

## Notice of meeting of

### Executive Members for City Strategy and Advisory Panel

**To:** Councillors Steve Galloway (Executive Member), Gillies (Chair), D'Agorne (Vice-Chair), Cregan, Hyman, Potter, Scott and Waller (Executive Member)

**Date:** Monday, 14 July 2008

**Time:** 5.00 pm

**Venue:** The Guildhall, York

## 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 Democracy Support Group by:

**10:00 am on Friday, 11 July 2008**, if an item is called in *before* a decision is taken, *or*

**4:00 pm on Wednesday 16 July 2008**, if an item is called in *after* a decision has been taken.

Items called in will be considered by the Scrutiny Management Committee.

#### **1. Declarations of Interest**

At this point Members are asked to declare any personal or prejudicial interests they may have in the business on this agenda.

#### **2. Minutes (Pages 3 - 16)**

To approve and sign the minutes of the last meeting of the Executive Members for City Strategy and Advisory Panel held on 2 June 2008.

### **3. Public Participation**

At this point in the meeting members of the public who have registered their wish to speak regarding an item on the agenda or an issue within the Panel's remit can do so. Anyone who wishes to register or requires further information is requested to contact the Democracy Officer on the contact details listed at the foot of this agenda. The deadline for registering is Friday 11 July 2008 at 5.00pm.

## **BUSINESS FOR THE EXECUTIVE LEADER**

### **ITEM FOR DECISION**

#### **4. Chief Executive's Directorate Plan 2008 - 2011 (Pages 17 - 40)**

This report asks the Executive Member to approve the Chief Executive's Directorate Plan for 2008/2011. It outlines a set of key priorities for the Directorate and for each priority sets out a small number of key actions and performance indicators.

## **BUSINESS FOR THE EXECUTIVE MEMBER FOR CITY STRATEGY**

### **ITEMS FOR DECISION**

#### **5. City Strategy Capital Programme 2008/09 - Consolidated Report (Pages 41 - 56)**

This report consolidates the 2008/09 City Strategy Capital Programme to include the carryover schemes that were not completed in 2007/08 and reflects individual underspends and overspends within the programme. The Executive Member is asked to approve the amendments to the budget.

#### **6. Response to Petition on Concessionary Travel Tokens (Pages 57 - 70)**

This report is in response to a petition submitted by Cllr Simpson-Laing in April 2008, requesting that the travel token allocation be returned to £40 for the 2008/09 financial year.



**7. Deighton (Main Street)/A19 (Selby Road) Junction - Improvement Options** (Pages 71 - 86)

This report examines options for improving road safety at the Main Street, Deighton/A19 junction and assesses the potential for the scheme to be funded from the Local Transport Plan Capital Programme.

**8. Petition for 20mph speed limits on residential roads in Fishergate Ward** (Pages 87 - 106)

This report advises Members of the receipt of a petition requesting the introduction of a 20mph speed limit on seven roads in the Fishergate Ward, on a similar basis to the scheme implemented in Portsmouth.

**9. Manor School - Highway Improvements** (Pages 107 - 146)

This report summarises the outcome of consultation on a package of highway improvements linked to the relocation of Manor School to a new site in Millfield Lane. Approval of a final scheme is sought along with authorisation to advertise some related traffic regulation orders.

**10. Vibration Survey Results for North Moor Road (within Huntingdon Primary School Safety Zone)** (Pages 147 - 158)

This report advises Members of the results of vibration monitoring surveys conducted inside residents' properties close to the speed cushions on North Moor Road, Huntingdon, within the existing 20mph School Safety Zone.

**11. Knapton Traffic and Road Safety Review** (Pages 159 - 164)

This report advises Members of the outcome of a study into traffic and road safety issue in Knapton.

**12. Public Rights of Way - Petition seeking the addition of Chapel Alley, Fulford to the List of Streets Maintainable at the public expense** (Pages 165 - 170)

This report follows up a request made by the Advisory Panel in January 2008, to identify the cost to the Council of adding Chapel Alley, Fulford to the List of Streets Maintainable at public expense.

**13. Six monthly Review of Speeding Issues (Pages 171 - 184)**

This report advises Members of locations where concerns about traffic speeds have been raised, and provides an update on progress towards assessing these against the agreed prioritisation framework.

**14. York - Harrogate - Leeds line Tram-Train Feasibility update (Pages 185 - 202)**

This report provides an update on work undertaken to assess the feasibility of proposals to introduce a tram-train service in the Leeds City Region, with particular reference to the operation of a service on the York to Harrogate to Leeds line.

