

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

To: Councillor Gillies (Executive Member)

Date: Thursday, 10 November 2016

Time: 2.00 pm

Venue: The Thornton Room - Ground Floor, West Offices (G039)

AGENDA

Notice to Members - Calling In:

Members are reminded that, should they wish to call in any item* on this agenda, notice must be given to Democratic Services by **4:00 pm** on **Monday 14 November 2016**.

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

Written representations in respect of items on this agenda should be submitted to Democratic Services by **5.00pm** on **Tuesday 8 November 2016**.

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 - 8)

To approve and sign the minutes of the Decision Session held on 13 October 2016.

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 **Wednesday 9 November 2016 at 5:00pm.**

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

Filming, Recording or Webcasting Meetings

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

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

The Council's protocol on Webcasting, Filming & Recording of Meetings ensures that these practices are carried out in a manner both respectful to the conduct of the meeting and all those present. It can be viewed at http://www.york.gov.uk/download/downloads/id/11406/protocol_f_or_webcasting_filming_and_recording_of_council_meetings_20160809.pdf

4. Response to Petition: Advertising Boards ('A' Boards) and other Equipment on the Public Highway (Pages 9 - 30)

The purpose of this report is to advise the Executive Member of the receipt of a petition, which seeks an amendment to the resolution of the Executive (made on 25 August 2016) and makes recommendations in response to the petition.

5. Policy on Streets maintained at private expense and Highway Powers relating to urgent repairs (Pages 31 - 46)

The Executive Member is asked to note the contents of this report covering the issue of streets within the city boundary which are maintained at private expense and endorse it as a refresh of the existing policy on private streets.

6. Road Safety Review 2016 (Pages 47 - 78)

The purpose of this report is to provide an overview of the work undertaken by the City of York's Road Safety team.

7. Residents Parking Petitions (Pages 79 - 98)

The Executive Member is asked to note the receipt of several petitions received over the summer period and determine what action is appropriate.

8. Haxby to Strensall Speed Limit Petition(Pages 99 - 114)

The Executive Member is asked to note the receipt of a petition requesting the reduction of the speed limit on the rural roads between Haxby and Strensall and the introduction of traffic calming measures such as chicanes.

9. Urgent Business

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

Democracy Officer:

Name: Judith Betts

Contact Details:

- Telephone – (01904) 551078
- Email – judith.betts@york.gov.uk

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

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

Contact details are set out above.

This information can be provided in your own language.

我們也用您們的語言提供這個信息 (Cantonese)

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

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

Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)

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

 **(01904) 551550**

City of York Council

Committee Minutes

Meeting	Decision Session - Executive Member for Transport and Planning
Date	13 October 2016
Present	Councillor Gillies (Executive Member)
In Attendance	Councillor D'Agorne, Councillor Hunter

30. Declarations of Interest

At this point in the meeting, the Executive Member was asked to declare any personal, prejudicial or disclosable pecuniary interests that he might have in relation to the business on the agenda. No additional interests were declared.

31. Minutes

Resolved: That the minutes of the last Decision Session held on 8 September 2016 be signed and then approved by the Executive Member as a correct record.

32. Public Participation

It was reported that there had been two registrations to speak at the meeting under the Council's Public Participation Scheme. Two Members of Council had also registered to speak.

5) Holgate Road (Iron Bridge to Acomb Road) Cycle Scheme

David Nunns spoke on behalf of St Paul's Church Council. He thanked Officers for the proposal which would allow for visitors to the church to park in the community bay for 90 minutes. He requested that 30 minutes parking be allowed on the other side of the road for visitors, as church users could not use other parking facilities nearby.

Councillor D'Agorne welcomed the proposals as he felt they would increase levels of safety in the area for cyclists.

6) Monkgate Roundabout Cycle/Pedestrian Safety Scheme

Tom Franklin felt that the proposals would not reduce the number of accidents at Monkgate Roundabout. He felt that if the curve of Huntington Road was straightened it would be safer. He commented that, the proposals to shorten the shared use path on the eastern footway of Huntington Road would be too narrow, especially for users of buggies and for cyclists. The proposal therefore would increase the chance of accidents.

Councillor D'Agorne supported the proposals for reducing the traffic lanes and improving sightlines but had a particular concern over the dropped kerb at the junction. He felt this could be misused by cyclists coming at high speed or by cars dropping people off. He suggested that bollards or signs be considered to prevent this happening.

7) Knavesmire Primary Safe Routes to School-Bishopthorpe Road, Pedestrian Crossing Improvements

Councillor D'Agorne was encouraged by the proposed removal of the speed humps on Bishopthorpe Road. He expressed concern that the road curved to the left which meant that cyclists to the east would be hidden by cars. He added that it would be more dangerous for pedestrians if cyclists were away from the centre of the road.

9) Acomb and Westfield Shopping Area Petitions

Councillor Hunter informed the Executive Member of a petition that had been launched in March which had called for works to improve the footpaths in Acomb and Westfield Shopping Areas. She urged the Executive Member to support the Officer's recommendation as she felt that safe infrastructure was needed to ensure safe, local and thriving shopping areas. It was noted that ward funding was not available to improve the footpaths.

33. Directorate of Place Capital Programme - 2016/17 Monitor 1 Report

The Executive Member considered a report which set out progress to date on schemes in the 2016/17 Directorate of Place Capital Programme, including budget spend to the end of August 2016.

The report proposed adjustments to scheme allocations to align with the latest cost estimates and delivery projections.

It was noted that there would be no priority order for pedestrian crossing requests that were identified for investigation.

Resolved: (i) That the amendments to the 2016/17 Directorate of Place Capital Programme set out in Annexes 1 and 2 be approved.

(ii) That the reduction to the 2016/17 Director of Place Capital Programme be noted and the movement of funding to 2017/18, subject to the approval of the Executive.

(iii) That the list of the priority pedestrian crossing requests in Annex 3 of the report be noted.

Reason: To enable the effective management and monitoring of the Directorate of Place Capital Programme.

34. Holgate Road (Iron Bridge to Acomb Road) Cycle Scheme

The Executive Member received a report which provided him with an update on the advertisement of the Traffic Regulation Order (TRO) required for implementation of the proposed cycle lane at Holgate Road. The report also summarised the results of further discussions with the owners of numbers 150-154 Holgate Road and made a recommendation on the way forward.

In relation to comments made by the public speaker, Officers welcomed Councillor D'Agorne's comments on safety and responded that they would consult with colleagues in regards to the proposal for allowing 30 minutes parking on the residential side of the street. The Executive Member felt that this was an Officer decision, and delegated the decision for permitting the variation to the Director of City and Environmental Services.

Resolved: (i) That the objections to the TRO be noted, but the making of the TRO (subject to a 90 minute non-permit holder exception to the Community bay) be approved. It is further recommended that the implementation of the proposals as shown in **Annex A** is authorised (with the

exception of the parking proposals outside numbers 150-154).

- (ii) That the principle to the creation of a parking area in Chancery Rise (as shown in **Annex D**) along with the provision of a dropped kerb to facilitate vehicle access to the forecourt area at 150 Holgate Road (part of the scheme shown in **Annex C**) be approved. Linked to this, the advertisement of a TRO covering the removal of the existing restrictions on the affected part of Chancery Rise, along with the introduction of “no waiting at any time” restrictions to replace the existing on-road parking provision adjacent to 150-154 Holgate Road be authorised.
- (iii) That authority be delegated to the Director of City and Environmental Services to decide, following consultation with fellow Officers, about non-residential permit holders parking provision for 30 minutes in the parking space now approved for residential parking.

Reason: To enhance road safety by providing more continuity of the cycle lanes whilst maintaining good parking provision for local resident and businesses.

35. Monkgate Roundabout Cycle/Pedestrian Safety Scheme

The Executive Member considered a report which updated him on work undertaken to reduce the number of accidents at Monkgate Roundabout. The report also sought approval of a recommended layout for construction.

Officers informed the Executive Member of a number of accidents that had taken place at the roundabout.

The Executive Member took into consideration the comments from the public speakers, and referred to a representation he had received before the meeting from Councillor Craghill. It was noted that this scheme would be kept under review.

Resolved: (i) That the scheme be approved as shown in Annex A to the Officer's report.

(ii) That the decision to install signs to inform cyclists of dropped kerbs on the junction be delegated to the Director of City and Environmental Services.

Reason: To improve facilities for cyclists and pedestrians and to reduce the number of accidents involving cyclists.

36. Knavesmire Primary Safe Routes to School - Bishopthorpe Road, Pedestrian crossing improvements

The Executive Member considered a report which proposed pedestrian crossing improvements on Bishopthorpe Road at its junction with Campleshon Road in light of the recent public consultation. The Executive Member was asked to approve the implementation of an amended scheme including the advertising of speed limit and traffic regulation orders.

Resolved: That Option (ii) be approved:

For Officers to implement an amended scheme (Annex C in the Officer's report), and advertisement of the required traffic regulation orders, with implementation to follow if no substantive objections are received. Any objections will be reported back to the Executive Member for a final decision.

Reason: To improve pedestrian crossing facilities on Bishopthorpe Road at its junction with Campleshon Road.

37. Heslington Lane - Danger Reduction Scheme

The Executive Member considered a report which detailed the development of a danger reduction scheme on Heslington Lane, it included consultation responses and sought a decision on implementation of the proposals.

Resolved: That Option (ii) be approved.

Implement the scheme as detailed in Annex A and B, but remove the lighting column opposite Holmefield

Lane from the proposals. Also advertise the required speed limit and order with implementation to follow if no substantive objections are received. Any objections will be reported back to the Executive Member for a final decision.

Reason: To reduce the risk of road users colliding with the chicane which in turn reduces ongoing maintenance costs to the council. To improve the existing zebra crossing to better accommodate cycle users and improve the lighting for all users.

38. Acomb and Westfield Shopping Area Petitions

The Executive Member considered a report concerning two petitions which called for works to be carried out to the footworks in Acomb and Westfield Shopping Areas.

The report also asked him to confirm an approach to achieve the expectations of the petitions and also recommended further work be carried out to appraise the possibilities for a wider renewal and reinvigoration scheme for both locations. This would then allow for a report to be prepared for the Executive Member for Economic Development and Community Engagement.

The Executive Member asked Officers if there was local funding available to support the request, such as from the 'Acomb Alive' fund. It was confirmed that funding had been provided to Acomb Front Street but not for this particular request.

Resolved: (i) That the petitions at Paragraph 5 be noted.

(ii) That the detail of the report be considered and it be confirmed that a highway maintenance led approach is not the appropriate policy approach to achieve the expectations of the two petitions.

(iii) That it be recommended that further work is carried out to appraise the possibilities for a wider renewal and reinvigoration scheme for both locations and a report prepared for the Executive Member for Economic Development and Community Engagement (Deputy Leader).

Reason: To ensure that the concerns of the petitioners are addressed and council budgets are used effectively to contribute to the development of community improvements.

Councillor Gillies, (Executive Member)

[The meeting started at 2.00 pm and finished at 2.35 pm].

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10 November 2016

Decision Session – Executive Member for Transport and Planning

Report of the Corporate Director of Economy and Place

Response to Petition: Advertising Boards ('A' Boards) and other Equipment on the Public Highway

Summary

1. The purpose of this report is to advise the Executive Member for Transport and Planning of the receipt of a petition (**Annex C**), which seeks an amendment to the resolution of the Executive (made on 25 August 2016) and makes recommendations in response to the petition.
2. The Executive approved the policy at **Annex A**; the full resolution is at **Annex B**.
3. The petition seeks an amendment to the policy such that *“it only prevents the placement of hazardous boards or boards in cluttered or unsatisfactory locations”....highlighting that...“ for many businesses set back from main thoroughfares ‘A’ Boards are essential signposting....”*

Recommendations

4. It is recommended that the Executive Member for Transport and Planning affirms the resolution of the Executive in full.

Reason:

- To provide adequate control of the many and varied obstructions (particularly for those with impaired mobility for example, blind and/or partially sighted) temporarily located on the public highway. This taking into account of the Council’s responsibilities under the Highways Act 1980, the Equality Act 2010 and Town & Country Planning Act 1990.
- To mitigate the impact on the visual amenity of the conservation area and setting of the many listed buildings in the city centre.

- To contribute further to the removal of street clutter, improve the street scene and public realm.

Background

5. The petition was received on 25th August 2016 when it was handed in at the meeting of the Executive. The lead petitioner spoke at the meeting. It contains 111 signatures and 250 typed comments, assumed to be from an online webpage.
6. It is advised that the policy report considered by the Executive, provided an objective analysis of current circumstances with 'A' Board usage in the city centre and highlighted the duties and responsibilities sitting with the Council, chiefly the Highways Act 1980 and Equalities Act 2010.
7. An audit was undertaken of a considerable number of shopping streets within the centre, looking crucially at the issue of pedestrian space and safe movement.
8. It was demonstrated that with 'A' Boards or other advertising materials in place, the available space and width for pedestrian movement, would not be in accordance with nationally recognised standards/best practise, in the vast majority of streets, The assessment also considered the impact upon visual amenity of 'A' board placement on these same streets.
9. The conclusion and basis for the recommended policy was that a prohibition of 'A' Boards was required in order to achieve an appropriate level of control and management of the situation.
10. The primary purpose of the public highway (to pass and repass without let of hindrance) needs to be upheld and the analysis and report demonstrated that the proposal was necessary and reasonable, giving due weight to the Council's Equality responsibilities.
11. The petition seeks the prevention of" *only hazardous boards in cluttered or unsafe locations....*"
12. It is advised that the previous report gave careful consideration to the implications presented by advertising boards within the described streets and zone overall. It was demonstrated that the highway widths simply cannot (in the significant majority of streets), be expected to accommodate such material, without having a detrimental impact on highway users, with a particular emphasis on vulnerable communities of interest.

13. The conclusion being that within the zone, the placement of boards presents a level of obstruction which is unreasonable and gives rise to genuine adverse impact upon the use of the highway.
14. The additional negative impact upon the visual amenity of the city's much valued street scene, historic townscape and setting of many listed buildings is also an important factor in the policy.
15. The policy allows for further work with regards to the use of Boards for business which are not immediately obvious. The wording/criteria within the policy being: "*where the sole route to the business is achieved via a narrow lane/passageway/snickleway or similar, i.e. it does not have an obvious frontage to a main thoroughfare*".
16. It is therefore considered that the policy has taken into account the circumstances which the petition has sought to highlight and provided robust recommendations.
17. The recommendations were supported by an Equality Impact Assessment. The policy will have a positive impact on the quality of life indicators for several communities of identity. Including the elderly, carers of older or disabled people, disabled people and those with young children. This is because the policy will significantly reduce the presence of 'A' Boards within the zone, meaning the negative impacts they create in obstructing, hindering, and creating general difficulty for access and mobility, will be mitigated.

Policy Implementation

18. The prohibition will commence on 1 February 2017. Raising awareness will be undertaken over forthcoming weeks and months; initially via a covering letter (with A5 copy of the Policy), which has now been distributed to all businesses within the zone. This highlights key information and advises of further communications over the autumn and later part of the year. A drop in/surgery type event is to be held at the Guildhall on 8th November 2016, for businesses to attend, with officers available to discuss the policy and answer questions. A web page is now in place and an email address specific to the policy (www.york.gov.uk/aboards; email: aboards@york.gov.uk). Dialogue will be available for businesses with regards to the option of (city/remote/shared) boards, in line with the policy criteria. Businesses on Micklegate will be able to apply for permission through a licence. Some initial emails have been received from businesses and replies issued, with further information provided as appropriate.

Council Plan

19. The policy contributes to the following priorities and objectives;
- Everyone who lives in the city can enjoy its unique heritage and range of activities.
 - Visitors, businesses and residents are impressed with the quality of our city.
 - Residents are protected from harm and vulnerable people feel safe.
 - That we always consider the implications of our decisions, including in relation to health, communities and equalities.
 - Use of evidenced based decision making.
 - Engage with communities, listening to their views and taking them into account.

Implications

20.

Legal	The recommended draft policy addresses the council's duties with respect to its Highway, Planning responsibilities.
Financial	Covered within Executive Report.
Human Resources	As above.
Crime and Disorder	There are no crime and disorder implications
Sustainability	There are no sustainability implications
Equalities	As contained within Executive Report.
Property	There are no property implications

Risk Management

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

Contact details:

Author

Richard Bogg
Traffic and Highway Development
Manager
Tel No. (01904) 551426

**Chief Officer responsible for the
report:**

Neil Ferris
Corporate Director of Economy and
Place

**Report
Approved**



Date 1/11/2016

Wards Affected:

All

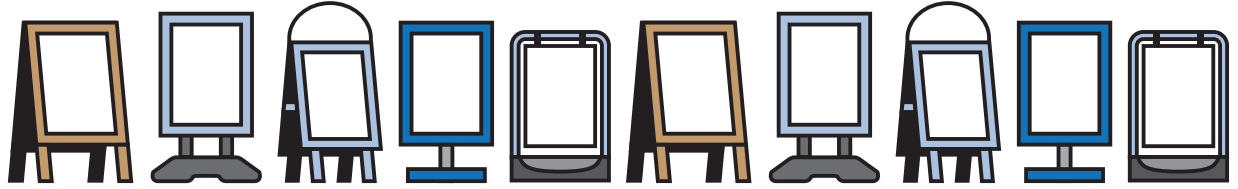


For further information please contact the author of the report

Annex A 'A Boards' Policy
Annex B Executive Meeting 25/08/16 Resolution
Annex C Petition Front Page

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
'A' Boards Policy



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Introduction - Purpose

 This policy establishes City of York Council's position with regards to **the placement on the public highway of 'A' Boards or other comparable objects.***

The policy relates to the core of the city centre with a boundary consistent with the Business Improvement District.



Background



The intention of an 'A' Board is that it is linked to/part of/adjacent to the property/business it is promoting. In essence it's an extension to the traditional fascia or hanging sign.

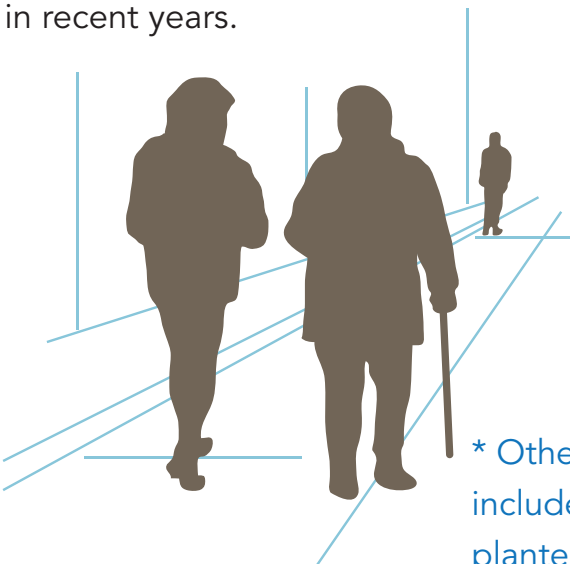
However, the placement of 'A' Boards on the public highway creates many issues, in particular the potential to present an obstruction and safety hazard to users. This is a substantial problem for those with mobility impairment, such as the blind and partially sighted, wheelchair users and people with prams/pushchairs.

The volume of pedestrian/foot traffic in the city centre in particular is significant, at capacity in some places and at certain times.

