit for local residents, cycles and emergency services. This access restriction will be controlled by rising bollards or equivalent measures. It represents a replacement of the current arrangement.
18. A preliminary design can be found in Annex B. If this option is forwarded this preliminary design would be subject to a detailed design process where further consultation would be carried out to inform the final design.
19. **Option 2 – Full closure of Victoria Bar with enhanced urban realm**
20. This option allows entry and exit for cycles only. This access restriction will be controlled by fixed bollards or equivalent measures.
21. The area immediately surrounding the bar will be subject to significant public realm improvements.
22. A preliminary design can be found in Annex C. If this option is forwarded this preliminary design would be subject to a detailed design process where further consultation would be carried out to inform the final design.
23. **Option 3 – Exit only from Victoria Bar for all motorised vehicles with enhanced urban realm**
24. This option allows all road users to exit via Victoria Bar but nothing may enter. This access restriction will be controlled by signage and associated legal order only.
25. The area surrounding the bar will be subject to minor public realm improvements.

26. A preliminary design can be found in Annex D. If this option is forwarded this preliminary design would be subject to a detailed design process where further consultation would be carried out to inform the final design.
27. **Option 4 – Exit only from Victoria Bar for residents only with enhanced urban realm**
28. This option allows local residents, cycles and emergency services to exit but nothing may enter. This access restriction will be controlled by rising bollards or equivalent measures.
29. The area surrounding the bar will be subject to minor public realm improvements.
30. A preliminary design can be found in Annex E. If this option is forwarded this preliminary design would be subject to a detailed design process where further consultation would be carried out to inform the final design.
31. **Option 5 – Entry only to Victoria Bar for residents only**
32. This option allows entry to residents, cycles and emergency services but nothing may exit. This access restriction will be controlled by rising bollards or equivalent measures.
33. A preliminary design can be found in Annex F. If this option is forwarded this preliminary design would be subject to a detailed design process where further consultation would be carried out to inform the final design.
34. **Option 6 – Full closure of the Bar without enhanced public realm**
35. This option allows entry and exit for cycles only. This was not an option identified by residents or stakeholders, however it has been included as it is the cheapest solution.
36. This option involves the installation of 2 fixed bollards to prevent access and egress to all users except cycles.
37. It is still necessary to undertake some civils works as the existing faulty rising bollards need to be removed.

Analysis

38. **Option 1 – Replacement of existing access control measures**

39. Estimated Capital Cost: £100k

40. Estimated Revenue Cost: £5k per annum

41. Advantages

- Proven to be effective at providing access to local residents, emergency services and cyclists
- There are no casualty accidents with the current arrangement on record in the last 5 years and 'rat running' has stopped
- It is the most favoured option from the consultation
- It is the option that can be implemented the quickest as there is no need to change the legal order

42. Disadvantages

- There is an ongoing revenue implication associated with the maintenance contract for the access control system
- Provides no improvement to the public realm

43. **Option 2 – Full closure of Victoria Bar with enhanced Urban Realm**

44. Estimated Capital Cost: £200k

45. Estimated Revenue Cost: £2k per annum

46. Advantages

- Preserves and enhances the character of the ancient monument
- Provides largest scope for public realm improvements
- Potential to use the space for other purposes
- Does not require rising bollards or similar measures

47. Disadvantages

- A large amount of civil construction works would be required, including excavation around the ancient monument

- This option would take the longest to implement at approximately 1 year
- This is the most expensive option with regards to capital spend
- The urban realm improvements will require maintenance which will have a revenue implication
- Reduces the available access options for local residents compared to the current arrangement and therefore adds journey time to motorised journeys

48. **Option 3 – Exit only from Victoria Bar for all motorised vehicles with enhanced urban realm**

49. Estimated Capital Cost: 150k

50. Advantages

- Provides some minor public realm improvements
- Does not require rising bollards or similar measures

51. Disadvantages

- Reduces the available access options for local residents compared to the current arrangement and therefore adds journey time to motorised journeys
- It is likely the some drivers would travel the wrong way through the restriction, causing a safety risk
- The legal order would require changing meaning this option is likely to take over 6 months to implement

52. **Option 4 – Exit only from Victoria Bar for residents only with enhanced urban realm.**

53. Estimated Capital Cost: £175k

54. Estimated Revenue Cost: £5k per annum

55. Advantages

- Provides some minor public realm improvements

56. Disadvantages

- Reduces the available access options for local residents compared to the current arrangement and therefore adds journey time to motorised journeys
- There is an ongoing revenue implication associated with the maintenance contract for the access control system
- The legal order would require changing meaning this option is likely to take over 6 months to implement