**15. Towards a Heritage Strategy for York (Pages 203 - 208)**

This report recommends the production of a Heritage Strategy for York. As heritage is a cross-directorate subject this report will also be considered by the Leisure, Culture and Social Inclusion Advisory Panel.

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

Democracy Officer

Jill Pickering  
Tel. (01904) 552061  
Email: [jill.pickering@york.gov.uk](mailto:jill.pickering@york.gov.uk)

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

- Registering to speak
- Business of the meeting
- Any special arrangements
- Copies of reports

Contact details are set out above.

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### Would you like to speak at this meeting?

If you would, you will need to:

- register by contacting the Democracy Officer (whose name and contact details can be found on the agenda for the meeting) **no later than 5.00 pm** on the last working day before the meeting;
- ensure that what you want to say speak relates to an item of business on the agenda or an issue which the committee has power to consider (speak to the Democracy Officer for advice on this);
- find out about the rules for public speaking from the Democracy Officer.

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### Further information about what's being discussed at this meeting

All the reports which Members will be considering are available for viewing online on the Council's website. Alternatively, copies of individual reports or the full agenda are available from Democratic Services. Contact the Democracy Officer whose name and contact details are given on the agenda for the meeting. **Please note a small charge may be made for full copies of the agenda requested to cover administration costs.**

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If you have any further access requirements such as parking close-by or a sign language interpreter then please let us know. Contact the Democracy Officer whose name and contact details are given on the order of business for the meeting.

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### **Holding the Executive to Account**

The majority of councillors are not appointed to the Executive (38 out of 47). Any 3 non-Executive councillors can 'call-in' an item of business from a published Executive (or Executive Member Advisory Panel (EMAP)) agenda. The Executive will still discuss the 'called in' business on the published date and will set out its views for consideration by a specially convened Scrutiny Management Committee (SMC). That SMC meeting will then make its recommendations to the next scheduled Executive meeting in the following week, where a final decision on the 'called-in' business will be made.

### **Scrutiny Committees**

The purpose of all scrutiny and ad-hoc scrutiny committees appointed by the Council is to:

- Monitor the performance and effectiveness of services;
- Review existing policies and assist in the development of new ones, as necessary; and
- Monitor best value continuous service improvement plans

### **Who Gets Agenda and Reports for our Meetings?**

- Councillors get copies of all agenda and reports for the committees to which they are appointed by the Council;
- Relevant Council Officers get copies of relevant agenda and reports for the committees which they report to;
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City of York Council

Committee Minutes

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MEETING	EXECUTIVE MEMBERS FOR CITY STRATEGY AND ADVISORY PANEL
DATE	2 JUNE 2008
PRESENT	COUNCILLORS STEVE GALLOWAY, GILLIES (CHAIR), D'AGORNE (VICE-CHAIR), HYMAN, POTTER, SCOTT AND WALLER
APOLOGIES	COUNCILLOR CREGAN

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### 1. **DECLARATIONS OF INTEREST**

Members were invited to declare at this point in the meeting any personal or prejudicial interests they might have in the business on the agenda.

Councillor Hyman declared a personal non-prejudicial interest in agenda item 6 (2007/08 Economic Development Finance and Performance Outturn) as the Council's representative on the York-England.com Board.

### 2. **MINUTES**

RESOLVED: That the minutes of the last meeting of the Panel held on 17 March 2008 be approved and signed by the Chair and the Executive Members as a correct record.

### 3. **PUBLIC PARTICIPATION**

It was reported that there had been two registrations to speak at the meeting under the Council's Public Participation Scheme, from Local Members.

Councillor Watt spoke regarding agenda item 4 (Update on Petition Regarding Anti Social Behaviour). He confirmed that the Officers recommendations had the 100% support of residents and he confirmed details of anti-social behaviour carried out by a small minority of young people in the area. He suggested that if the problems were not resolved that consideration should be given to the relocation of the children's play area.

Councillor Holvey spoke regarding agenda item 10 (Public Rights of Way – Review of Request to Restrict Public Pedestrian Rights Over an Alleyway Leading from Mayfield Grove to St Helen's Road, Dringhouses). He confirmed that he represented all the Dringhouses and Woodthorpe Ward Members in supporting, in principle, the making of a Conditional Gating Order to restrict public access along this alleyway. He also pointed out that the reported crimes, detailed in the report, did not give the full picture as numerous incidents had gone unreported by residents.