In many locations the street environment is simply not suited to accommodating additional, non essential features. Whilst the footstreets provide extensive space for pedestrians overall, the demands remain challenging, including the need for certain motor vehicles to have access (refuse collection/essential maintenance).



There is an ongoing commitment to reduce street clutter overall in the city, with many items of council approved street furniture (signage/poles) having being removed in recent years.




There is a need to create good impressions of the city for both residents and visitors, to protect the historic environment and respect the many listed buildings, interesting and vibrant public streets and spaces. Together these make York an attractive place to live in and visit.

* Other advertising materials/objects/apparatus will include for example mannequins, menus, lecterns, planters, goods on display


The policy

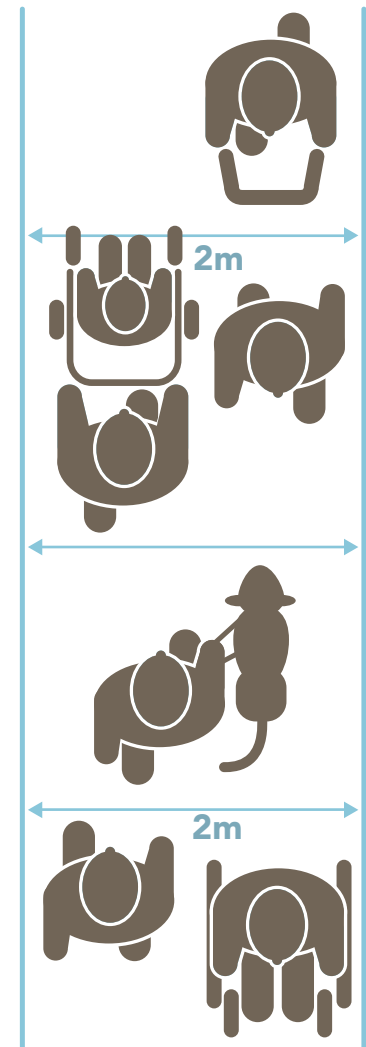
There is a necessity to ensure that the primary purpose of the public highway is achieved and upheld (to pass and repass without let or hindrance). The council has duties under both Highway and Equality legislation and wants to respond proactively to them.

 We must ensure that the highway provides safe access and movement for all and manage the risks/hazards associated with obstruction.

We also seek to provide consistency, fairness and support businesses.

The policy covers the streets as shown on the 'A' Boards Prohibition Zone **and bans the placement of 'A' Boards (and other advertising objects) on the public highway.** All businesses/organisations within the zone will not be permitted to use 'A' Boards. The only location exception being Micklegate, as the clear width required for pedestrian movement (with an 'A' Board in place), is likely to be achieved. Any business wishing to place an 'A' Board in Micklegate will have to make an application to the council.

 The policy is also appropriate because of the impact that multiple 'A' Boards have on the visual amenity of the conservation area and the many listed buildings (accounting for 70 per cent of the buildings within the shopping streets.



City Approved Board (CAB)

 Within the zone it is intended to develop and establish the concept of a wall/building mounted board, approved by City of York Council. These will take the form of an official means of signposting/advertising private businesses - **with limited locations and strict criteria.**

At this stage the circumstances envisaged as appropriate for the mounting of a CAB are defined as being;

“Where the sole/primary route/access to a business is via a narrow lane, passageway, snickleway or similar. That is where it does not have an obvious frontage/shop window directly on a main pedestrian thoroughfare (or other means to ‘signpost’ its location).”





The policy envisages that the number of CABs will be highly controlled.


Dubrovnik

This UNESCO World Heritage city uses a uniform banner; wall mounted at the entrance to the many narrow lanes, advertising the business, shops, restaurants

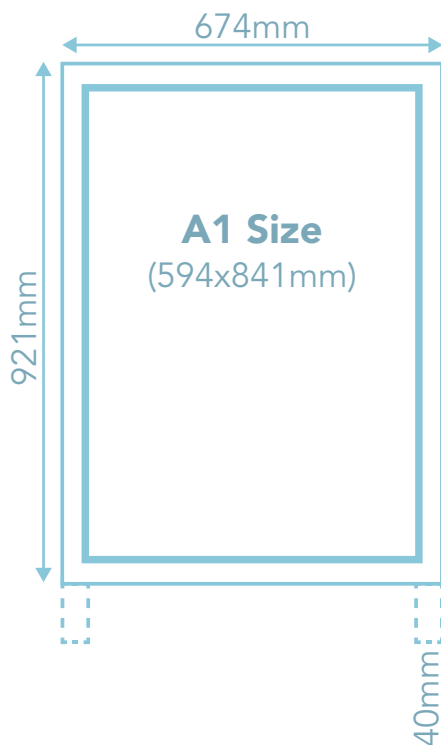


Remote - Shared 'A' Board (RAB/SAB)

 For an initial 12 months (post full implementation of the policy) the council will consider/trial what in effect will be a private version of the 'CAB'. The criteria will be the same as for CAB's, i.e. only in the circumstances defined on page 5. 

 A business (or group of) could propose a private board to be located on a building. In many circumstances this is likely to require a planning application, which will consider the implications.

Alternatively a proposal for a RAB/SAB to be placed on the public highway would require a license application and the criteria on page 7 would be applicable.



Licensed 'A' Boards Criteria

This will only be applicable to **Micklegate** and any **RAB** or **SAB** category 'A' Boards to be placed on the public highway.

1 'A' Board per business

'A' Board positioned only within property frontage – adjoining/abutting



'A' Boards will not be licensed for any carriageway/road/street/lane or any other area of public realm, which is available to motor traffic (even for limited periods)

 **'A' Board size permissible** - A1 MAXIMUM, width 594mm; height 841mm

 **'A' Boards to be static/rigid only** - Not permitted: rotating/swinging/illuminated/powered

'A' Boards to be free standing and immediately removable by hand

'A' Boards only licensed to align with business opening times

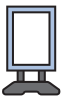
 **'A' Boards only licensed during hours of daylight** - They cannot be self illuminated

'A' Board licensee must have public liability insurance to indemnify City of York Council against any claims


'A' Board not to be positioned immediately adjacent to any doorway/entrance or emergency exit; any pedestrian crossing, including dropped kerbs facilitating access for wheel chair users and prams/pushchairs; taxi ranks, bus stops

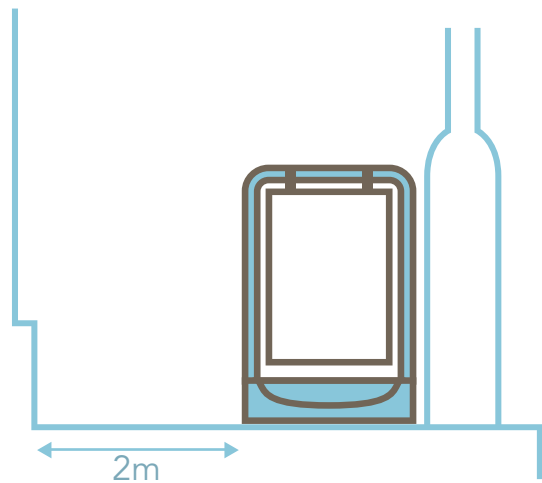
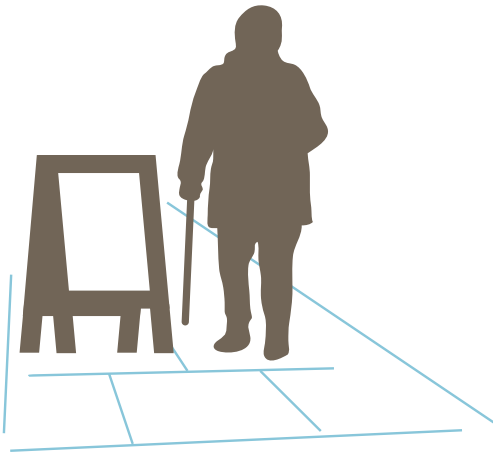
Licensed Application Process

- Application form – online/paper
- Provision of information including accurate plan and photo
- Scope for pre discussion/advice
- Application considered in scope – licensing fee paid - approval by officer
- Application not in scope – further information required – approval by officer
- Application not in scope – refused
- Appeal Process – submission of attenuating circumstances/further information;
Review by transport team – approve or dismiss
- License to be displayed within business (window/door), which will include photo of approved location
- Licence to be renewed annually with fee




Management and Enforcement of Policy

- A breach of licence conditions observed/recorded (photo) by an officer OR reported with evidence
- Initial warning in person or by phone and confirmed in writing by officer
- A second breach within 12 months will result in the council requiring the removal of the 'A' Board ; or the council taking action to remove themselves. With recovery of reasonable costs. 





How else can you advertise your business?

 There are a wide variety of notices, signs, awnings and advertisements that have deemed consent. This means that you do not need specific planning permission to erect them.

To benefit from deemed consent rights there are certain conditions you must follow.

These are broadly:

- Signs may only advertise the goods or services available at your premises
- If your business is a shop, signs should only be put on external walls which have shop windows on them 
- A sign must not:
 - have any letters, figures or symbols over 0.75 metres in height, or 0.3 metres in a conservation area
 - have its highest part at more than 4.6 metres above ground level, or 3.6 metres in a conservation area
 - have its highest part above the level of the bottom of the first floor window in the wall where the advertisement is
 - project more than one metre from the wall or exceed two thirds of the width of the pavement below it.

 If your advertisement or sign falls outside deemed consent rights, you may apply to the council for advertisement consent which will be assessed against our planning policies.

If your shop is a listed building or in a conservation area you should contact the planning department to find out if you need specific consent.

'A' Boards Prohibition Zone





If you would like this information in an accessible format (for example in large print, in Braille, on CD or by email) please call 01904 551550

This information can be provided in your own language.

Informacje te mogą być przekazywane w języku ojczystym.
Polish

Bu bilgi kendi dilinizde almanız mümkündür.
Turkish

此信息可以在您自己的语言。
Chinese (Simplified)

此資訊可以提供您自己的語言。
Chinese (Traditional)

 01904 551550

Extract from minutes of Executive, 25 August 2016**5. Advertising Boards ("A" Boards) and Other Equipment on the Public Highway**

Resolved: That the Executive agree to:

- (i) The implementation of the Draft 'A' Board Policy, relating to the area of city centre as outlined in Option A and as shown on the plan at Appendix A of the report; along with,
- (ii) Option B, a 5 month transition period, to allow the policy to become fully communicated and put into practice for 1st February 2017, and
- (iii) Option D, the trial of Remote 'A' Board (RAB)/Shared 'A' Board (SAB) criteria/approvals, for 12 months.
- (iv) Option E, the undertaking of further assessment and consultation with regards to potential policy content for all areas outside of the city centre zone, requiring a further report and recommendations within 12 months, and
- (v) Option F the undertaking of analysis of the initial city centre policy, with a subsequent report one year post full implementation.

- Reason:
- (i) To provide adequate control of the many and varied obstructions (particularly for those with impaired mobility for example, blind and/or partially sighted) temporarily located on the public highway, taking into account of the Council's responsibilities under the Highways Act 1980, the Equality Act 2010 and Town & Country Planning Act 1990.
 - (ii) To mitigate the impact on the visual amenity of the conservation area and setting of the many listed buildings in the city centre.
 - (iii) To contribute further to the removal of street clutter, improve the street scene and public realm.

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80 x 33.

Petition against City of York Council's proposed ban on "A-Frame" advertising boards

Dear City of York Council,

We, the undersigned, urge the City of York Council to amend the proposed ban on advertising boards to ensure that it only prevents the placement of hazardous boards, or boards in cluttered or unsafe locations. For many smaller businesses, set back from main thoroughfares, these advertising boards are essential signposts, and taking them away would do enormous damage to the small shops we love.

Yours Sincerely,

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

10 November 2016

Report of the Corporate Director of Economy and Place

**Policy on Streets maintained at private expense and Highway
Powers relating to urgent repairs****Summary**

1. A report was considered on 11 February 2016 by the Executive Member in which it was resolved to seek a review of the existing policy on private streets. The current policy dating from 2005 was appended to that report. The Executive Member is asked to note the contents of this report covering the issue of streets within the city boundary which are maintained at private expense and endorse it as a refresh of the substantive policy.

Recommendations

2. It is recommended that:-
 - a. This review is noted and the advice accepted.
 - b. The methodology for the undertaking of a Private Streetworks (PSW) scheme (at 34) is ratified
 - c. To consider amending the council contribution towards initial preparatory estimates/design, above the current 50%.
 - d. To require officers to re consult the 12 streets ranked highest (as listed in **Annex A**) and those which have previously submitted a petition expressing an interest.
 - e. That any requests submitted in line with the above will require a report to the Executive making recommendations and seeking the necessary resources to progress.

Reason: To ensure that a policy on private streets in the city is endorsed.

Background

3. In 2005 an extensive piece of work was undertaken and presented to the Executive to set out a clear overarching council policy, providing a pragmatic and legally sound process, relative to the matter of private streets.
4. Individuals who have chosen to purchase properties within a private street are liable to maintain their street. If a private street could provide wider public benefits by being adopted and maintained at the public expense, there is a process whereby 75% of the frontagers can apply to the Street Works Authority (Council) for works to be carried out to adoption standard so that the liability is then taken on by the Highway Authority. There is a financial burden placed on the frontagers in pursuing this process. The Council can contribute towards this, but in order to ensure that public funds are properly allocated, and such contribution benefits the wider public interest, a robust policy is in place.
5. This policy is based on a clear methodology used to assess the priority of streets and is crucial in ensuring any public funds used to assist individual frontagers in the private street adoption process has a clear wider public benefit.
6. The purpose of the statutory powers is to ensure public safety, and to provide wider public benefit by adopting private streets in certain circumstances – not to enable public funding to be given to benefit private individuals in maintaining their private streets.
7. In conclusion the policy prioritised a list of 12 streets (out of in excess of 100 maintainable at private expense, at the time), being referred to as streets *prospectively maintainable at highway expense* (see **Annex A**). These were streets which it was considered had the greatest potential benefit to the general public with regards to highway and safety matters, in that they were connected to existing adopted streets and were through routes or connected existing loops open to through traffic (rather than for example, culs-de-sacs). **Annex B** is a list of the other remaining private streets.

8. The 12 streets were then ranked according to condition and safety (at the time). Account was also taken of the presence of street lighting, drainage and overall usage in terms of number of properties with a direct frontage and likely access by others. To assist in the ranking the council's own established criteria, used annually in connection with the Highway Condition Survey, were used. However to reflect the very significant difference in standards between a well maintained private highway and a poorly maintained one, the previous grading of 1 to 3 (now 1-5) was replaced by 1 to 10 to give greater scope for assessing condition and safety.
9. The system identified typical highway defects – fine crazing of pavement surface, minor loss of aggregate, minor deterioration of trench reinstatement, minor cracking, worn surface, cracking, gaps, depressions, evidence of standing water, trips hazards, problems with joints, edge defects to help assist in determining the rating of the highway.
10. The condition and safety element was combined with existing street lighting and drainage and its overall usage to identify priority, ranking the worse condition/safety aspects, lack of adequate street lighting and drainage.
11. Consultation then followed for the 12 highest ranked streets, seeking initial interest in the possible progression of a PSW scheme in line with the approved methodology. All property owners received a letter outlining the process and seeking their comments and the level of support in principle.
12. This direct consultation at the time of the policy preparation in 2005 did not generate any indication of adequate support (75%>) from any of the streets. The overall average level of interest in progression was 34%, with only one street above 70%, this being Melton Drive, with 71%. For reference the total estimated cost of undertaking a PSW scheme for that street was at that time calculated at £229k, which would have resulted in an apportionment to each of the 7 frontagers of approximately £29k. Given the very substantial costs estimated for all the priority streets, the outcome of the consultation was in reality, not unexpected.

13. Since that time a small number of PSW enquiries have been made to the council and residents have been directed to the policy. There have been no submissions demonstrating the level of support required. Officers have provided assistance to one street not on the priority list, (Malham Grove), where a group of residents expressed initial interest. In order to guide residents as to the possible scope and implications of progressing this in a formal manner, officers prepared a very initial pre-estimate for the works required, which was in excess of £90k. This was purely for some resurfacing and without an inspection or remedy for any sub structural elements, lighting or drainage. The residents did not wish to progress the matter.
14. In 2015 2 petitions were received in respect of 3 streets off Heslington Lane (Nevison Grove, Stirling Grove and Wilsthorpe Grove) and streets in the Rydal Avenue area of the city. The majority of these streets are not on the priority list. The number of signatures fell substantially short of the criteria. However paragraph 21 below refers to further consultation being undertaken on streets previously subject to petitions.

Review & Policy Refresh

15. As part of the refresh of the policy officers have consulted with the Association of Public Service Excellence (APSE), which can be helpful in posing questions to other local authorities on matters of policy and procedure. Officers have issued a set of questions on two occasions. This has unfortunately resulted in only a single response from one council, who advised that they do not have any proposals to implement any PSW schemes. It is considered that the lack of response from other authorities is an indication that PSW schemes are not seen as something which local authorities are at this time readily progressing or giving priority towards.
16. In addition, further research has been undertaken through the internet to look up other council's policies on PSW. This indicates that many councils have a webpage and/or pdf which sets out their policy. All those reviewed reference the legislation (Section 205-218 Highways Act 1980), and procedures to be followed under a PSW scheme.

This indicates that the policy of the City of York is reasonable, pragmatic and closely aligned with the over arching legislation in place.

17. There have been no changes to the legislation since the original policy came into place.
18. The current policy established the potential for the council to provide a modest level of support to seek to reduce the overall cost to frontagers (property owners). This would reduce the costs of both design and construction in comparison with a scheme being procured directly by the frontagers, through a private contractor.
19. It is considered that the current offer from the authority which would reduce overall costs remains a reasonable one. A couple of authorities (Gateshead and Brighton) appear to have policies in place in which in certain circumstances may provide a contribution. Brighton's policy suggesting they may do so only if there is considerable benefit to the community at large, i.e. not simply the immediate street frontagers. Further enquires with officers from these councils has revealed that they have not progressed any PSW in recent years.
20. The current offer of support (from the council) in establishing the scope of preliminary design work required to bring a street to an adoptable standard (and the associated costs), is set at a 50% contribution. Given that a capital funding allocation is currently available, it may be considered that to offer an additional level of support (related solely to initial preparatory works), to any of the top 12 ranked streets, who express interest in progressing a PSW, would be a worthwhile proposal.
21. Given the passage of time since the original consultation of residents took place, it may be considered beneficial, to re-consult residents/property owners living on the 12 streets ranked highest. In addition letters could be sent to residents living on the streets which have submitted petitions in recent years but which did not meet the original criteria. The list of 12 highest ranked streets and streets which have submitted recent petitions is included in **Annex A**.
22. It is therefore recommended that initial letters are sent out to residents in the 12 prioritised streets and the petition streets

explaining the Council's updated policy on the adoption of Private Streets including an initial pre estimate, that costs allocated to residents on a frontage length basis would be in the region of £3k per metre length of the street subject to more detailed investigation. This letter will also include, again as an early indication, a total pre estimate cost for each street, based on previous work. If more than 75% of residents indicate that they are supportive of progressing the PSW/adoption process, then further investigation would be undertaken using the Capital budget allocation to give a more accurate cost estimate. With a formal further report to the Executive for funding in order to progress any request.