57. **Option 5 – Entry only to Victoria Bar for residents only**

58. Estimated Capital Cost: £150k

59. Estimated Revenue Cost: £5k per annum

60. Advantages

- Provides some minor public realm improvements

61. Disadvantages

- Reduces the available access options for local residents compared to the current arrangement and therefore adds journey time to motorised journeys
- There is an ongoing revenue implication associated with the maintenance contract for the access control system
- The legal order would require changing meaning this option is likely to take over 6 months to implement

62. **Option 6 – Full Closure of Victoria Bar without enhanced public realm**

63. Estimated Capital Cost: £50k (removal of existing system)

64. Advantages

- Does not require rising bollards or similar measures
- Cheapest option

65. Disadvantages

- Reduces the available access options for local residents compared to the current arrangement and therefore adds journey time to motorised journeys
- Provides no improvement to the public realm
- The legal order would require changing meaning this option is likely to take over 6 months to implement

66. Options already discounted

67. The use of alternative technology was considered an option. This has now been combined with Option 1 as the outcome is the same and the technology to be used will be decided at the detailed design stage for all options where technology is deployed.

68. A design variant of Option 1 was explored whereby narrowing at the entry to Victor Street from Nunnery lane was considered, with the aim of reducing other road users mistakenly trying to turn into the Bar. This option presented problems with the safe operation of the entry and exit systems and as such has been discounted.

69. ANPR 'camera enforcement' has been ruled out due to no legal mechanisms being available to enforce it for this specific location.

70. The option to allow unrestricted traffic into the bar or in both directions has not been forwarded on the basis that it did not receive any support from local residents and unrestricted access would reintroduce significant safety issues.

Council Plan

71. An open and effective Council

A thorough consultation exercise has been carried out that gave local residents several occasions to engage with the process and have their say. Several of the options presented in this report were borne directly from the suggestions of local residents.

72. World class infrastructure

Access control measures constitute a fundamental tool in the front line provision of transport services to the city. This scheme represents a focus on such provision.

73. Getting around sustainably

The Bishophill area, as defined in the "York (Bishophill) restrictions of driving area" legal order, is a restricted residential area that has been implemented to improve safety and enhance the public realm. This scheme has been successful and by renewing the systems in place to support this restriction, the benefits will continue. By restricting access 'ratrugging' is prevented, this has a positive impact on pedestrian and cycle safety, air quality as well as improving the public amenity of the area.

Implications

74. **Financial**

Capital and revenue funds will be required to carry out the work. All capital costs including project management fees, Officer time, Equipment and contractor costs could be funded from the 2020/2021 Transport budget. Any revenue implications could also be incorporated into future years Transport budgets.

This scheme must therefore be considered against other 20/21 Transport priorities when allocating funding.

75. **Human Resources (HR)**

There are no Human Resources implications.

76. **One Planet Council / Equalities**

There are no Equalities implications.

77. **Legal**

There are no Legal implications.

78. **Crime and Disorder**

There are no Crime and Disorder implications.

79. **Information Technology (IT)**

There are no IT implications.

80. **Property**

There are no Property implications.

81. Transport

The Transport implications are addressed within this report.

Risk Management

82. The area is of historical significance, great care must be taken to protect the monument and surrounding area. Conservation and groups such as the Civic Trust will be consulted once the high level option has been chosen and the extent of the works is known.
83. Project risks are recorded within the project risk register and managed by the project team.

Contact Details

Author:

James Guilliat
Transport Project Manager
Transport Systems Team
01904 55 4039

Chief Officer Responsible for the report:

Neil Ferris
Director of Economy and Place

Report **Date** Insert Date
Approved **tick**

Specialist Implications Officer(s) List information for all
N/A

Wards Affected: List wards or tick box to indicate all **All**

Micklegate Ward

For further information please contact the author of the report

Background Papers:

All relevant background papers must be listed here.

Background Paper A – 2001 Report for Access and Exit from Victoria Bar
(Report concluding rising bollards should be used originally)

Annexes

Annex A – Bishophill area of restricted access.

Annex B – Indicative drawings for Option 1 – Replacement of the Rising
Bollard Access Control.

Annex C – Indicative drawings for Option 2 – Full Closure of the Bar with
enhanced Urban Realm.

Annex D – Indicative drawings for Option 3 – Exit only from Victoria Bar for all
motorised vehicles with enhanced urban realm.

Annex E - Indicative drawings for Option 4 – Exit only from Victoria Bar for residents only with enhanced urban realm.

Annex F – Indicative drawings for Option 5 – Entry only to Victoria Bar for residents only.

List of Abbreviations Used in this Report

CYC – City of York Council

ANPR – Automatic Number Plate Recognition

RFID - Radio-frequency identification (e.g card in windscreen).