#### **4. UPDATE ON PETITION REGARDING ANTI-SOCIAL BEHAVIOUR**

Members received a report, which advised them of actions taken by various agencies since 14 January 2008 to address anti-social behaviour in Rawcliffe. This was an update report following an initial report on actions taken in response to receipt of a petition by residents.

A multi-agency problem solving meeting involving the Ward Councillor, representatives from the Safer Neighbourhoods Policing Team, City of York Council Youth Services and Safer York Partnerships had been held in November 2007 to develop an action plan. Consideration was also given to the updated action plan, which had been prepared following a further meeting on 23 April 2008.

Arising out of this action plan the Safer York Partnership's Architectural Liaison Officer had outlined a number of options that could be considered to "design out" some of the problems of anti-social behaviour in the area. These included control of the access, provision of fencing and a lockable gate at the children's play area, security of the skate park and the provision of a youth shelter.

The Director of the Safer York Partnership circulated a plan at the meeting, which indicated the siting of the proposed kissing gates and the area around the play park where the fencing height would be increased. It was reported that the two gates would cost £5000 and a further £5000 for fencing. She updated that between the period 14.01.08 and 05.05.08 there had been 23 reported anti-social behaviour incidents in this area registered as low level nuisance incidents. She also confirmed that of 155 incidents reported overall in the Ward 13% related to Rawcliffe Recreation Ground. Barratts were willing to secure the skateboard park in the evening until the City of York Council formally adopted the development. Officers were to investigate the possibility of using the caretaker from the adjacent Community Centre to assist with the locking of the skateboard park following its adoption.

A list of amended recommendations was circulated at the meeting, which included fuller consultation with all concerned. Photographs of the play area and skateboard park were also circulated for member's information.

#### Advice of the Advisory Panel

That the Advisory Panel advise the Executive Leader to:

- i) Note the action to date as outlined in the revised plan attached at Annex 1.
- ii) Address the recommendations made by the Safer York Partnership as follows:

#### Recommendation 1:

That an application be made for Target Hardening funding to provide a suitable kissing gate aimed at reducing access for motor vehicles. <sup>1</sup>

Recommendation 2:

That the local Ward Committee, Parish Council, recreation grounds management committee and local residents be consulted on whether an application should be made to the Ward Committee, Target Hardening and Safer York Partnership to provide funding to increase the height of the fencing around the children's play ground, provide a lockable gate and to contract Mayfair Security - or other suitable agency - to undertake to lock the gate during the evening/overnight. <sup>2</sup>

Recommendation 3:

Note that Barratts are now securing the skateboard park at night and requests the Parish Council, Ward Committee and recreation ground management committee to review the effectiveness of this policy as and when the skateboard park is adopted for maintenance purposes by the Council. <sup>3</sup>

Recommendation 4:

That further consideration be given, following full consultation with relevant agencies and local residents, to the placement of a youth shelter in the area following an analysis of patterns and levels of behaviour which develop when the recommendations above have been implemented. <sup>4</sup>

Decision of the Executive Leader

RESOLVED: That the advice of the Advisory Panel be accepted and endorsed.

REASON: To address anti-social behaviour in Rawcliffe.

Action Required

- |  |    |
|--|----|
| 1. To make an application for Target Hardening funding to provide the kissing gates.   | GR |
| 2. To undertake consultation on whether an application should be made to the ward committee, target hardening fund and Safer York Partnership to increase the height of the fencing at the playground, provide a lockable gate and to contract a suitable agency to undertake to lock the gate during the evening/overnight. | GR |
| 3. To review the effectiveness of the policy regarding locking the skateboard park at night.   | GR |
| 4. Following consultation, to give further consideration to the placement of a youth shelter in a suitable location in the Ward when the above recommendations have been implemented.  | GR |

**5. 2007/08 CHIEF EXECUTIVE'S FINANCE AND PERFORMANCE OUTTURN REPORT**

Consideration was given to a report, which set out the following data from the Chief Executives Directorate:

- a) the outturn figures for revenue expenditure for the portfolio,

- b) outturn (2007/08) performance against target for a number of key indicators made up of:
- Best Value Performance Indicators owned by the Chief Executive Directorate
  - Customer First targets (letter answering and telephone calls)
  - Staff Management Targets (sickness absence)

The outturn for 2007/08 showed a small overspend of £3k for the directorate against a gross budget of £9,709k.