Duties and Powers relating to the undertaking of repairs in private streets to obviate danger, Section 230 Highways Act 1980 (outside of the PSW and adoption procedure/policy).

23. For clarity, streets, roads, footways and footpaths can ONLY exist in one of three distinct legal types:-
 1. A highway maintainable at the public expense
 2. A highway maintainable at private expense
 3. A private road/footway or footpath
24. The policy and update refers specifically to 2. The difference between 1 and 2 is the maintenance aspect. In all other respects they are identical.
25. With regard to this, as Highway Authority, the Council has a statutory duty to protect highway rights even if the Council are **not** responsible for maintaining the highway in question. This means:-
 - the Council must ensure that the highway can be used in safety and therefore the Council have powers to require the owner to undertake the necessary repairs to the minimum standard necessary to provide the absolute minimum level of safety. If the Council are unable to secure these repairs – because the owner cannot be traced for example – then the Council have powers to

undertake the work. A legal charge can be put on the land so that if the land is sold these costs can be recovered.

26. The Highways Act section 230 (1) provides a way of dealing with urgent repairs to a private street. This section states that:

“Where repairs are needed to obviate danger to traffic in a private street the streetworks authority may by notice require the owners of the premises fronting the street to execute...such repairs as may be so specified”.

27. If the frontagers fail to carry out the specified repairs within a timescale set out in the notice, then Section 230 (4) enables the authority to execute the repairs and recover the expenses from the frontagers. Given these powers, it is therefore clearly in the interests of owners of properties that front a private street to keep it in a reasonable condition.

28. Section 230 (7) states that:

“...the street works authority...may in any street that is not a highway maintainable at the public expense, execute such repairs as are in their opinion urgently required to prevent or remove danger to persons or vehicles in the street.”

29. This is a power the council may use to carry out repairs to remove a hazard or danger without charging the frontagers. It is a power not a duty. There is no obligation on the street works authority, the council, to undertake any repairs in a private street. The power should only be used as an exception. This is because the risk of carrying out repairs in private street by the council may be misunderstood and used as evidence that the street is a highway maintainable at public expense.

30. In summary in relation to urgent necessary repairs, section 230 gives the council the power to either fund any repairs they may wish to carry out in a private street or alternatively require the frontagers to undertake and/pay for the repairs.

Methodology for undertaking a PSW scheme (leading to adoption)

31. The process laid out in the Private Streetworks Act is complex but has three key elements:-
- Formal approval of the adoption of an unadopted highway by the Highway Authority
 - Design and construction of the required works to the satisfaction of the Highway Authority
 - Apportionment of the costs
32. The first requires that the council passes the appropriate resolutions as the process unfolds. The Executive Member for Planning and Transport would be expected to make these decisions recognising that the conclusion of the process is the acceptance of an additional maintenance liability for the community.
33. Consistent with the current policy the Executive Member is asked to ratify the following 10 step process for a scheme on the ranked priority list:-

Ten Steps Guide

- | | |
|----|---|
| 1. | Report to the Executive Member of Planning and Transport seeking a resolution to “execute the street works.” |
| 2. | Landowners are assisted to design a scheme and an estimate is prepared. |
| 3. | The scheme is submitted to The Executive Member for Planning and Transport for a resolution to approve the scheme. At this point the highway would be designated ‘Prospectively maintainable at public expense’ |
| 4. | Notices of the resolution to approve the scheme are published in local newspapers and on the street affected by the works and each landowner notified of the estimated cost they will have to pay. This cost is based upon the proportion of frontage each landowner has to the highway |
| 5. | Objections from landowners who do not accept the scheme can then be lodged. These need to be based upon 6 specific points set out in the Highways Act. |

- (These grounds will be advised in the advertisement at 4 above)
6. Objections are then reported to the Executive Member for Planning and Transport with recommendations for action. The Executive Member does not have the power to overrule these objections but can modify the scheme so as to take into account objector's views. If the objections cannot be resolved then a magistrate's court hearing is convened.
 7. If the magistrate does not uphold the objections then the works can start and after it is finished the total final costs of the works are calculated. These are then divided between the landowners. In the event that the objections are upheld the process stops and the designation of the highway as 'prospectively maintainable' lapses. The road is then removed from the priority list
 8. A notice is served on the householders stating the part of the total costs they have to pay.
 9. Objections to payment can be made by those who do not wish to pay (based on the 6 points as before) and these objections are heard at the magistrate's court for resolution.
 10. The scheme can now be implemented, the highway brought up to standard and adopted.
34. With regard to step 2 it was previously recommended that the council may wish to assist the landowners in undertaking this work subject to:-
 - a. The work being undertaken by the councils highway design service
 - b. 50% of the cost being met by the landowners (the balance coming from the works budget allocated at the time, circa £8k)
 35. Engineering expertise is also required at steps 7 – to undertake the final design and finalise costs – and 10 – to obtain contractors and supervise the works. It was highlighted that the council needed to be satisfied at step 7 that the final design is suitable for adoption and this would involve checking proposals for conformity with the council's specifications. There is also an involvement at step 10 with the council undertaking periodic checks on the construction to ensure that

the specified materials are being used and in accordance with the requirements of the detailed design. This combined involvement is normally covered by a fee of 2.0% of the estimated works costs plus £500 for the checking process and 8.0% of the estimated works costs for approving the proposed design and supervision of the works. Such costs are in addition to the costs of actually doing the design work.

36. It was recommended that the council may wish to assist the landowners in undertaking this work by waiving both fees subject to:-
- a. The work being undertaken by the councils highway design team
 - b. An all inclusive fee of 15% of the estimated cost of the works being met by the landowners

Financial Implications

37. See paras 20-23. The financial impact will be dependent on the level of interest coming forward from the streets identified.

HR Implications

38. In the event of resident support aligned to the policy for a PSW scheme, a further report will be required, which will assess and make recommendations with regards to the financial implications and necessary staff resourcing.

Contact details:

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Richard Bogg
Traffic and Highway Development
Manager
Tel No. (01904) 551426

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

Report **Date** 1/11/2016
Approved

Wards Affected:

All

For further information please contact the author of the report

Background Papers

None

Annexes: Annex A- Streets Ranked by methodology

Annex B- List of Highways Maintainable at Private Expense, which are secondary to those ranked and listed as prospectively maintainable highways

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Annex A

Streets Ranked under methodology (as referred to at paragraph 3), as “Prospectively maintainable at highway expense”

Initial cost estimates

Road	Area	Status	Private Length m	Private Width m	No of properties affected No	Possible works costs £	Design & supervision costs £	legal costs £	Total costs £	Apportionment £	Estimated total cost
MILSON GROVE	HULL ROAD	PRIVATE	180	5.5	40	346500	69300	10395	426195	10655	£426,200
OWSTON AVENUE	HULL ROAD	PRIVATE	140	5.5	26	269500	53900	8085	331485	12749	£331,474
EDGEWARE ROAD	FISHERGATE	PRIVATE	280	5	51	490000	98000	14700	602700	11818	£602,718
BURNHOLME AVENUE	HEWORTH WITHOUT	PART PRIVATE	208	5	35	364000	72800	10920	447720	12792	£447,720
RYDAL AVENUE	HEWORTH WITHOUT	PRIVATE	161	5	32	281750	56350	8453	346553	10830	£346,560
MELTON DRIVE	BISHOPTHORPE	PRIVATE	89	6	8	186900	37380	5607	229887	28736	£229,888
MUNCASTERGATE	HEWORTH	PART PRIVATE	340	5	49	595000	119000	17850	731850	14936	£731,864
WILTON RISE	HOLGATE	PART PRIVATE	250	5	61	437500	87500	13125	538125	8822	£538,142
MEADOWFIELD DRIVE	HUNTINGTON & NEW EARSWICK	PRIVATE	425	5	74	743750	148750	22313	914813	12362	£914,788
WHITE HOUSE GARDENS	DRINGHOUSES & WOODTHORPE	PRIVATE	310	5	52	542500	108500	16275	667275	12832	£667,264
AVENUE THE (YORK ROAD)	CLIFTON	PRIVATE	482	6	56	1012200	202440	30366	1245006	22232	£1,244,992
ENFIELD CRESCENT	HOLGATE	PRIVATE	110	6	23	231000	46200	6930	284130	12353	£284,119
Estimated total cost											£6,765,729

Streets previously subject to Petitions

Nevison Grove/Stirling Grove/Wilsthorpe Grove/Kirkstone Drive/Rydal Avenue/Thirlmere Drive/Meadoway/

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ANNEX B

**LIST OF HIGHWAYS, MAINTAINABLE AT PRIVATE EXPENSE,
WHICH ARE SECONDARY TO THOSE RANKED AND LISTED AS
PROSPECTIVELY MAINTAINABLE HIGHWAYS**

ABBOTSFORD ROAD	LEICESTER WAY
ABBOTSWAY	LILAC GROVE
ALVIS GROVE	LLOYD CLOSE
ARNSIDE PLACE	LOVE LANE
AVENUE THE	MAIDA GROVE
AVENUE THE (SOUTHLANDS)	MALHAM GROVE
BACK BALMORAL TERRACE	MANOR CLOSE
BACK MURRAY STREET	MANTHORPE WALK
BACK NEW WALK TERRACE	MAPLE COURT
BATESON CLOSE	MILL MOUNT
BECK LANE	MILL MOUNT COURT
BEDALE AVENUE	MILLFIELD COURT
BEWLAY STREET	
BIRCH TREE CLOSE	MINSTER COURT
BLAKENEY PLACE	MINSTER GATES
BRANDON GROVE	MOOR GROVE
CHERRY TREE AVENUE	MOORE AVENUE
CHESTNUT GROVE	MULWITH CLOSE
CHURCH LANE	NEVISON GROVE
COLLINGHAM PLACE	NEW LANE
CRABTREE GROVE	NORTH MOOR GARDENS
CROFTWAY	ORDNANCE LANE
CROOKLAND LANE	OUSECLIFFE GARDENS
CROSSWAY THE	PARADE COURT
CYCLE STREET	PARK AVENUE
DALGUISE GROVE	PEEL STREET
DE MOWBRAY COURT	RATCLIFFE COURT
DERWENT CLOSE	RIVERSIDE GARDENS
DYKELANDS CLOSE	SANDACRE COURT
EAST MOOR GARDENS	SCARCROFT LANE
EMILY MEWS	SOMERSET ROAD
ENFIELD CRESCENT	SOUTH PARADE
FENWICKS LANE	SOUTHLANDS
FERRYMANS WALK	STANLEY AVENUE

FIFTH AVENUE
FIFTH AVENUE
FOUNDRY LANE
FRIARS WALK
GARROW HILL
GARTH WAY
GLEN CLOSE
GREENCROFT COURT
HALL FARM COURT
HALLGARTH CLOSE
HAWTHORN PLACE
HEATHFIELD ROAD
HERBERTS WAY
HEWORTH PLACE
HILBRA AVENUE
HOB MOOR TERRACE
HOPGROVE LANE NORTH
HOSPITAL FIELDS
TERRACE
HUNTERS CLOSE
INGLETON WALK
INNOVATION CLOSE
KENSAL RISE

ST ANNS COURT
ST MATTHEWS COURT
ST NICHOLAS PLACE
STIRLING GROVE
STONELANDS COURT
SYCAMORE AVENUE
SYCAMORE PLACE
TEMPLEMEAD
THORN NOOK
THIRLMERE DRIVE
WHEELDALE DRIVE
WHEELHOUSE THE
WILLOW GROVE
WILSTHORPE GROVE
WRAYS AVENUE
WRAYS COTTAGES



**Decision Session- Executive Member for
Transport and Planning****10 November 2016**

Report of the Corporate Director of Economy and Place

Road Safety Review 2016**Summary**

1. The purpose of this report is to provide an overview of the work undertaken by the City of York's Road Safety team.
2. All local transport authorities have an obligation to promote road safety by dissemination of information or advice relating to use of the roads. See Annex A for the full Statutory Duty. The report outlines casualty statistics for York and analyses how the City compares to other local authority areas, both regionally and nationally. Understanding the types of slight, serious and fatal casualties which occur in York enables the council and its partners to prioritise campaigns and other interventions.
3. This report will then go on to highlight work undertaken by the Council in three distinct areas:
 - a) Road Safety Training
 - b) The School Crossing Patrol Service
 - c) Regional road safety partnership work, including the York and North Yorkshire speed management protocol.

Recommendations

4. The Executive Member is asked to:
 - a. Note the relatively low level of casualties in the York area compared to other authorities in the region.
 - b. Support the work planned to be undertaken by the Road Safety team in the coming year with the expectation that further reports will be issued providing updates on the results of the measures being taken; and

- c. continue to adopt the '95 Alive' Speed Management Protocol, working to overcome current challenges for the next six months, bringing a further report documenting progress in Summer 2017.

Reason: To demonstrate that the council is committed to working with regional and local partners to ensure that casualty reduction is given the priority it requires.

Background

Casualty Overview – The national position

5. The United Kingdom's roads are very safe by all international comparisons. The UK remains second only to Sweden in terms of global road safety, with 2014 witnessing the third lowest number of road deaths since records began. Never the less, with the estimated cost of road traffic collisions (RTC's) to the UK economy being in excess of £16, 3 billion per year there is still much to do. (*Reported road casualties 2014*)
6. The Government recognises the importance of road safety and has committed to investing in this agenda in order to save lives, reduce pressures on the NHS, keep traffic moving, and keep the UK economy growing. Integrating road safety into wider policy areas such as environment and health is nationally acknowledged as an important element of achieving key objectives.
7. This is why nationally and within the York & North Yorkshire 95 Alive Road Safety Partnership the '**Safe system**' approach towards Road Safety has been adopted.
8. This approach recognises that we can never entirely eradicate road collisions because there will always be some degree of human error. When collisions do occur the human body is inherently vulnerable to death or injury and because of this we should manage our infrastructure, vehicles and behaviour to reduce crash energies to levels that can be tolerated by the human body.

9. The “five pillar” strategic approach for managing road safety and creating a truly safe system
 - Road Safety Management
 - Safer Roads and Mobility
 - Safer Vehicles
 - Safer Road Users
 - Post Crash Response

(Department for Transport: 2015 Working together to build a safer road system. Single departmental plan 2015 to 2020)

10. In York our local economy and transport are also closely linked with safety on our roads. Thus reducing congestion and improving air quality through the creation of more opportunities for active travel that is safe and sustainable, will have far reaching health and wellbeing benefits for the whole population,

Casualty Overview - Yorkshire & Humber

11. Tables A and B (below) are taken from Public Health Outcomes Framework Profiles and demonstrate how the City of York compares with other North Yorkshire & Humber local transport authority areas in terms of Casualties. Note: the data includes casualties on Trunk Roads such as the A64
12. The table indicates that compared with the “benchmark” Red = worse. Amber = similar Green = better.

Table A – Killed and seriously injured per 100,000 residents

1.10 - Killed and seriously injured (KSI) casualties on England's roads 2012 - 14 Crude rate - per 100,000

Area	Recent Trend	Count	Value		95% Lower CI	95% Upper CI
England	–	63,442	39.3		39.0	39.6
Yorkshire and the Humber region	–	7,220	45.1		44.1	46.1
Barnsley	–	259	36.6		32.3	41.4
Bradford	–	615	38.9		35.9	42.1
Calderdale	–	285	46.0		40.8	51.7
Doncaster	–	343	37.7		33.8	41.9
East Riding of Yorkshire	–	566	56.1		51.6	61.0
Kingston upon Hull	–	368	47.6		42.9	52.7
Kirklees	–	459	35.7		32.5	39.1
Leeds	–	931	40.8		38.2	43.5
North East Lincolnshire	–	261	54.4		48.0	61.5
North Lincolnshire	–	309	61.0		54.4	68.2
North Yorkshire	–	1,380	76.3		72.3	80.5
Rotherham	–	292	37.6		33.4	42.2
Sheffield	–	535	31.8		29.2	34.7
Wakefield	–	433	43.8		39.7	48.1
York	–	184	30.3		26.1	35.0

Source: Department for Transport

Table B - Comparison profile for children killed or seriously injured in the Yorkshire & Humber Region

Area	Value	Lower CI	Upper CI
England	17.9	17.5	18.4
Yorkshire and the Humber region	25.4	23.7	27.3
Barnsley	23.0	15.5	32.8
Bradford	27.5	22.4	33.3
Calderdale	25.6	17.4	36.3
Doncaster	24.9	18.0	33.5
East Riding of Yorkshir...	22.3	15.7	30.7
Kingston upon Hull	31.9	23.4	42.4
Kirklees	23.4	17.9	30.0
Leeds	22.4	18.1	27.4
North East Lincolnshire	51.5	37.9	68.5
North Lincolnshire	35.1	24.2	49.4
North Yorkshire	24.6	19.4	30.8
Rotherham	28.2	20.3	38.1
Sheffield	23.2	18.1	29.2
Wakefield	23.6	17.1	31.7
York	11.4	5.7	20.4

Source: Department for Transport (DfT), Road accidents and safety statistics.

Casualty overview – City of York

13. Table C (below) shows the total number of all reported casualties in York on the left side of the table and also the numbers of killed & seriously injured (KSI) on the right side of the table.
14. The table highlights that car drivers and passengers make up the highest percentage of casualties in the York area. However it also shows a very high percentage of all serious injuries in 2015 in York were cyclists and that 30% of all casualties were cyclists.
15. Unfortunately the only statistically significant increase in casualty statistics in York in recent years has been an increase in cycling casualties. The table also highlights that in 2015, vulnerable road users represented 67% of KSI's (32% were cyclists).

Complete casualty statistics for the City of York are provided at ANNEX B to this report.

Table C – 2015 City of York road casualties

Total Casualties			Killed and Seriously Injured		
2015	people	percentage	2015	People	percentage
Total Casualties	549	100%	Total KSI	74	100%
Car/other	241	43%	Car/other	30	41%
Cyclists	165	30%	Cyclist	24 (0 fatal)	32%
Pedestrians	80	14%	Motorbikes	12	16%
Motorbikes	63	11%	Pedestrians	8 (0 fatal)	11%

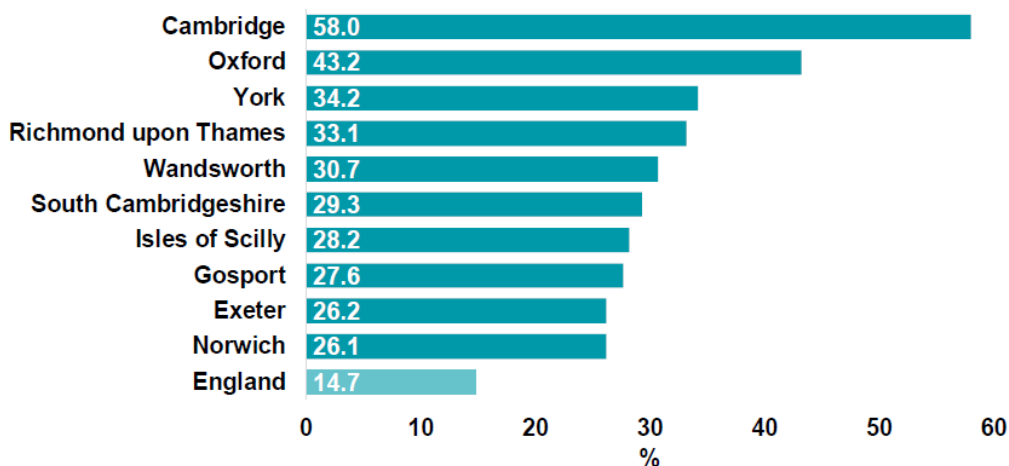
16. In spite of the trend of increasing numbers of cycling casualties in York over the last few years, it is important to remember the health benefits to cycling can often outweigh the risks. The benefits are so great that a report by British Cycling has found that if levels of cycling in the UK rose to those in Denmark, the UK would save the NHS £17 billion within 20 years.

