
**Decision Session – Executive Member for
Transport**

18 October 2022

Report of the Director of Transport, Environment and Planning

The Groves Low Traffic Neighbourhood - Update on permanent closure points design and implementation

Summary

1. This report presents an update on progress with the development of the designs for the permanent closure points in The Groves. It presents the proposed designs for the closure points. These designs are the subject of a consultation with local councillors, residents, businesses and the emergency services and may therefore be subject to small changes which will be decided by officers under delegated powers.

Recommendations

The Executive Member for Transport is asked to:

- 1) Approve the implementation of the designs presented in this report for the closure points in The Groves, following the decision to make the Low Traffic Neighbourhood permanent, with decisions on minor changes and planters, linked to the consultation or construction process, delegated to officers.

Reason: To enable the construction of the permanent closure points to replace the concrete bricks which were used during the trial of the scheme, improving amenity for local residents, emergency access and resilience.

Background

2. Following the confirmation of the Low Traffic Neighbourhood in The Groves (Executive, 13 January 2022 – papers are available here:

<https://democracy.york.gov.uk/ieListDocuments.aspx?CId=733&MId=12799&Ver=4>), this paper presents proposed designs for the closure points implemented in The Groves as part of the Low Traffic Neighbourhood scheme.

3. During the trial of the Low Traffic Neighbourhood scheme, closure points were implemented through the use of large concrete blocks, a few wooden planters and bollards at the St John's Crescent/Garden Street junction.
4. Following the decision to make the scheme permanent, it was agreed to improve on these closure points by using bollards to replace the concrete blocks where possible. Bollards offer a more streamlined solution, preserving space for vehicles to manoeuvre near the closure points and improving access for cyclists and pedestrians travelling through the closure points. Some removable bollards (usually secured with a padlock) have also been included to:
 - a. Enable emergency access if required, specifically for the fire service, who would cut the padlocks and remove the bollards to gain access through the closure points if needed;
 - b. Increase network resilience in case of road closures requiring diversions to be implemented through the area due to road works;
 - c. Enable large vehicles to travel through the closure points exceptionally, if they are granted a waiver to do so by the Highway Authority (for example for removal or construction vehicles).

Consultation

5. Consultation on the Low Traffic Neighbourhood in The Groves was undertaken during the experimental scheme. This information is available here: www.york.gov.uk/traffic-management-1/groves-low-traffic-neighbourhood-trial/2
6. The proposed designs for the permanent closure points are presented in Annex A and have been shared with local councillors, residents, and businesses, and the emergency services for consultation. This feedback will inform a design review before the start of the construction phase, with decisions on minor changes delegated to officers.
7. Within the Council, the options and recommendations presented in this paper have been developed in consultation with the Highway teams.

Options

8. This section presents the options identified by officers for the update on the implementation of the permanent closure points in The Groves:
 - a. Option A – **Proceed with the implementation of the proposed designs**. Approval to implement the proposed designs, with minor changes and adjustments and planter selection delegated to officers. Recommended option.
 - b. Option B – **Ask officers to review and make changes to the designs**. Not recommended.

Analysis

9. The implementation of the permanent closure points in The Groves has required detailed survey and design work due to the large number of shallow utilities under the road surface at the closure points.
10. Proposed designs for the closure points are presented in Annex A. Although the aim to replace the concrete blocks with bollards has generally been achieved, including the provision of removable bollards, the proposed designs also include some heavy-duty planters in locations where utility apparatus prevents the use of bollards. Annex B presents initial planter options which are being considered at this stage (final planters selection will take account of planter design suitability, cost, availability, and consultation feedback).
11. The two options identified are as follows:
 - a. Option A – Proceed with the implementation of the proposed design, with minor changes delegated to officers. This will enable officers to consider the responses from the consultation process currently underway and adjust the designs where required. Depending on lead time for bollards and planters and the availability of council teams and/or contractors to undertake the works, the implementation would take place either in November/December 2022 or January/February 2023.
 - b. Option B – Ask officers to review and make changes to the designs before they can be implemented. This would require another consultation exercise on the revised design for them to be reviewed by local councillors, residents, businesses and the emergency services. The designs would then need to be taken back to the Executive Member for Transport for approval. This would likely

delay the implementation of the permanent measures until after February 2023.