17. Cycling is certainly popular and growing as both a mode of transport and as a leisure pursuit in the York area. Table D (below) evidences that York has the third highest number of adult cyclists in the Country.

Monitoring work undertaken suggests a 20% increase in the volume of journeys undertaken by bike in York, in recent years, probably linked to improvements to cycling infrastructure, the promotion of cycling through the Cycling City and iTravelYork campaigns and the higher national/regional profile of cycling that came with the Tour De France and consecutive Tours de Yorkshire.

Table D

Chart 7: Percentage of adults cycling at least once a month: top 10 local authorities, England, 2014/15 (table [CW0104](#))



Source: DfT Local Area Walking & Cycling Statistics, England 2014/15. 12.07.16

18. The most often cited barrier to cycling is concern over safety (both real and perceived). 64% of respondents aged 18 or over agreed with the statement 'it is too dangerous for me to cycle on the road' in the most recent British Social Attitudes Survey in 2014.
19. Over the last few years as cycling casualties have risen, there has been a more focused approach locally and regionally to widening training and information for cyclists. The Road Safety Team continue to work in three distinct areas towards reducing casualties:-
 - Road Safety Training (Pedestrian & Cycle)
 - The School Crossing Patrol Service
 - Regional road safety partnership work

Road Safety Training

20. City of York Council has been at the forefront of road safety delivery for over twenty years, providing training and promoting safe and sustainable travel consistently over this time. It was best practice taken from cycle training schemes created and delivered in York that formed the basis of the now nationally adopted Bikeability Scheme.
21. In the financial year 2015/16 the Council's training team were fully funded from grants provided by the Department for Transport (DfT) and funds provided via the Police & Crime Commissioner via the 95 Alive Partnership. This position has continued in 2016/17.
22. CYC's road safety training offer is delivered by twenty team members, all of whom are fully qualified National Standard Bikeability Cycling Instructors.
23. The primary focus of the Training Team is to provide the following for the City of York.
 - National Standards Bikeability Cycle Training in Primary & Secondary Schools (levels 1, 2 & 3); and
 - Pedestrian Training to Primary School Children.

'Bikeability'

24. The Government recognised 'Bikeability' scheme is today's cycling proficiency but for the 21st Century. It provides professional training which is proven to make road users who partake more skilled and confident. It gives everyone the practical skills and confidence for all kinds of cycling (and later driving). There are three levels, each designed to improve cycling skills, no matter what is known already. Levels 1, 2 and 3 take trainees from the basics of balance and control, all the way to planning and making independent journeys on busier roads. Whilst the training can be delivered to anyone, the Instructors focus on delivery via the Schools.
25. A rolling programme of Bikeability training is offered in 100% of Primary Schools (L3 offered in Secondary Schools) in York as follows:-
 - Level 1 – usually offered to School Years 5 or 6. It consists of 2 hours of playground cycle training
 - Level 2 – usually offered to School Years 5 or 6. It consists of 6 hours (3 x 2 hour sessions) of "on road" cycle training (quiet roads, usually around the school)
 - Level 3 – usually offered to School Years 6, 7, 8, 9. It consists of 2 hrs of "on road" (more complex roads) cycle training and journey planning.
26. In the academic year 2015/16 CYC delivered cycle training to 1,200 children across schools in York. It is anticipated that due to the training now being offered free, these numbers will increase through the academic year 2016/17.
27. The Bikeability training is funded in part from the Department of Transport. Until July 2016 was also part funded by Local Sustainable Transport Fund and a school or parental contribution was also requested. This was usually £20 for Bikeability levels 1 & 2 combined or £8.50 for level 3.
28. From September 2016 this school/parental contribution was no longer requested. Training is offered free due to funding received from the 95 Alive Road Safety Partnership.

The original source of the funding being the Police & Crime Commissioner (PCC) who has made funds available specifically for road safety initiatives from excess levies generated from a number of educational courses, which are offered to qualifying drivers, who have opted to take part in an educational programme rather than receive a conviction for speeding. Funding is allocated via the 95 Alive Partnership in conjunction with the PCC annually.

Pedestrian Training

29. Every primary school in York is offered the opportunity of 3 hours of on-road (2 x 1.5 hour sessions) pedestrian training for its Year 3 & Year 4 children. This scheme sees the Road Safety Instructors, in school over a number of sessions and weeks, which increases road safety awareness among pupils, parents and the wider school community. The Instructor contact with the school means we are always available to add support and resources to the school should they wish to undertake additional work around pedestrian or road safety as part of their curriculum.
30. The total number of children trained in the academic year September 2015 to July 16 was c.2500 (72% of the children on the school roll in Years 3 & 4). For comparison, prior to the training being free in the academic year 2013/14, only 952 pupils (50% of the Yr 3 children on roll) received pedestrian training.
31. From April 2015 delivery of Pedestrian Training has been supported by the PCC via the 95 Alive Partnership which has enabled CYC to offer the training free to all schools in York (offered to children in school yrs 3&4). This has been due to funding received from excess levies generated from a number of educational courses, which are offered to qualifying drivers, who have opted to take part in the educational programme rather than receive a conviction for speeding. (Prior to September 2015, schools had to pay a contribution of £54 per course). Funding is allocated via the 95 Alive Partnership in conjunction with the PCC annually.
32. The pedestrian training scheme is closely associated with other Council run initiatives such as the 'Parking Promise' scheme, School Crossing Service.

Other road safety training

33. Balance bike training is a new scheme, which has been running from May 16. This is part of the move to provide “cradle to grave” road safety training, providing a continuous input to help establish well educated and respectful road users.
This has been offered in Partnership with York Sport Village to children aged 2 – 5 years of age. It offers skills training prior to cycling and is fast becoming recognised as the way to get very young children competent at balancing on two wheels, with a number of children partaking this summer moving seamlessly on to pedal bikes.
34. At the other end of the age spectrum, we also have plans to expand the work undertaken with older cyclists, currently referred to as The Silver Cyclist Scheme. Preliminary work has already begun to identify how best this type of scheme could work to promote bespoke cycle training to those who are a little older in the community.
35. The Urban Cycling Scheme is designed to be a personalised one to one or family (up to 2 adults and 2 children) cycle training session of 90 minutes. The training is tailored to individual needs and abilities and can be anything from tackling a complex junction on the ride to work, or keeping up with the kids on a quiet ride. The sessions are an ideal way for individuals to brush up on their cycle skills or to build confidence. A £5 per adult contribution is requested to secure the booking. The scheme has been funded by the LSTF and the 95 Alive PCC funding.
36. This work is supported by the ‘Urban’ and ‘Rural’ cycling guide DVDs and the ‘Ride the Routes’ app. Further information on these initiatives is included later in the report under *“additional educational projects”*.
37. CYC has also delivered specialised bespoke training to communities and Special needs as required, via various sources of funding including specialist delivery to refugees and clients via The Retreat.

The School Crossing Patrol Service

38. The council currently employs twenty-one school crossing patrollers, managed by a part time supervisor. A full summary of the crossing locations and status is included at Annex C to this report.
39. It should be noted that there are currently four vacant crossing locations meeting Road Safety Great Britain (RSGB) guidelines. In addition, two of the patrollers are on long term sickness.
40. The School Crossing Patrol service is a discretionary area of expenditure and is funded in full by City of York Council. The original aim of the service was to aid children crossing the road on their way to and from school. In January 2001 the law was amended to allow SCP's to stop traffic to help anyone (child or adult) cross the road.
41. The law gives an SCP, appointed by the Local Authority and wearing a uniform approved by the Secretary of State, the power, by displaying a prescribed sign, to require drivers to stop. SCP's operating outside these conditions have no legal power to stop traffic.
42. It is considered best practice, at certain busy SCP locations to provide an addition to the sign and uniform by providing a warning to drivers that they are approaching a working SCP site. This is achieved through the provision of amber flashing lights ('wig wags') that only operate at SCP times, at sites where drivers will encounter a SCP in the road stopping traffic.
43. Although once established, SCP's may stop traffic to help anyone, it is not recommended that SCP sites are established based on the number of adult pedestrians. In this case other pedestrian facilities should be considered.
44. It is also important to note that even where a SCP is provided, parents remain responsible for ensuring their children's safety, just as they do when a zebra crossing or pelican crossing is provided.
45. Council funded SCP's are provided at sites which meet a number of the criteria given in the RSGB guidance document:-
 - That the site exhibits a flow of children v traffic at specific school times that are appropriate for a SCP as per the guide lines;

- These sites often exhibit very few people wishing to cross out of school hours making them inappropriate for other types of formal crossing;
 - That the site has good clear views of approaching traffic, and where approaching traffic has a good view of the site and the Patroller;
 - That the site has wide clear footpaths, at each side of the crossing point, where children can wait in safety, away from drives and entrances etc; and
 - That other than the kerb the area for crossing is flat. Patrols cannot be provided where banking or steps are present as you step from the road to the footpath.
46. Where sites are appropriate in terms of topography, but do not have the desired (RSGB criteria) number of children to traffic ratio there is the opportunity for a school or community to fund a Patroller who would be affiliated to the Council Service (to comply with Road Traffic Law). Although this option has been offered to a number of schools, currently we have no sites in York run on an externally funded or voluntary basis.
47. Recruitment of SCP's is a very difficult task, even at Council funded sites. The role requires an individual to work approximately 1 hour per day, split over 2 x half hour shifts in the morning and afternoon during term times only. It is often the case that the only people who are attracted to the roles are those already employed in additional roles in or very near the school or those who live very close to the school.
48. The SCP service and individual staff have, on a number of occasions, been nominated for awards for their long service and public duty.
49. We have a number of staff who have delivered a superb service over a considerable number of years ranging from 25 - 47 years. These members of staff have seen whole generations of families across the road to school, from Grandparents to Great Grandchildren.
50. This year (financial year 16/17) has seen the undertaking of a review and upgrade of all 'wig wags' (flashing amber warning lights) in the city under the Safe Routes to School remit.

This review and upgrade was the subject of an Executive Member Decision Session meeting on 12th May 16.

51. The city wide 'wig wag' upgrade contract is completed and ready to out to tender. A number of sites were recommended for upgrade of zebra crossing belisha beacons under the same review and some of these upgrades have now been completed. This upgrade will ensure that we continue to mitigate and do everything we can to reduce the risk to those working on and using SCP sites. As the planned system will also be controllable from a computer desk top, it should improve the management and maintenance of these warning lights.
52. No charge is currently made to primary schools for the crossing patrol sites on roads in close proximity to their establishments.

Road safety partnership work

Additional Educational Projects

53. The CYC Road Safety Team, places a high priority on working in partnership, with City partners, across the North Yorkshire and York area and across the wider Yorkshire & Humber Region. Working in this way ensures key road safety messages are coordinated and delivered effectively. Partnership working also improves economies of scale when it comes to the funding of resources and facilitates much larger projects with a greater scope.
54. Annex D provides detail of three case studies that give a flavour of the type of Partnership work the council is involved in on an ongoing basis. The Road Safety team was especially proud to receive the Prince Michael of Kent National Road Safety Award in 2014 as part of the Regional team that produced the Tour de France rural road safety mobile app.

Engineering Projects

55. The Road Safety Team works closely with the Council's Projects team in relation to three areas of work: Local Safety Schemes; Danger Reduction Schemes; and Speed Reduction Schemes. In addition funds are allocated to improving walking (including pedestrian crossings) and cycling facilities within the Council's Transport Capital Programme.

56. **Local Safety Schemes** which are schemes aimed at Casualty Reduction prioritised following an annual review of casualty sites across the city. The Local Safety Schemes for 2015/16 were presented at the Executive Member Decision Session of 11th February 2016. The decisions made at this meeting resulted in the approval of:
- a. Three schemes and these are being carried forward for implementation in the current financial year.
 - b. Seven minor schemes and these are substantially complete.
 - c. Five studies; three of which are progressing alongside the Council's Traffic Signals Asset Renewal programme. One is being investigated for a potential joint maintenance scheme and one of which has been dropped as accidents have stopped without intervention.
57. The 2016/17 Accident Review has generated thirteen sites for scheme development. A programme will be developed by the Projects Team, for these sites for implementation in the following year.
58. Progress on delivery of the **Speed Management engineering** schemes programme (2015/16) was reported at an Executive Member Decision Session on 12th May 2016. The decisions made at this session resulted in:
- a. Twelve schemes being approved for traffic regulation order (TRO) advertisement (where required) and implementation. These were carried forward to the 2016/17 programme.
 - b. The remaining sites are being considered in 2016/17 for implementation in future years' programmes.
59. Only one medium size **Danger Reduction** scheme has recently been identified for action. This was at Heslington Lane and was reported at the Executive Member Decision Session of 13th October 2016. Any remaining budget is used for more minor reactive danger reduction work which requires no approval.

95 Alive Speed Management Protocol (SMP)

60. As reported at the Executive Member Decision Session of 12th November 2015, the previous York based partnership which had operated as the Speed Review Process (SRP) from 2009 was to be

replaced, from October 2015 with a new 95 Alive Speed Management Protocol (SMP).

61. The intention of this move was to streamline the process across all areas of North Yorkshire and York. This was specifically desired by the two emergency services involved in the process (North Yorkshire Police and North Yorkshire Fire and Rescue) who are responsible for both North Yorkshire and York administrative areas.
62. The new scheme included a new administration process and the ability to report speeding concerns electronically. Unfortunately there have been a few initial issues with the new data collection equipment. However once this issue is resolved it is hoped that members of the public will see improvements to the process of reporting speeding concerns, including being able to see “on line” the progress and outcome of the investigation.
63. The current situation is as follows:-
 - a. There are 95 sites in York that are currently on the SMP database where a resident has complained about speeding. These are made up of those that were transferred across from the old speed review process and sites of concern reported from October 2015 to date.
 - b. 32 have been investigated and agreed.
 - c. Data collected for at least 39 of the other outstanding sites is not currently considered robust.
64. Council officers are working with the other partners to resolve the outstanding issues with the process as rapidly as possible.

Options

65. There are two options relating to the current Speed Management Protocol available to the Executive Member.
66. Option 1. Instruct that CYC withdraw from the ‘95 Alive’ Speed Management Protocol (SMP) and instruct officers to establish a means by which speed data be collected by City of York Council.

67. Option 2. Continue to adopt the '95 Alive' Speed Management Protocol, working to overcome current challenges for the next six months, bringing a further report documenting progress in Summer 2017.

Analysis

68. It is of concern that the revised SMP has been running for a year and there are still issues with the system which appear not to have been resolved.
69. Option 1 - Stepping away from the Partnership SMP would require a significant input of resources and funding to provide the officer time and speed data collection of outstanding sites and continued work on speed concerns. To fund a single set of speed data via CYC would be a minimum of £100 - £200. It is therefore anticipated that a budget of c. £30,000 per annum would be needed to run an in house scheme. In addition access to the North Yorkshire Police web based application process would be lost.
70. Being part of the wider 95 Alive Partnership has been a very big positive in terms of economies of scale, and broader road safety initiatives. It is also a significant point that CYC has benefited from funds made available, by the PCC via the 95 Alive Partnership. By withdrawing from the SMP element we may jeopardise other close working relations and funding streams.
71. Option 2 (Recommended) Remaining within the Speed Management Protocol process pending a review in 6 months would enable the current data collection issues to be resolved and any revised management processes to be implemented. It is considered to be a positive move that a review date has been set for work to begin on considering how best the SMP can be improved. A decision to review the situation again next year would reflect City of York Council's commitment to make the Protocol work, whilst setting a reasonable time frame for improvements to be made.

Council Plan

72. The plan is built around 3 key priorities:

A prosperous City for all

- Promoting safer travel and providing extensive, life long skills and promoting safe sustainable modes of transport ensures that the city keeps moving and is an attractive place to live and work.

A focus on Frontline Services

- Both the Training Team and The School Crossing Patrol Team are front line services, embedded daily in the school and wider communities of York.

A Council that listens to residents

- Providing a free School Crossing Patrol service
- Providing free road safety training for children in schools.
- Working to promote cycling as a realistic journey option for all helps to improve congestion and air quality which concerns many.
- Working in partnership to run the Speed Management Scheme, listening and reassuring residents daily about perceived dangers, and the real risks on the roads of York.

Implications

73. **Financial** Much of the Road Safety work is funded by external funds and has to be applied for on an annual basis. Should we not be successful in receiving funding, it could have financial implications.

74. **Human Resources** The Road Safety team comprises of 40 plus staff.

75. **Equalities** There are no equalities implications.

76. **Crime & Disorder** Enforcement is an integral part of safety on the roads. Promoting good standards of road behaviour and teaching

an understanding of road traffic law helps to keep law and order on the roads. The team also work closely to support NYP in the education of road traffic law.

- 77. **Information Technology** Much of the work we now do is reliant on technology, such as the proposed SCP wig wag upgrade and the use of technology within the SMP. Issues with technology can have implications on the smooth running of our services.
- 78. **Property** There are no property implications.
- 79. **Other- Physical-** Road accidents b their nature are unpredictable and it is always possible that an injury accident will occur on a route or during activity that has been assessed as low risk. Where we can, we use data led methods to ensure risks are kept to a minimum.

Risk Management

- 80. In compliance with the Council’s risk management strategy the risks arising from the recommendations have been assessed, as below 16 and therefore require monitoring only.

Author:	Chief Officer Responsible for the report:
Trish Hirst	Neil Ferris
Road Safety Officer	Corporate Director – Economy and Place
Tel No. 01904 551331	Report Approved <input type="checkbox"/>
	Date 1/11/2016

Specialist Implications Officer(s)

Wards Affected: All

For further information please contact the author of the report
Background papers

Department for Transport: 2015 Working together to build a safer road system. Single departmental plan 2015 to 2020

World Health Organisation, Decade of Action for Road Safety 2011 – 2020 http://www.who.int/roadsafety/decade_of_action/plan/en/

Public Health Outcomes Framework, Profiles 2012 - 14

York KSI rates against rest of Region

<http://www.phoutcomes.info/public-health-outcomes-framework#page/3/gid/1000041/pat/6/par/E12000003/ati/102/are/E06000014/iid/11001/age/1/sex/4>

<http://fingertips.phe.org.uk/profile/child-health-profiles/data#page/3/gid/1938132948/pat/6/par/E12000003/ati/102/are/E10000023/iid/90804/age/169/sex/4>

The Parliamentary Advisor Council for Transport Safety (PACTS) from the Department of Transport (DfT) official accident statistics averaged over a 5 year period (up to 2014)

British Cycling Report, Benefits of Investing in Cycling, Dr Rachel Aldred.

DfT British Social Attitudes Survey, 2014 – Public attitudes towards transport.

The Road Safety GB School Crossing Patrol Guidelines 2015

Annexes

Annex A – Statutory Duty

Annex B – Casualty Statistics for City of York

Annex C – School Crossing Patrol Sites

Annex D – Case studies on other initiatives

Statutory Duty for Road Safety.

Local Authorities

The 1988 Road Traffic Act, Section 39

Powers of Secretary of State and local authorities as to giving road safety information and training:-

(1)The Secretary of State may, with the approval of the Treasury, provide for promoting road safety by disseminating information or advice relating to the use of roads.

(2)Each relevant authority, if it is a local authority, must prepare and carry out a programme of measures designed to promote road safety and may contribute towards the cost of measures for promoting road safety taken by other authorities or bodies.

(3) Each relevant authority -

(a)must carry out studies into accidents arising out of the use of vehicles on roads or parts of roads, other than trunk roads (*Highway England Roads*), within their area.

(b)must, in the light of those studies, take such measures as appear to the authority to be appropriate to prevent such accidents, including the dissemination of information and advice relating to the use of roads, the giving of practical training to road users or any class or description of road users, the construction, improvement, maintenance or repair of roads for which they are responsible and other measures taken in the exercise of their powers for controlling, protecting or assisting the movement of traffic on roads, and

(c) in constructing new roads, must take such measures as appear to the authority to be appropriate to reduce the possibilities of such accidents when the roads come into use.

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The City of York Casualty Statistics (inc. A64) for the last 10 years,

ALL CASUALTIES - YORK 2005 - 2015

Monitoring Indicator - People killed in road traffic accidents -York											
FATALS	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Pedestrians	1	1	2	1	2	1	1	4	0	1	0
Pedal Cycles	0	0	0	1	1	0	1	0	0	0	0
Car Occupants	9	3	1	3	0	2	3	0	0	3	1
Motorcyclists	1	3	1	4	1	1	2	0	0	1	1
Other	0	1	0	0	0	0	0	0	0	0	0
TOTAL	11	8	4	9	4	4	7	4	0	5	2

Monitoring Indicator - Road casualties seriously injured - - York											
SERIOUS	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Pedestrians	10	16	17	19	8	10	8	14	14	15	8
Pedal Cycles	11	13	8	16	10	14	17	11	15	21	24
Car Occupants	42	88	32	33	25	16	15	5	18	19	27
Motorcyclists	21	27	27	18	10	15	15	15	9	12	11
Other	6	8	5	0	3	3	1	2	2	3	2
TOTAL	90	152	89	86	56	58	56	47	58	70	72

KSI TOTAL	101	160	93	95	60	62	63	51	58	75	74
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Monitoring Indicator - Road casualties slightly injured - - York											
SLIGHT	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Pedestrians	72	61	66	57	67	55	58	62	59	59	72
Pedal Cycles	112	110	109	106	122	109	107	128	133	170	141
Car Occupants	365	320	321	250	283	248	251	217	202	201	187
Motorcyclists	60	56	62	61	47	66	54	46	50	62	51
Other	42	42	26	31	38	19	19	20	19	16	24
TOTAL	651	589	584	505	557	497	489	473	463	508	475

CHILD CASUALTIES YORK -2005 - 2015

Monitoring Indicator - Children killed in road traffic accidents- York											
CHILD FATALS	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Pedestrians	0	0	0	0	1	0	0	0	0	0	0
Pedal Cycles	0	0	0	0	0	0	0	0	0	0	0
Car Occupants	0	2	0	0	0	0	0	0	0	0	0
Motorcyclists	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	2	0	0	1	0	0	0	0	0	0

Monitoring Indicator - Child casualties seriously injured - - York											
SERIOUS	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Pedestrians	3	3	3	5	1	2	2	3	3	0	2
Pedal Cycles	1	1	0	2	3	0	0	1	2	1	3
Car Occupants	0	6	1	0	1	0	0	0	0	1	1
Motorcyclists	1	0	0	0	0	0	0	0	0	0	0
Other	2	0	0	0	0	0	0	0	0	0	0
TOTAL	7	10	4	7	5	2	2	4	5	2	6

KSI TOTAL	7	12	4	7	6	2	2	4	5	2	6
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Monitoring Indicator - Child casualties slightly injured - - York											
SLIGHT	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Pedestrians	24	20	14	13	17	13	14	12	15	11	21
Pedal Cycles	22	18	15	13	21	13	7	5	11	23	15
Car Occupants	17	14	8	14	23	15	22	17	14	14	22
Motorcyclists	2	0	0	0	0	0	0	0	0	1	0
Other	7	5	3	6	2	2	2	1	2	2	2
TOTAL	72	57	40	46	63	43	45	35	42	51	60

School Crossing Patrol Sites which meet the Road Safety GB criteria as used in the City of York.

S = Staffed V = Vacant * Academy School

SITE	SCHOOL
Heworth Rd, East Parade, Dales Lane	Heworth Primary School S
Salisbury Terrace	St Barnabas CE S
Fishergate/Fawcett Street	Fishergate Primary S
Fishergate	St. George's Primary V
Huntington Road, Haley's Terrace,	*Haxby Road S
St Helen's Road	Dringhouses Primary S
Tang Hall Lane / 5 th Avenue	St. Aelred's S
Jct Poppleton Rd, Water Lane	Poppleton Road Primary S
Askham Lane	Westfield Primary S
Appleton Rd, Sim Balk Lane, Copman	Bishopthorpe Junior S
York Road	New Earswick S
West End, Wilkinson Way	*Robert Wilkinson Primary S
Eastholme Drive	Clifton with Rawcliffe Primary S
Station Lane	Ralph Butterfield Primary S
North Moor Road	Huntington Primary S
Hamilton Drive	OLQM S
Acomb Road, West Bank	Acomb Primary S
Field Lane	Lord Deramore's S

Wetherby Road	Rufforth Primary V
Kingsway North	Clifton Green Primary V
Main Street, The Village	Wigginton Primary V
Osbalwick Lane	Osbalwick Primary S
The Leyes	Osbalwick Primary S

CASE STUDIES highlighting other Road Safety Initiatives York have been involed in.

CASE STUDY Number 1 - 95 Alive Officer involvement in the Yorkshire & Humberside Regional Road Safety Group – Cycling Initiative Project, which received the Prince Michael of Kent, Road Safety Award, 2014. Ongoing.

Introduction

Road Safety Officers from York have been actively involved in this joint initiative for a number of years, inputting a high level of expertise and effort to ensure this project was recognised by The Prince Michael of Kent Road Safety Awards in 2014.

In recent years there has been concern, not just in our area, but across the wider Yorkshire and Humber Road Safety Officers about the increase in cyclist casualties which went hand in hand with an increased number of cyclists on Yorkshire roads.

Officers came together to work in partnership on this issue and began in 2012/13 by developing resources aimed at cyclist safety. They have continued to work, producing and refreshing routes and key messages, right up to the present day, with work around the 2016 Tour De Yorkshire Routes.

There are a number of key benefits to be gained by working as part of a Regional Partnership.

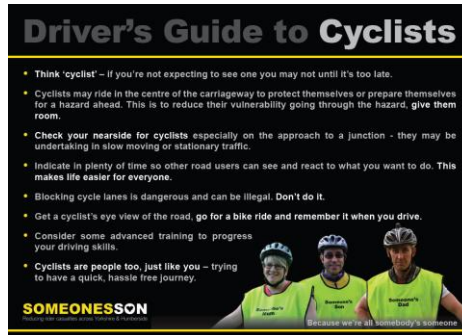
- Pooling of our expertise and experience continues to bring a wide variety of Officer Experience that would be hard to match working in isolation.
- Shared funding provides a larger overall amount, providing economies of scale, which has enabled us to create campaigns and resources that one individual authority could not afford on there own.
- Promotion co-ordination across the whole Yorkshire region to give a stronger, clear and joined up road safety message.

The Project covers 3 main areas:

- For Drivers
- For Urban Cyclists
- For Rural Cyclists

Used a wide variety of mediums. Aimed not just at the cyclist, but also at drivers in relation to cyclists.

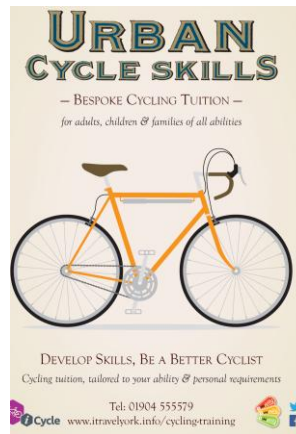
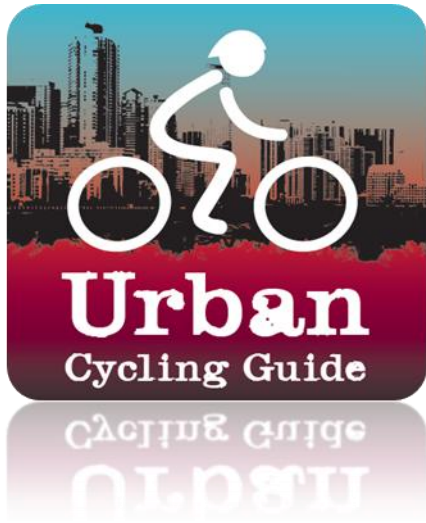
For Drivers



- Issues with blind spots
- Road positioning of vulnerable road users

For Urban Cyclists – Urban Cycling Guide

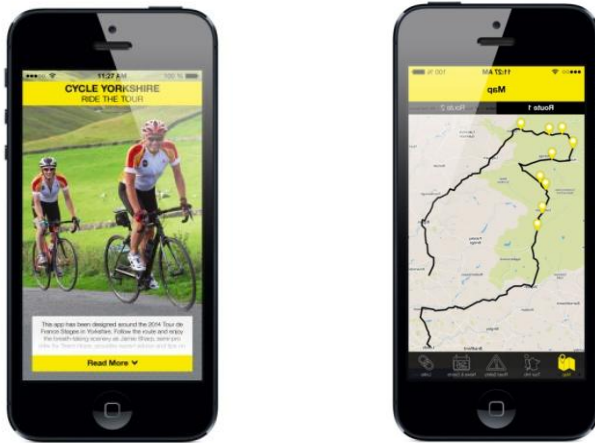
<http://www.youtube.com/user/UrbanCyclingGuide?feature=watch>



- Gives tips on urban riding
- DVD and online
- Filmed in York, Sheffield & Leeds with these Authorities taking the lead on the project.
- Ties in with being able to have a subsidised (£5.00 for 90 minutes) Urban Cycling Session with a Bikeability Instructor if you live in York or North Yorkshire (training is in the City of York).

For Rural Cyclist - Cycle Yorkshire – Ride the Routes App and Website

<http://www.ridetheroutes.co.uk/>



- Has the Tour De France routes and the Tour De Yorkshire 2015 and 2016 routes
- Is a “how to” guide, on safer cycling of rural routes generally as well as tour specific advice.
- Which is accessible and interactive
- Providing short flyover videos and key information on sections of the routes.
- Highlights key areas, giving in depth advice on cycling such as down hill sections, narrow bridge
- Provides cyclists with the information to make informed decisions when riding in a rural location.
- Is supported by Welcome to Yorkshire & forms part of the Cycle Yorkshire Legacy.
- Total downloads to date (Aug 16) IOS: 4421; Android 2397; a total of 6818

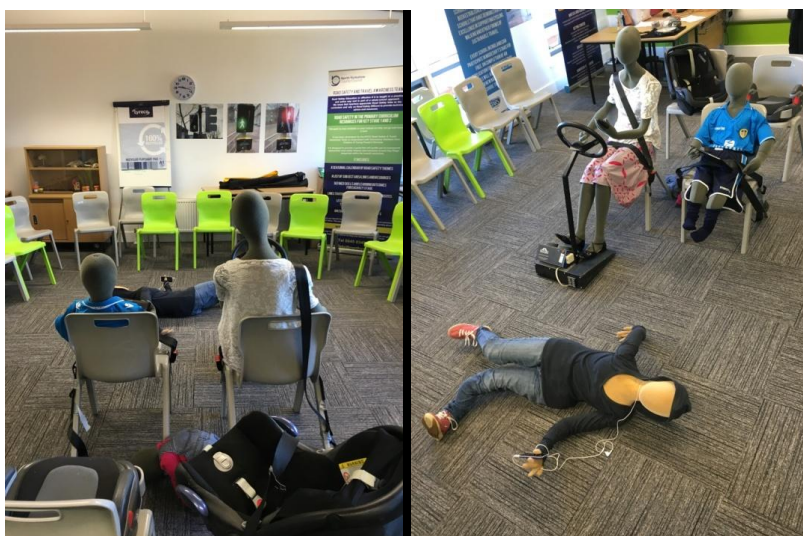
CASE STUDY number 2 Crucial Crew July 2016 Askham Bryan College. Joint York/Selby Region.

After a break of 4 years, we saw the welcome return of the crucial crew initiative. Working in Partnership across the York and Selby Area, the joint Road Safety Teams worked together to produce a scenario and present the workshop. Approx 1,600 year 6 pupils from 57 schools across York and Selby visited the Road Safety Scenario, between 12th July and 21st July 16.

The scenario was set up, to highlight the following messages to children who will be moving up to Secondary School in September 16 – A key age for our casualty statistics.

- Seat belt/correct car seat usage by all in the car
- Mobile phone use/distraction, by drivers, and consequences
- Being bright and being seen as a pedestrian or cyclist
- Not using an electronic device or headphones when crossing the road/driving.

The scenario involved the children becoming “road safety” detectives, who had to investigate the scenario and find all the factors that had contributed to the “road traffic collision” in front of them. The scenario was also supported by DfT “*Think*” clips of film, on teenage distraction while using a mobile phone and “pizza” seat belt clip.



Informal feedback from the event suggests that:-

“A lot of teachers really liked the road safety workshop with the students being 'detectives' and seeking bad or unsafe points highlighted in the scenario.

The interactive element was particularly commented on as this ensured student engagement. The short films also added to the impact of the Road Safety messages. Other visitors also praised the interactive workshop.”

CASE STUDY Number 3 Be Bright Be Seen North Yorkshire Police/City of York

The CYC Road Safety Team have long been involved with the annual Be Bright, be seen initiative, which is part of the National “Think” campaign.

Over various years, we have attended events or done stand alone initiative where we have given away high visibility items, most often small reflectors to highlight the issues of the dark evenings/mornings

In recent years we have joined forces with the Yorkshire & Humber Partnership to buy high visibility rucksack covers, (as part of the Someone’s Son campaign) to provide the best value for money for items. Again these have been given out, mainly through events.

For the initiative in 2014/15 we also bought a small number of button type emergency bike lights. These were distributed via the training team, but also North Yorkshire Police (NYP) neighbourhood team, primarily to children and young people.

In 2015/16 after discussion with the NYP Neighbourhood teams, it was decided to extend the scheme. Lights would still be given to young people, but also a number of high profile initiatives would take place across the city, as darkness fell. The aims of the initiatives would be to:-

1. To ensure the issue of cyclist needing lights after dark is raised in the media with clear direction that Police checks were taking place and £60 fines may be given for non compliance.
2. To ensure anyone who is stopped and is deemed as “vulnerable” or who may go on after the encounter and be a danger to

themselves or others is provided with the means to get home safely (emergency lights)

The initiative was run on the following modern approach to Police enforcement as follows:-

- Proportionate
- Targeted
- Consistent
- Transparent.

Proportionality This requires the relating enforcement action to be linked directly to the risk and not be a case of routine enforcement. Proportionality between those the law protects and those on whom it places duties on. The aim is compliance (rather than the numbers enforced) and should be proportionate to the risk of the individual based on the offenders choice to wilfully offend or if a genuine mistake has been made (through ignorance).

Targeting Making sure that enforcement action is directed primarily at those whose behaviour poses the greatest risk/highest harm to others. Targeting needs to take full advantage of a wide range of information sources, including academic research, to develop a greater level of understanding of what the problems are and how to resolve them, so that enforcement action can be focused and prioritised.

Consistency of approach does not mean uniformity. It does mean taking a similar approach in similar circumstances to achieve similar ends. Police officers are faced with many variables; the decision as to what action to take is a matter of judgement and they must exercise their discretion.

Depending on the circumstances they may decide to:-

Issue a ticket

Offer Education

Caution or warn or take no further action.

Transparency (Education & Advertising the initiatives) helping people to understand what is expected of them and why It also means ensuring clarity about what the public can expect from the police. Raising the public's understanding of the full implications of their actions and assisting in changing behaviour and ultimately attitudes (to the Police as well as in reference to cycling with lights in the dark)

(From the ACPO Speed Enforcement Policy Guidelines, 2011 – 15. Joining Forces for Safer Roads).

Outcomes

Following last years focused events on enforcement carried out in partnership enforcement figures have risen, from between 10 – 25 fines per annum across the whole of the North York's and York area to 112 tickets given out in 2015.

(Figures, taken from NYP pentip. 2015 break down is 45 for lighting offences and 67 for other cycling offences)



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

10 November 2016

Report of the Corporate Director of Economy & Place

Residents Parking Petitions

Summary

1. To report the receipt of several petitions received over the summer period and determine what action is appropriate.

Recommendation

2. It is recommended that initial consultation be carried out for residents parking requests in the order that the petitions were received:
 - South Bank Avenue - Option 3
 - Railway Terr. / St. Paul's Terr. and surrounding streets – Option 2
 - Beresford Terrace / Finsbury Avenue area – Option 2
 - Phoenix Boulevard – Option 2

Reason: To progress residents requests.

3. It is also recommended that if the apparent increase in residents parking requests is maintained and the available budget for dealing with requests is exceeded that the requests be added to a list for investigation in date of request order.

Reason: To treat fairly these requests and aid future workload planning.

Background

4. **South Bank Avenue** – (front page shown in Annex A1). 28 signatures representing 27 of the 41 properties between Bishopthorpe Road and Trafalgar Street.

5. The petition represents only part of the street (as indicated on the plan in Annex A2). Normally the provision of a residents parking zone would not be confined to only part of a street, however the other section of this street mainly has properties on one side only so possibly the parking issues aren't of concern.
6. A new residents parking zone has just been implemented in Nunthorpe Grove. Whilst it is usual to create a new zone for a new scheme it is suggested in this instance that if a scheme is progressed to implementation for South Bank Avenue (or part) then it should be proposed as an extension of the Nunthorpe Grove scheme. The reason for this is that a larger scheme can be more flexible in meeting the residents' needs when looking for a parking space.
7. **Railway Terrace** (front page shown in Annex B1) - 25 signatures representing 26 of the 33 properties in the street. In addition, the local Liberal Democrat focus team have carried out some wider consultation in the area that indicates there is reasonably strong support for residents parking in the surrounding streets (see Annex B2).
8. It should be noted that within the area (see plan in Annex B3) there are two private roads (Wilton Rise and Enfield Crescent). Providing all the residents of these private streets agreed then it would be possible for the necessary Traffic Regulation Order to be implemented on these streets, however initial thoughts are this is unlikely to occur. Although this situation complicates the usual process slightly it shouldn't hinder the creation of a new residents parking zone in the adopted streets if following the initial consultation the usual majority of residents wish a scheme to be taken forward to the legal order phase.
9. **1st petition The Millennium Bridge area** (front page shown in Annex C1) - However the information received was only from Beresford Terrace, hence this information may be incomplete and clarification has not been received.
2nd petition Beresford Terrace and Finsbury Avenue – (front page shown in Annex C2).
10. In addition to the above petitions there have been a number of enquiries from other residents regarding the possibility of introducing a residents parking scheme. Although these enquiries have not, as yet, resulted in a petition it is considered appropriate on this occasion to consult a little wider than merely the streets represented by the petitions. Hence, the proposed consultation area shown in Annex C3.
11. A new resident parking scheme has recently been implemented to the immediate north of this area.