Council Plan

12. The proposed designs for the permanent closures in The Groves support the implementation of the Executive's decision taken on , 13 January 2022 (<https://democracy.york.gov.uk/ieListDocuments.aspx?CId=733&MIId=12799&Ver=4>) and relates to the following Council outcomes as set out in the Council Plan 2019-2023: getting around sustainably, a greener and cleaner city, safe communities and culture for all, an open and effective council.

Implications

13. The following implications have been identified for the recommended options described above.
- **Financial**
 - a. Option A – The implementation of the proposed designs should have no additional financial impact as this is included in the project budget already allocated for the Low Traffic Neighbourhood project in The Groves. Once the designs are finalised and quotes received from contractors, this will be reviewed against the project budget. If costs are higher than expected, this will be considered as part of the wider transport capital programme. The planters will be the property of City of York Council and planting and maintenance will be met from existing budgets although it may be possible to organise the planting and maintenance with local volunteers as the resident's association and other local groups had previously expressed an interest.
 - b. Option B – Further review and changes to the design would result in additional costs for the design stage of the project, reducing the amount of money remaining available for the implementation phase.
 - **Human Resources (HR)** - no HR implications identified as task already identified and budgeted for as part of the Low Traffic Neighbourhood project.

- **Equalities** - The proposed designs have been developed to comply with the relevant standards and guidance, including “Cycle infrastructure design” (LTN 1/20) and “Inclusive mobility: making transport accessible for passengers and pedestrians”.

Bollards have been spaced at 1.5m where required to enable cycle and mobility scooter movements to take place. The proposed designs use Manchester bollards with a contrasting/reflective band at the top of the bollards. The planters will also be specified to ensure that they are highly visible and will be placed with sufficient gaps to enable users to get past. Relevant guidance and standards will continue to inform the design process as this is reviewed as a result of the consultation process before construction starts. Feedback from the consultation process, including feedback from individuals or groups with protected characteristics under the Equality Act, will inform this review.

- **Legal** - No legal implications identified. If designs are to be reviewed following the consultation, some small changes to the Traffic Regulation Order may be required but this will be identified and dealt with at that stage.
- **Crime and Disorder** - no crime and disorder implications identified
- **Information Technology (IT)** - no IT implications identified
- **Property** - no property implications identified

Risk management

14. This section presents an assessment of risks associated with the recommended options described above.

Recommended options	Risk identified	Proposed mitigation
Proceed to implement the proposed designs for the permanent closure points in	Representations received through the consultation process may question the scheme as a whole	Clear information provided in the consultation documents to explain that the scope of the consultation is limited to the design of the closure points

Recommended options	Risk identified	Proposed mitigation
the Groves (once the consultation process has completed and a final review has taken place)	Feedback received requires significant redesign	To be addressed by the designers as part of their duties
	Supply chain delays (bollards, planters or contractors)	Discussions to take place with suppliers as early as possible

Contact details

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**Report
Approved**



Date 10/10/2022

Specialist Implications Officer(s) List information for all

Financial:

Jayne Close

Accountant

Legal:

Dan Moynihan

Senior Solicitor

Wards affected: Guildhall (The Groves).

For further information please contact the author of the report

Background papers:

None

Annexes

Annex A – Proposed designs for Amber Street/Earle Street, Lowther Street/Brownlow Street, Brownlow Street/Neville Street, Penley's Grove Street, and St John's Crescent closure points, and Neville Street/Neville Terrace/Eldon Street junction changes.

Annex B – Planter options identified at this stage.

List of abbreviations used in this report

CYC- City of York Council

LTN – Local Transport Note