As with the South Bank Avenue request it is suggested to initially put this area forward as an extension of the new zone.

12. **Phoenix Boulevard** - (petition front page shown in Annex D1). 116 signatures from residents of 107 properties out of the approximately 250 properties in the area.
13. This is a relatively new development (see plan in Annex D2) and there is some funding still available from the developer that can be used to offset a significant portion of the cost of taking forward this request.
14. There has been a noticeable increase in requests for residents parking schemes over the last 12 or so months. Over the summer period these four petitions were received requesting action however this years annual budget for implementing schemes had already been used.
15. In light of the above additional funding has been made available to enable the schemes to be progressed in a timely manner rather than suspend progress until the new financial year.

Options for Consideration

South Bank Avenue

16. Option 1 – note but take no action because the petition does not represent the whole street. This is not the recommended action.
17. Option 2 – approve the initial consultation just on the section of street the signatures represent. This is not the recommended action
18. Option 3 – approve the initial consultation for the whole of the street, but bearing in mind the differences in the two parts of the street have the fall back option of taking forward a scheme if just the petition section of the street is in favour. This is the recommended option.

Railway Terrace / St Paul's Terrace area

19. Option 1 – approve the initial consultation on the adopted sections of the highway only. This is not the recommended option.
20. Option 2 – approve the initial consultation to cover the whole area shown in Annex B2). This is the recommended option.

Beresford Terrace / Finsbury Avenue area

21. Option 1 – approve the initial consultation for the above 2 streets only. This is not the recommended option.
22. Option 2 – approve the initial consultation for the wider area as shown in Annex C3

Phoenix Boulevard

23. Option 1 – Note the petition but take no action at this time.
24. Option 2 – Approve the initial consultation. This is the recommended option.

Consultation

25. A two stage consultation process is used for residents parking. Firstly, information on how a scheme operates is sent out to all properties together with a questionnaire, the results of which are reported back to a subsequent Executive Member meeting for a decision on how to proceed.
26. If approval to proceed is granted then the formal legal Traffic Regulation Order consultation is carried out.

Council Plan

27. The above proposal contributes to the City Council's draft Council Plan of:
 - A prosperous city for all,
 - A council that listens to residents

Implications

28. This report has the following implications:

Financial – Residents parking schemes are self financing once in operation. The £5k allocated within the core transport budget to progress new residents parking schemes has been fully utilised on previous requests in 2016/17. However in response to the petitions it is proposed to increase the budget to £10k making use of under spending from within other existing transport budgets.

Human Resources – None

Equalities – None.

Legal – before a residents parking scheme can be implemented the correct legal procedure has to be gone through.

Crime and Disorder – None

Information Technology - None

Land – None

Other – None

Risk Management

29. None.

Contact Details

Author:

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Manager
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(01904) 551368

Chief Officer Responsible for the report:

Neil Ferris
Corporate Director of Economy & Place

Date:

01/11/2016

Specialist Implications Officer(s) None

Wards Affected: Holgate and Micklegate

For further information please contact the author of the report.

Background Papers: None.

Annexes:

- Annex A1 South Bank Avenue petition front page
- A2 Plan of the South Bank Avenue area
- Annex B1 Railway Terr. / St. Paul's Terr. area petition front page
- B2 Liberal Democrat focus team information
- B3 Plan of the Railway Terr. / St. Paul's Terr area
- Annex C1 Millennium Bridge area petition front page
- C2 Beresford Terr. / Finsbury Ave. area petition front page
- C3 Plan of the Millennium Bridge area
- Annex D1 Phoenix Boulevard petition front page
- D2 Plan of the Phoenix Boulevard area

Annex A1

South Bank Avenue Petition Front Page

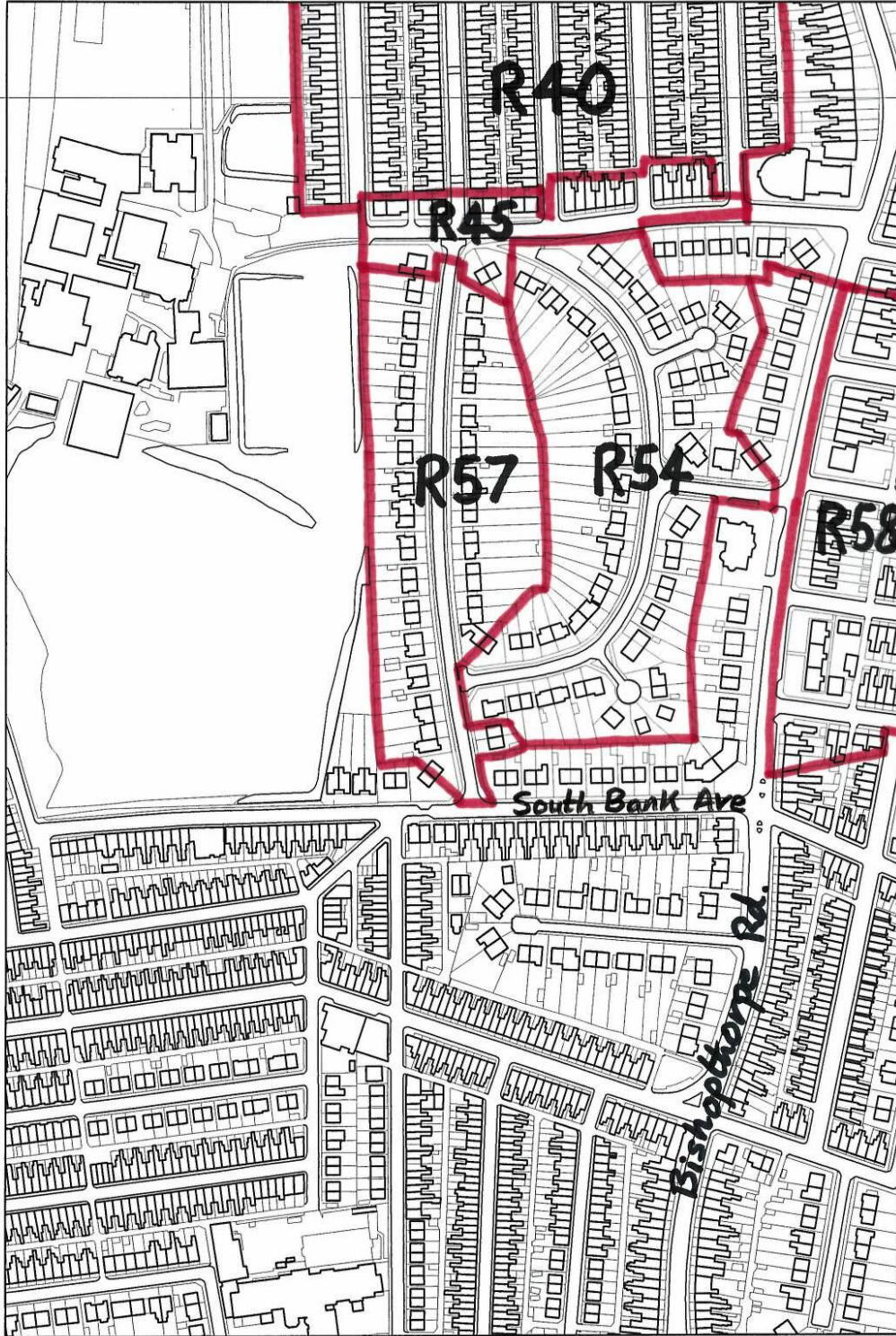
Petition

South Bank Avenue - Residents' Parking Zone

We, the undersigned, residents of South Bank Avenue between Trafalgar Street to the west and Bishopthorpe Road to the east, would like York Council to consider introducing a Residents' Parking Zone for the aforementioned section of South Bank Avenue.

Annex A2

Plan of the South Bank Avenue Area



Annex B1

Railway Terr. / St. Paul's Terr. Area Petition Front Page

Railway Terrace, YO24 4BN

House No.	Name	I support the possibility of residents parking			Signature	Date
		Yes	No	No effect on me		



Liberal Democrat focus team information

+ Petition

Residents' Parking in Railway Terrace, St Paul's Terrace and Surrounding Streets in St Paul's, Holgate

Results of Liberal Democrat Survey June 2016

Recommendation

City of York are invited to initiate consultation on Residents' Priority Parking in Railway Terrace, St Paul's Terrace, Upper St Paul's Terrace, Cleveland Street, St Paul's Square and Cecilia Place, based on a doorstep survey conducted by the Holgate Liberal Democrat Focus Team and a petition signed by residents in Railway Terrace. **62% of survey respondents in these streets supported residents' priority parking.**

Results

47% of respondents in the St Paul's area as a whole supported the introduction of residents' priority parking. The percentage varied by street, but overall shows a strong level of concern about parking problems, for residents with cars and their visitors. This was expressed also by those with off street parking or who did not have cars. Comments include concerns about the safety issues caused by cars cruising to find parking spaces, or using the residential area as a rat run when Holgate Road is congested. There is a strong perception that parking problems are caused by commuters parking close to the footbridge at the end of Railway Terrace in order to reach the station or the centre of York, and that this will get worse once office development begins in the York Central development.

Analysis below discusses survey results and issues for each street and proposes that residents' parking priority consultation is initiated for the streets with most severe problems and strongest support for residents' priority parking. They make a contiguous block. More detailed consultation might show support for a different boundary, considered street by street, but this risks shifting parking problems from one area to another.

Railway Terrace and St Paul's Terrace

Together these streets have 62 houses, with almost no off-street parking. Support for the introduction of residents' priority parking was 75% in Railway Terrace and 82% in St Paul's Terrace. The survey response rate (compared with number of houses with residents on the current electoral roll) was 38% in Railway Terrace and 37% in St Paul's Terrace: this is high for a doorstep survey. Railway Terrace had already been canvassed by a local resident, Fabian Seymour, to obtain signatures to a petition for residents' priority parking in this street: residents in 24 houses have signed up, 77% of houses. Support for residents' parking in St Paul's Terrace also seems to be very strong, justifying a formal consultation led by City of York Council in at least these two streets.

These streets are both used by through traffic to access other streets in the area. A few residents (in different streets) proposed that there should be a one way street system for Railway Terrace and St Paul's Terrace. There has also been a proposal that the yellow line along Railway Terrace should be extended to stop people from parking on the verge opposite the houses; Anne-Marie Howarth has promised for CoY that this site will be included in the next annual review of waiting restrictions. The street gully in Railway Terrace needs more regular sweeping and floods in heavy rain, and the plants growing by the wall need some attention. There are markings for a disabled parking space in Railway

Terrace although the property has changed hands. In assessing the case for residents' priority parking, it would be helpful if CoY officers would consider wider issues on road safety, maintenance and access.

Upper St Paul's Terrace and Cleveland Street

These streets, with 21 and 27 houses respectively, are cul de sacs with no off street parking. Taken together there was 50% support from respondents for residents' priority parking, but the response rate was low. Any change to parking restrictions in Railway Terrace and St Paul's Terrace would probably add to pressures in Upper St Paul's Terrace and Cleveland Street and so it would be best to include these streets in formal consultation about a residents' priority parking zone.

St Paul's Square

30% of responses (25% response rate) supported residents' priority parking. Some houses have off street parking. We understand that the St Paul's Square Residents Association committee has recently discussed the issue and decided against seeking residents' priority parking. Cllr Mary Cannon is secretary and will be involved in any further decision making process. It would appear likely that introduction of residents' priority parking restrictions in Railway Terrace and St Paul's Terrace would add to pressures in St Paul's Square, and Liberal Democrats would advocate that all households in St Paul's Square are included in any consultation.

We note that a recent CoY decision on a parking restriction scheme in Micklegate (R58) included one street despite the lack of majority support

'in line with a well established procedure when dealing with requests for new Residents Parking Schemes. From past experience if one street is left unrestricted, in the middle of a zone, residents generally tolerate the increase of parking within that street for a short time before seeking to become part of a residents parking zone, this is normally due to the increase of parking taking place being the only unrestricted street in an area.'

Cecelia Place

No responses were received from residents in this small street. If parking restrictions are considered for the adjoining streets, residents in Cecilia Place should also be included.

Watson Street

There are only a few houses in this street and some do have off street parking. Access to community parking spaces in this street, adjoining Holgate Road, are important for the wider community, e.g. those making quick visits to the school or corner shop. 25% of respondents on a 40% response rate supported residents' priority parking, but we would invite CoY officers to consider carefully where the boundaries of such a scheme might best fall, to preserve some community parking spaces near Holgate Road.

St Paul's Mews

This (relatively) recent development was provided with a significant level of off-street parking, and is a cul de sac. The Liberal Democrat survey shows 40% support for

residents' parking on a 15% response rate. At present it does not seem sufficient to require any formal consultation on parking restrictions, but CoY officers will need to consider carefully the implications of any wider parking scheme on this street.

Wilton Rise

This is an unadopted road and so there is doubt whether the council could introduce parking restrictions. Some houses have off street parking spaces; other residents park on the street. There are wider concerns about the state of the carriageway and the pavements, and the issue on 'adoption' needs further discussion, especially since the road is used by pedestrians and cyclists seeking to access the footbridge and by cars entering other parts of the St Paul's area. The Liberal Democrat survey showed 37% support for a residents' priority parking scheme (on a 25% response rate). CoY officers will need to consider carefully the implications of any wider parking scheme on this street.

Enfield Crescent

This street, with 21 houses, is an unadopted road and a cul de sac, with many houses having off street parking space. There was zero support for residents' priority parking. Residents explained that they watch out for non resident parking and tell drivers that it is a private road and they are not allowed to park. While there might be a risk that the position could deteriorate if parking pressures increase elsewhere, at present it would be justifiable to omit Enfield Crescent from any wider parking scheme.

Aileen Hingston
Holgate Liberal Democrat Focus Team
5 July 2016

**Annex
Methodology**

Liberal Democrat volunteers called at every house in the St Paul's area over 3 evenings in June 2016 and asked residents if they were willing to complete a survey form, which covered local parking issues and a number of other questions. Residents could leave their forms for collection from their letter box on the same evening or post them to a Freepost address. The overall response rate was 23%.

Survey

The parking questions were introduced by the following text:

Many people in the St Paul's area have problems finding a parking space. Some people think a "residents' priority parking zone" might help, but it would mean households paying for a permit. A standard parking permit costs £96 a year. (More for a second permit, less for a low emission car.) Residents' priority parking is only introduced after detailed consultation and where a majority of residents support it. The Focus team would like to understand your views on residents' parking and will check with you to see if the position gets worse in the future, especially with the risk of commuter parking, once the York Central development is built. We don't want the development to make it harder for local residents to park, or to force costs into residents in your area.

Questions:

In my household the number of cars is:
0 1 2 3 4

I have off street parking Yes/No

If you use a car and park on the street, please tick one box:

I can generally park close enough to home

I often have problems getting parked

I struggle to find a parking space anywhere near home

Whether or not you park your own car on the street, please answer this question:

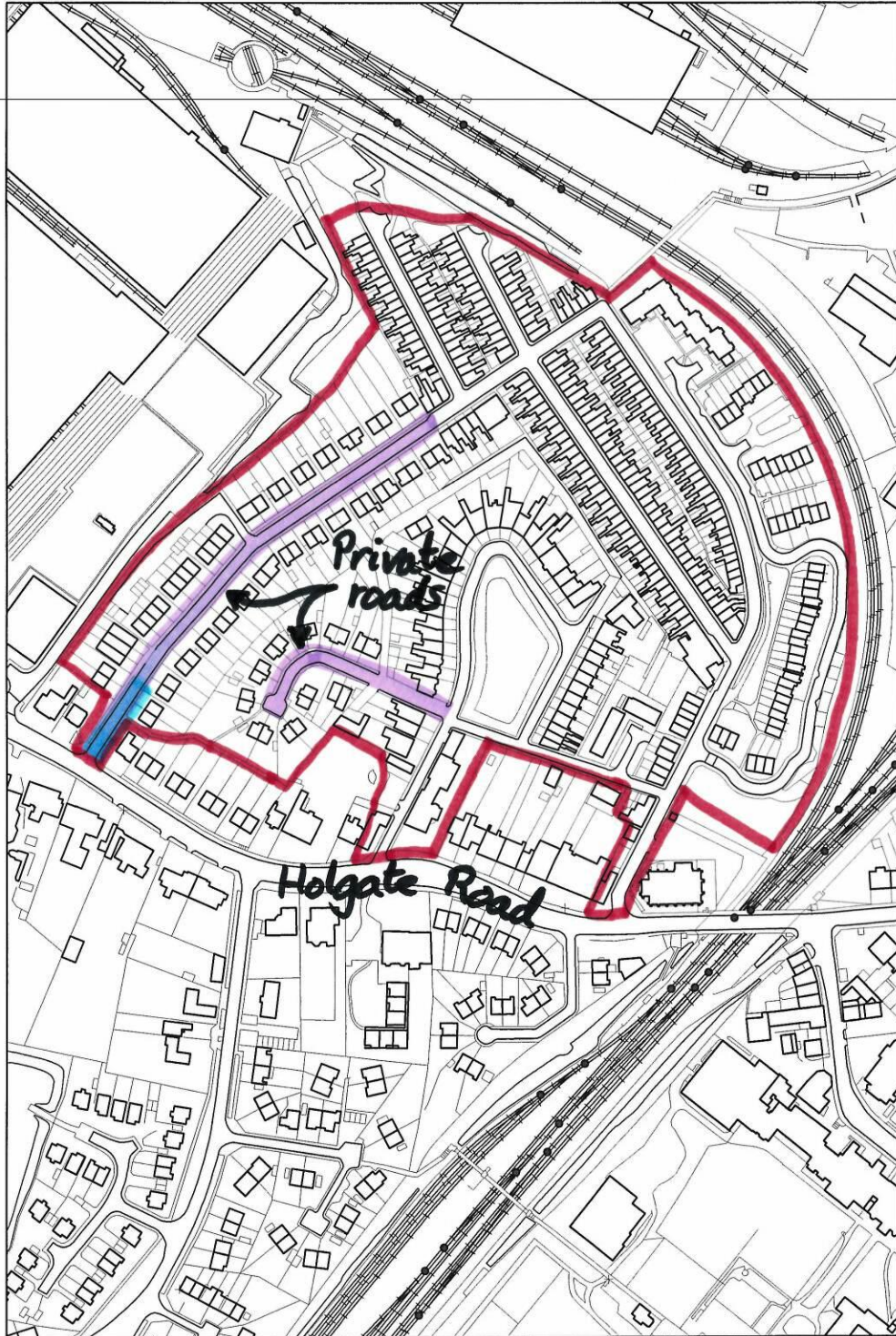
People who visit me and want to park their cars have problems:
Never Sometimes Often Always

Would you support a scheme to restrict parking to residents?

No, there isn't really a need
No, I am not willing to pay
Yes, and I would be willing to pay

Annex B3

Plan of the Railway Terr. / St. Paul's Terr. Area



Annex C1

Millennium Bridge Area Petition Front Page

Petition for City of York Council to consider consulting residents on the implementation of a Resident Only Parking Scheme (ResPark) in the Millennium Bridge Area

B

Name	Address	Note/ Signature
	<i>Bowling</i>	

Beresford Terr. / Finsbury Ave. Area Petition Front Page

Residents Parking

We would like to put forward a proposal for Residents Parking on behalf of ourselves and our neighbours for the following streets:

- 1) Beresford Terrace (YO23 1LP)
- 2) Finsbury Avenue (YO23 1LW)

We believe this is now necessary as recent local restrictions have displaced commuter traffic from Nunthorpe Crescent, St Clements grove, Aldreth Grove and Cameron Grove etc into our nearby streets.

Due to the reasonably close proximity of this area to the city centre an increasing number of vehicles are parking up for the entire day and their occupants are going to work or shopping rather than using the Park and Ride services provided.

The parking restrictions in Maple Grove have also had a considerable effect as workers are parking up on a morning and using the Millenium Bridge to access the trading estate on the Fulford side of the river.

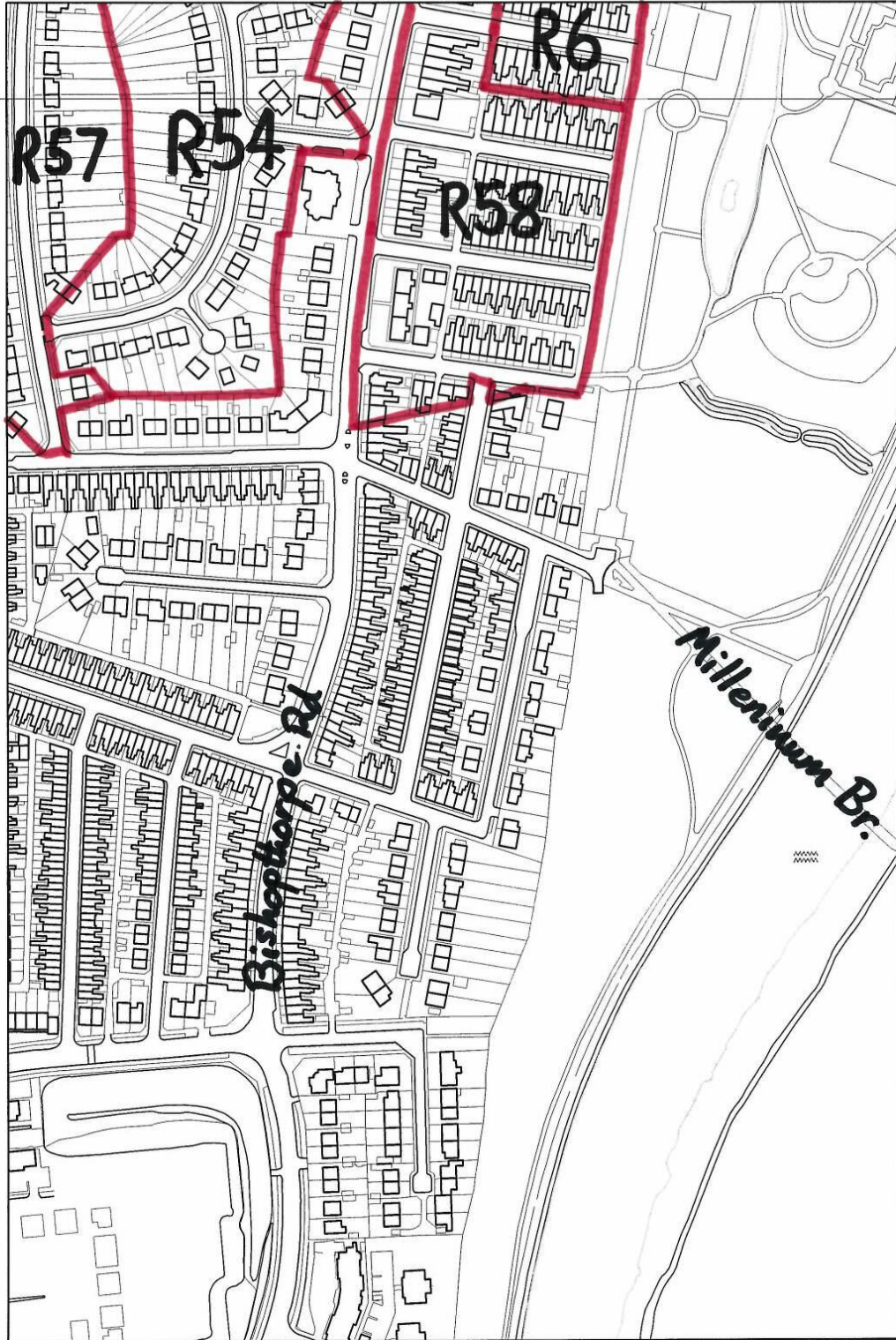
Vehicles are now even double parking on grass verges and refuse collection lorries are experiencing difficulty in negotiating ' tight ' junctions.

We would very much appreciate our proposal going forward to the initial formal consultation phase.

Kind Regards

Annex C3

Plan of the Millennium Bridge Area



Annex D1

Phoenix Boulevard Petition Front Page

St. Peter's Quarter Parking: Petition for Consultation

Petition Summary

Petition Statement

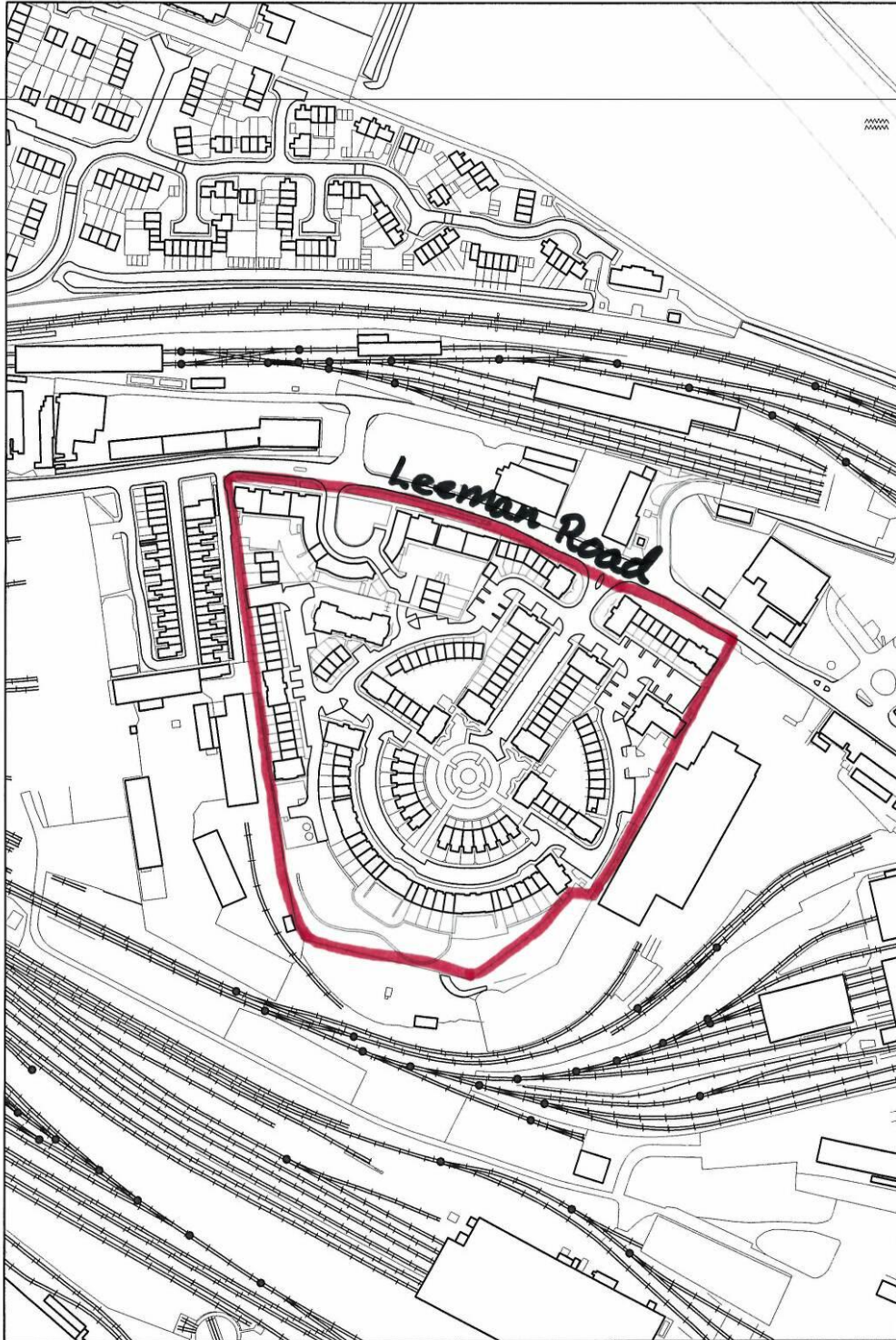
We, the undersigned, respectfully request that the City of York Council engage in consultation with the residents of St. Peter's Quarter in the selection of appropriate parking measures, including residents priority parking, for the development's roads.

The Results of the Petition

This petition presents the signatures of 116 individuals representing 107 properties on the St. Peter's Quarter development. Nine properties are represented by proxy with the appropriate authorisations communicated by email correspondence which have been printed and included with the petition.

Annex D2

Plan of Phoenix Boulevard Area





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

10 November 2016

Report of the Corporate Director of Economy & Place

Haxby to Strensall Speed Limit Petition

Summary

1. To report the receipt of a petition requesting the reduction of the speed limit on the rural roads between Haxby and Strensall and the introduction of traffic calming measures such as chicanes.

Recommendation

2. It is recommended that:
 - The petition is noted and that the issue be considered as part of the annual accident and prevention measures across the city.

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

Background

3. Annex A (parts 1 to 4) includes the petition covering letter and attachments received. Annex B shows the online front page of the petition indicating 148 signatures. Annex C is a plan showing the location of the 4 injury accidents recorded by the police in the last 5 years (1 in each of 2011, 12, 13 and 14).
4. In addition to the online petition set up by the lead petitioner a “modern.gov@york.gov.uk” e-petition was set up that received no signatures.
5. The character of the roads that link Haxby to Strensall is rural with a few properties (business and residential) having direct access on to them and they are used by horse riders, cyclists and walkers. The roads are mainly long straights with good visibility linked by sharp bends where forward visibility is obviously greatly reduced.

The plan and pictures in Annex D indicates the existing traffic signs in place that are intended to warn approaching drivers, particularly those unfamiliar with the area, of the bends in the road and other potential hazards.

6. There is national guidance on the setting of speed limits and for rural roads of this type the national speed limit (60mph) is applied. It is important to note that whilst the maximum speed limit is 60mph it is the drivers duty to drive according to the prevailing road conditions, hence when the light or the weather is poor, works taking place, bends or blind summits, etc or if there are other more vulnerable road users about a driver would be expected to reduce their speed accordingly. In fact the speed that a driver chooses to travel at is greatly influenced by their surroundings rather than by a posted speed limit. Hence, reducing a speed limit without introducing something that would compel a driver to reduce their speed is very unlikely to have a significant impact on the speed of traffic. This is particularly relevant in this case where the roads link two local communities and it can reasonably be assumed that a significant number of the users are local and familiar with the roads.
7. It would be unusual to introduce traffic calming measures of the type requested in this location, but there may be other features that could be considered if further investigation is carried out and resources are available.

Options for Consideration

8. Option 1 – To take no action. This is not the recommended option.
9. Option 2 – To approve the advertising of a reduced speed limit on these roads. This is not the recommended option.
10. Option 3 – To add this to the list of areas to be investigated to determine if there are practical accident reduction measures that could be put forward for consideration. This is the recommended option.

Consultation

11. At this stage there are no consultation requirements. If this situation changes as a result of a potential accident reduction investigation details will be brought forward in due course.

Council Plan

12. The above proposal contributes to the City Council's draft Council Plan of:
 - A council that listens to residents

Implications

13. This report has the following implications:

Financial – None

Human Resources – None

Equalities – None.

Legal – None

Crime and Disorder – None

Information Technology - None

Land – None

Other – None

Risk Management

14. . None.

Contact Details

Authors:

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Traffic Management Team
Leader
Transport
(01904) 551368

Chief Officer Responsible for the report:

Neil Ferris
Corporate Director of Economy & Place

Date: 1 November 2016

Specialist Implications Officer(s) None

.

Wards Affected: Haxby and Wigginton, Strensall

For further information please contact the author of the report.

Background Papers: None.

Annexes:

Annex A Petition Covering Letter and Attachments

Annex B Online Front Page off the Petition

Annex C Injury Accident Location Plan

Annex D Existing signs

Annex A1

Petition Covering Letter and Attachments

Dear Sir / Madam

I am writing to you with concern regarding the speed limit that is along a section of road from Strensall to Haxby, called Moor Lane, Crossmoor Lane, Haxby Moor Road and Usher Lane.

These roads from Strensall to Haxby are country roads. They have two 'farms only' tracks which spur off and these have several livery businesses. There are hundreds of horses, walkers, joggers and pushbikes that use these roads on a daily basis

These sections of road are a cut through from Strensall to Haxby and therefore they are also extensively used by all forms of motorised traffic, especially cars, lorries and motorbikes.

The speed limit is set at 60mph, which is far too fast, considering the amount of horses, walkers, joggers and pushbikes sharing these roads with vehicles. The road has lots of reduced forward visibility with several blind 90 degree bends.

Many car and motorbike drivers regularly exceed this 60mph limit as they fail to observe it; especially on the straight piece of road, named as Crossmoor Lane, which goes past Haxby Sawmill and Meadow Farm. Here cars and motorbikes regularly speed in excess of 60mph whilst they share the road with other vulnerable users and animals.

Therefore I am writing to you to request the speed limit is lowered and also traffic calming measures like chicanes and curb extensions are introduced.

This will:

- Reduction in public anxiety. I have the support of all the local residents and a petition has been created. Hundreds of people have already signed. You can visit this in real time to obtain comments and the amount of signatures. This can be found at : <https://www.change.org/p/york-city-council-reduce-the-speed-limit-on-cross-moor-lane-haxby>
- To improve the country environment. Already several residents cats and dogs have been killed on these roads

Petition Covering Letter and Attachments



Network Management
West Offices, Station Rise
York YO1 6GA

Application number:

Tel: 01904 551550
Fax: 01904 551412
E-mail:
highway.regulation@york.gov.uk



APPLICATION FOR SPEED LIMITS

1 Name and Address of Applicant:

Postcode

2 Telephone

Email:

3 Proposed location/area where speed limits are required:

Please provide a plan or sketch

Moor Lane Haxby
Crossmoor Lane Haxby
Usher Lane Haxby
Haxby Moor Road

- See map of this cut through racetrack!

4

State reasons for requesting speed limits:

Because drivers go too fast on blind corners
and on the Straights.

See Letter, Petition, Map + Comments.

Important

This form will initiate an investigation. We cannot guarantee that your request will eventually be implemented.

DECLARATION

I confirm that to my best knowledge and belief, the information given above is correct and accurate, and as such will be used by the City of York Council in conditioning any permission they issue.

Signature of Applicant

Name (please print):

Date:

Petition Covering Letter and Attachments

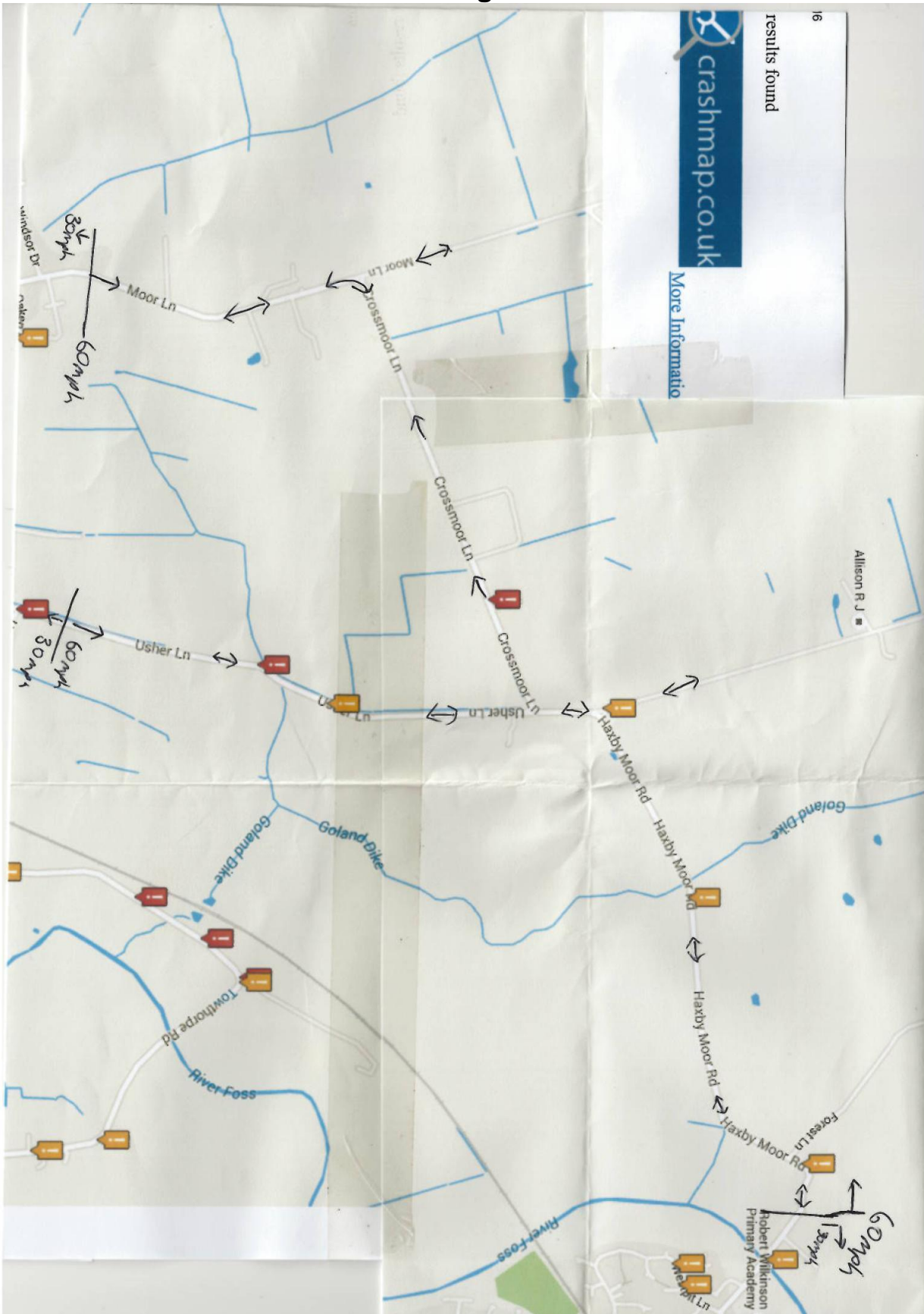
Comments from Petition

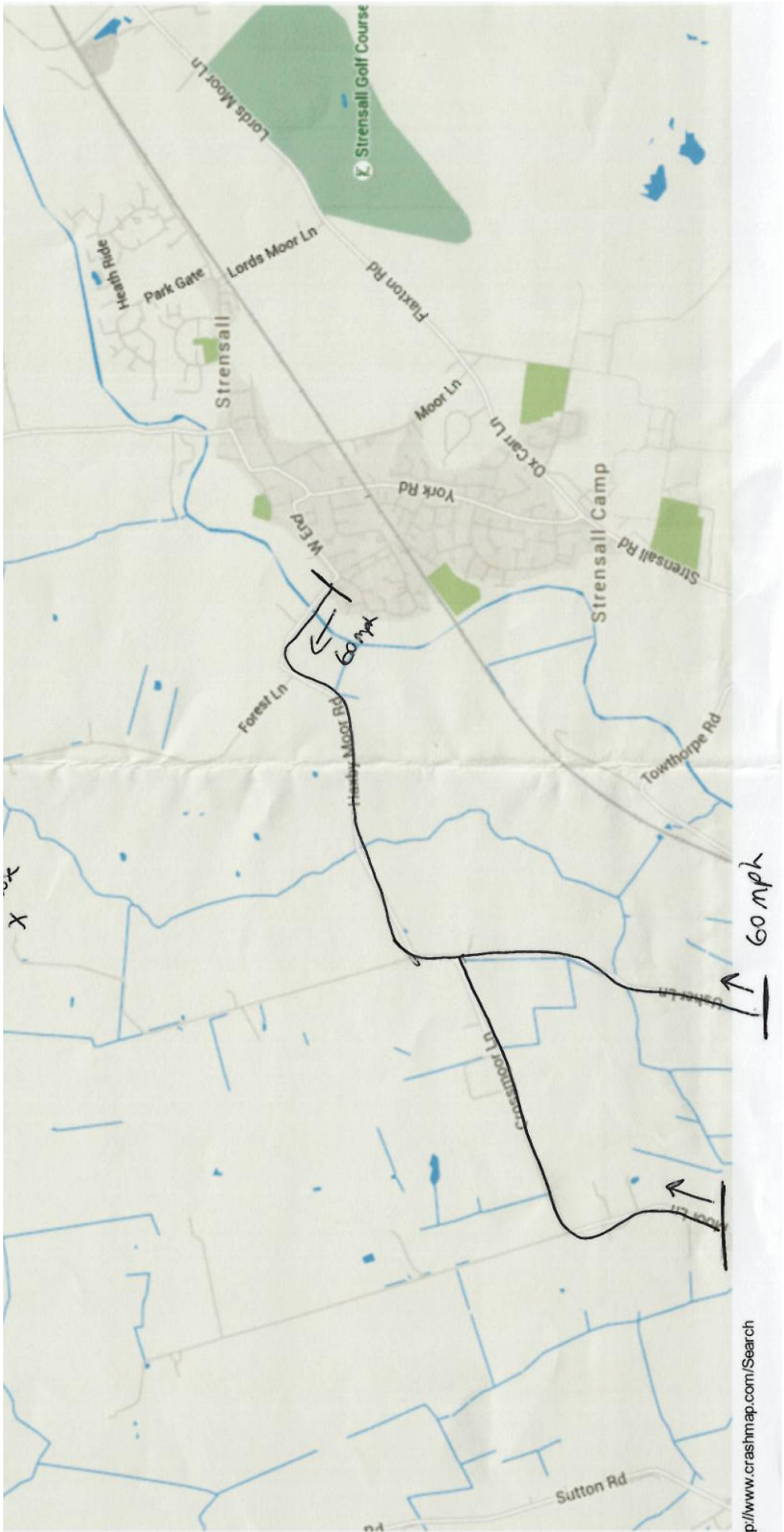
Name	Location	Date	Comment
		2016-06-30	I regularly nearly get hit by speeding cars when on my horse
		2016-06-30	I'm signing to help save lives of all users of this excessively busy and fast road
		2016-06-30	I'm sighing this because there are so many horse and bike riders on this road and there is always excessive speeding on this road
		2016-06-30	This road is used by walkers, horse riders & bike riders of all ages, there are several near misses every day.
		2016-06-30	All my animals keep getting run over because of speeding cars!!!
		2016-06-30	we have a horse that use's that road, and people need to slow down
		2016-06-30	I keep a horse in this area and regularly ride along this road. It also needs more signage warning of horse and riders.
		2016-06-30	To many speeding cars endangering people and animals.
		2016-06-30	I have been knocked off my bike with a child on the back of the bike. Also my children ride up the road regularly and every time there is a near miss with speeding cars and vans. It's scares me every time they go out.
		2016-06-30	I care
		2016-06-30	It is a must!!!! Very dangerous!
		2016-06-30	my parents go on walks and bike rides round that area, I dint want a call to say they have been involved in an accident, they often have to stop due to speeding cars. ex Haxby girl
		2016-06-30	Some baby ducklings run over outside my boyfriends farm and also his mum had a bad accident as a motorbike went way to fast past her causing her to get thrown off by her horse with serious injuries to her ankle which result in still pain and issues after 4 years!!!
		2016-06-30	This road is very dangerous not just for horses whilst on the roads that need to go on to get to any bridle paths but for riders and pedestrians alike
		2016-06-30	Safety for both horse riders, cyclist and motor car drivers!!!!
		2016-06-30	I know people with young children in this area and the speed makes it dangerous
		2016-06-30	My animals have been killed by speeding drivers, and the noise of fast cars and bikes wake us up constantly, it is unsafe
		2016-06-30	I have a horse
		2016-06-30	I used to ride my horse down this road with plenty of near misses with traffic!
		2016-06-30	I rode down this road regularly. It's hair raising to say the least !
		2016-06-30	I have friends who ride there horses on these roads and it's bloody dangerous, I've seen young teens crash there cars on this stretch of road, please make them slow down
		2016-06-30	Having kept horses along this road me and my daughters have had some near misses, on horse back and bike ð
		2016-06-30	I used to have to use this lane as I kept a horse at one of the yards and it's ridiculous how fast cars travel. down this lane. I have had some very close shaves whilst riding, cycling and walking the dog.

Date	Comment
2016-06-30	This road is so dangerous, with blind bends. More care needs to be taken.
2016-06-30	It saves more lifes and less crashes
2016-06-30	I have witnessed how fast people drive on this stretch of road. There have been many accidents and family pets killed due to excessive speed.
2016-06-30	We have had so many near misses on the road when riding our horses
2016-06-30	My granddaughter and daughter-in-law ride on the road in question and people need to be respectful of others when driving...
2016-06-30	I'm signing because I also live and ride on Cross Moor Lane and the adjoining Farms only lanes which are also used like race tracks
2016-06-30	Having had horses at livery on this road, rising out from there and cycling or jogging to from it from Haxby I've had many near misses with stupid drivers. Once being chased by motorbikes not giving a damn. Something needs to be done.
2016-06-30	i don't want the lives of people and animals endangered
2016-06-30	We visit regularly & always feel worried at the speed motorist travel along this road
2016-06-30	Sick of being scared to ride my young horse out on the road and having drivers speed past when I slow my moped down to pass other horse riders and pedestrians.
2016-06-30	I've had to stop using this road because I'm worried about the safety of my children, oncoming vehicles speed round bends encroaching into the opposite lane. I don't believe you can safely drive at 60mph because there's so many blind spots.
2016-06-30	I ride horses round this road and traffic far too fast
2016-07-01	I use this road on a daily basis and people do need to slow down.
2016-07-01	I regularly ride down this road and have many near misses with disrespectful speeding drivers.
2016-07-01	The speed limit is dangerous for other road users.
2016-07-01	People drive way too fast down this lane
2016-07-01	I keep my horse around there and its scary how fast they drive down this road
2016-07-01	The speed limit is far too high on such a country road. It is very danger par for cyclists, pedestrians & horse riders!!!
2016-07-01	I have horses and people think it's a racing track and could cause a crash or damage to the horse or the driver
2016-07-01	I used that road daily and was always convinced one day Inwould meet something like this. I now live away from York but no way should this by a 60mph road.
2016-07-01	I live in Haxby and travel this route regularly. Please reduce the speed limit, I know it's not the road it's the drivers but this could help
2016-07-01	I regularly use this road!
2016-07-01	Dangerous for horse riders and cyclists

Annex A4

Petitioners Plan Indicating Crashes from the Internet







Annex B

Online Petition (snapshot of front page 7/10/2016)

https://www.change.org/p/york-city-council-reduce-the-speed-limit-on-cross-moor-lane... Petition - York City Council...
Petitioning York City Council and 1 other

Reduce the speed limit on Cross Moor Lane, Haxby

 Deborah Gardner, York, United Kingdom



Cross Moor Lane is a busy back road between Strensall and Haxby. It is used daily by horse riders, walkers joggers and pushbikers but at the risk of their lives. The speed limit is the national speed limit of 60mph but reality is that most do in excess of this speed upto 80mph between Pasture Farm and Thornville Farm. With several 90 degree bends and regular accidents the speed limit needs reducing now!

Sign this petition

148 supporters
52 needed to reach 200

First name
Last name
Email
United Kingdom
Street address
Postal code
I'm signing because ... (optional)

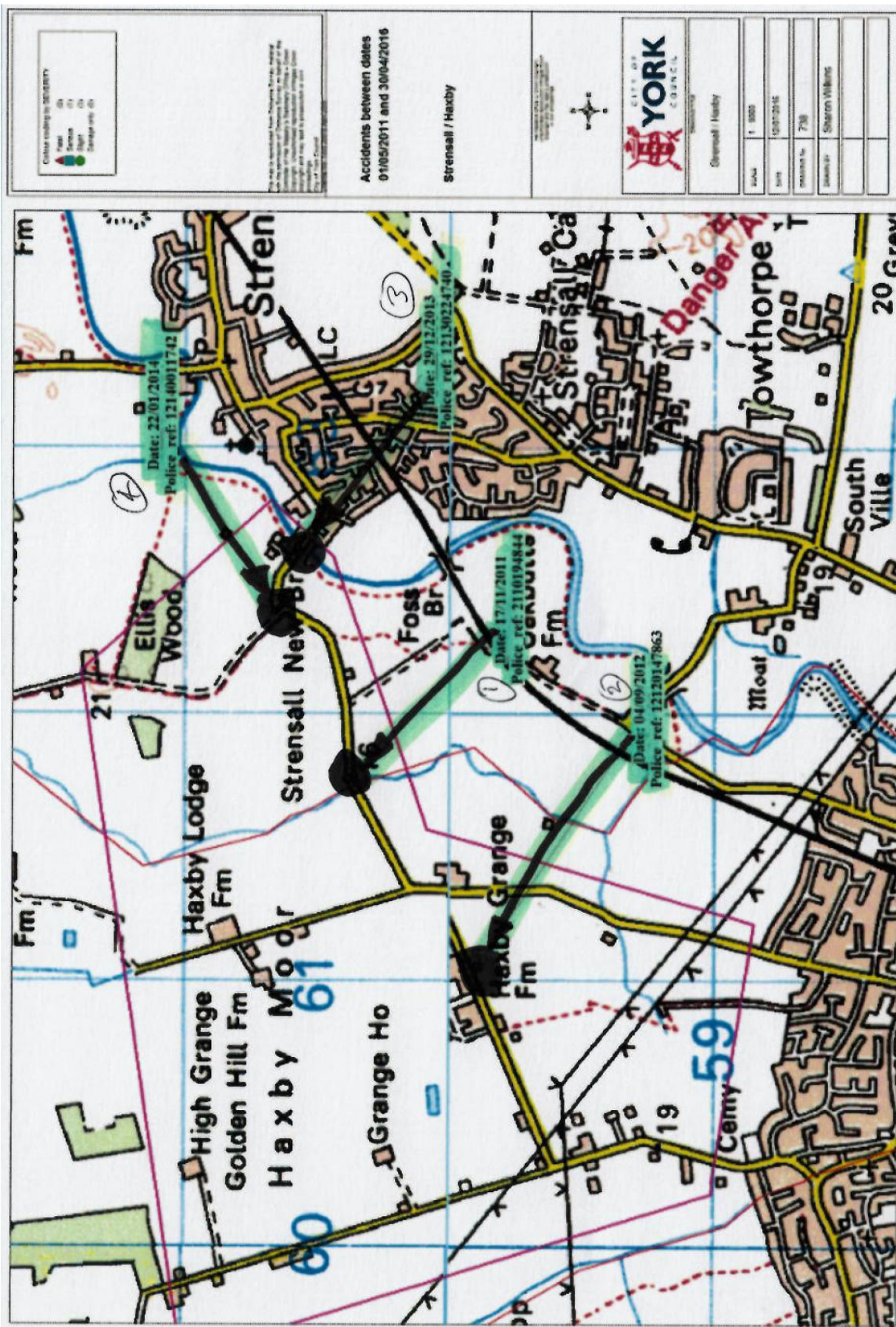
...

Sign

Display my name and comment on this

Annex C

Injury Accident Location Plan



Annex D

Existing Signs

	<p>Sign 1 Pedestrians in carriageway</p>
	<p>Sign 2 x 2 Bend and ridden horses</p>
	<p>Sign 3 Bend and ridden horses</p>
	<p>Sign 4 Bend</p> <p>NOTE: This has become partially overgrown and will be re-sited on the opposite side of the carriageway to improve conspicuity.</p>

 A photograph of a two-lane asphalt road curving to the right. The word 'SLOW' is painted in large white letters on the road surface. A triangular warning sign with a black border and a white background, showing a black 'Z' symbol, is positioned on the right side of the road. The road is bordered by green grass and trees under a clear blue sky.	<p>Sign 5 x 2 Bend x 2</p>
 A photograph of a two-lane asphalt road curving to the right. The word 'SLOW' is painted in large white letters on the road surface. A triangular warning sign with a black border and a white background, showing a black 'Z' symbol, is positioned on the left side of the road. The road is bordered by green grass and trees under a blue sky with some clouds.	<p>Sign 6 Double bend</p>
 A photograph of a two-lane asphalt road curving to the right. The word 'SLOW' is painted in large white letters on the road surface. A triangular warning sign with a black border and a white background, showing a black 'Z' symbol, is positioned on the left side of the road. The road is bordered by green grass and trees under a blue sky with some clouds.	<p>Sign 7 Double bend</p>
 A photograph of a two-lane asphalt road curving to the right. The word 'SLOW' is painted in large white letters on the road surface. A triangular warning sign with a black border and a white background, showing a black 'Z' symbol, is positioned on the left side of the road. A white van is visible in the distance on the road. The road is bordered by green grass and trees under a blue sky with some clouds.	<p>Sign 8 Bend</p>



Sign 9
Bend and road
liable to flooding



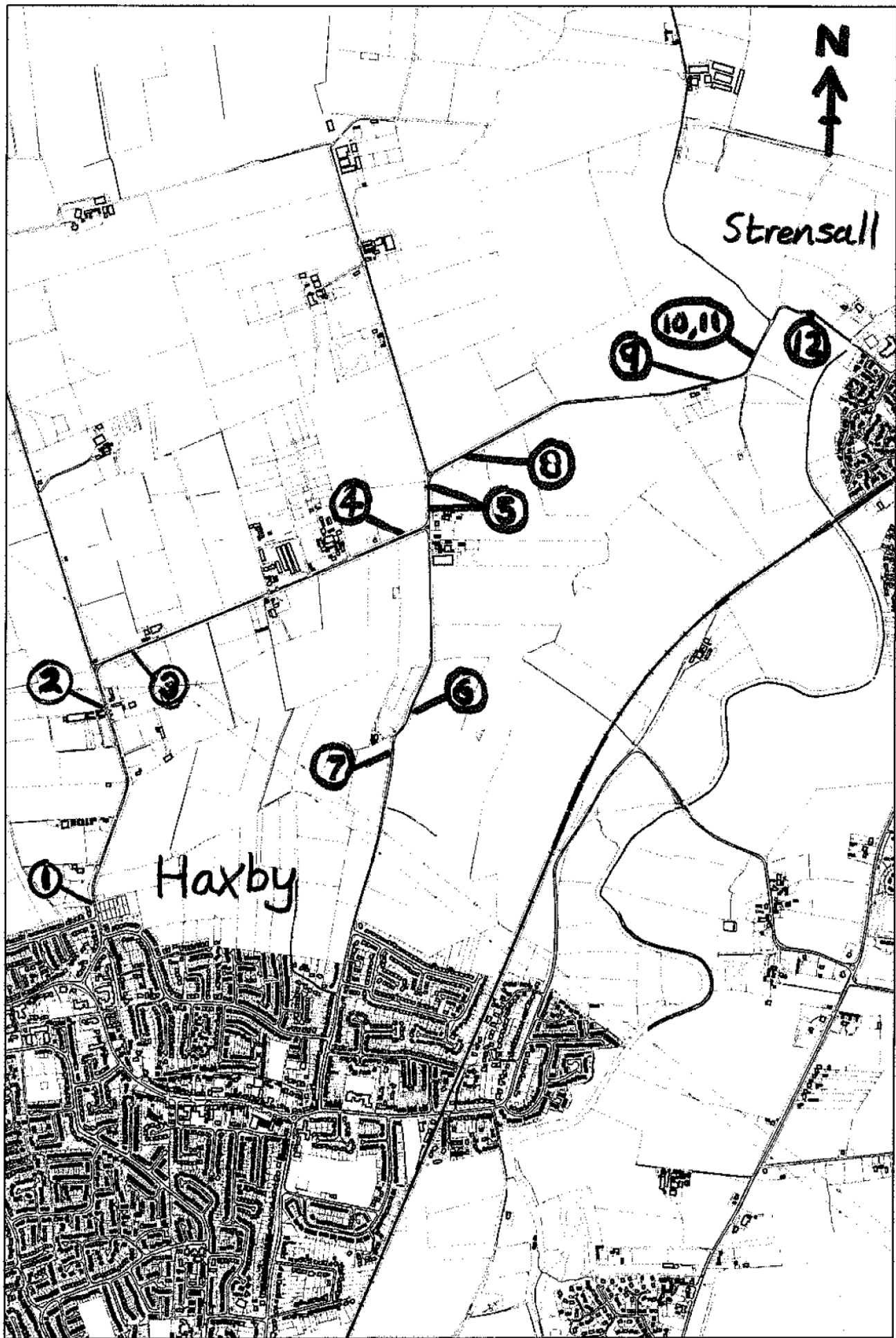
Sign 10
Double bend



Sign 11
Bend



Sign 12
Double bend and
road liable to
flooding



Executive Member Decision Session: Transport and Planning 10 November 2016

Written Comments Annex

Agenda item	Received from	Comments
7. Residents Parking Petitions-South Bank Avenue	Cllr Gunnell	I would like to express my support to the request for consultation with residents parking. This is an extremely busy street which is known to be used as cut through road but also they struggle with commuters parking. This additional parking is also a hazard to the many children walking to Knavesmire School.

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