Members questioned:

- the reasons for Print Unit losses;
- expressed concern at the vacancies in Scrutiny Service;
- long delays with the Coroners Service;
- concerns that if the Chief Executives department had been fully resourced the overspend would have been far greater.

Officers confirmed that details regarding the vacancies in Scrutiny Services would be emailed to members. <sup>1</sup>.

#### Advice of the Advisory Panel

That the Executive Leader be advised to approve the financial and performance position of the Chief Executive's portfolio.

#### Decision of the Executive Leader

RESOLVED: That the advice of the Advisory Panel be accepted and endorsed.

REASON: In accordance with budgetary and performance monitoring procedures.

#### Action Required

1. To email Members the requested information.

JB

## **6. 2007/08 ECONOMIC DEVELOPMENT FINANCE AND PERFORMANCE OUTTURN**

Members considered the Economic Development draft outturn figures for capital and revenue expenditure, together with the outturn performance against target for a number of key indicators for 2007/08.

The latest approved budget for Economic Development for the year was £2,359k. The provisional outturn expenditure was £2,343k a gross underspend of £-16 against the latest approved budget, which represented a variation of -0.1% on the portfolio's net budget.

Officers confirmed that the main problem area was the shortfall on Newgate market tolls but that this was against a general decline in markets. A request was made to carry over a £15k underspend to enable



york-england.com to undertake a proactive service with respect to indigenous property enquiries, including those for retail premises.

Members expressed concern at the shortfall in market tolls and questioned the introduction of casual user rates and the examination of good practice elsewhere to encourage the appearance of a vibrant market. Officers confirmed that they were in regular contact with traders and had recently held a market awareness day.

In answer Members questions Officers confirmed that they would need to commission a special piece of work to find out the number of people in York employed locally including their pay grade.

#### Advice of the Advisory Panel

- That the Executive Leader be advised to:
  - i) Note the Economic Development provisional performance and revenue and capital outturn for 2007/08.
  - ii) Approve the carry forward of york.England.com budget as detailed in paragraph 14, subject to the approval of the Executive.<sup>1</sup>

#### Decision of the Executive Leader

RESOLVED: That the advice of the Advisory Panel be accepted and endorsed.

REASON: In accordance with budgetary and performance monitoring procedures.

#### Action Required

1. Executive to consider the carry forward.

JB

## **7. PETITION AGAINST THE PROPOSED CLIFTON GATE ECO-TOWN**

Consideration was given to a report, which examined a petition submitted by Councillor Moore on behalf of the residents of Skelton, Rawcliffe and Clifton Without, opposing the Clifton Gate Eco-town proposal. The report set out the Council's view that the correct way to consider any longer term major proposals for meeting housing need in York should be in a strategic way, through the democratic planning processes and involving significant public consultation.

Officers updated that four sites had now been shortlisted by the Leeds City Region as possible sites for an eco town, and that all these sites were in the Selby District Council area. It was confirmed that the Leeds City Region Study would be presenting its findings by the end of June.

Members expressed concern at the manner in which the private sector bid was submitted for the Clifton Gate Eco-town with no consultation with the City of York Council or with local residents or other interests in the city.

Advice of the Advisory Panel

- That the Executive Member for City Strategy be advised to:
  - ii) Note the contents of the report.
  - iii) Re-affirm the Council's view that longer term proposals for meeting housing need in York should be considered in a strategic way, through the democratic planning processes and involving significant public consultation.
  - iv) That the lead petitioner be advised of the outcome of this report.<sup>1.</sup>

Decision of the Executive Member for City Strategy

RESOLVED: That the advice of the Advisory Panel be accepted and endorsed.

- REASON: i) So that members are aware of the latest position regarding Eco-towns and the Council's concerns about the Clifton Gate submission as expressed to the Secretary of State.
- ii) To acknowledge the key role that local democratic processes should play in determining longer-term proposals for meeting housing need in York.

Action Required

1. To inform the petitioner of the Panels decision. JB

**8. PETITION FROM RESIDENTS OF HOWE HILL ROAD AND POPPLETON ROAD ASKING FOR RESURFACING AND LIGHTING OF THE ALLEYWAY BEHIND THEIR HOMES**

Members considered a report in response to a petition presented to Full Council by Councillor Bowgett on 24 January 2008, signed by 31 residents of the Howe Hill Road and Poppleton Road areas, which represented 17 properties, from a total of 31, that had direct access to the alleyway.

In answer to questions Officers confirmed that the resurfacing of this lane was a low priority as there were a number of lanes in a far worse condition. Usage was taken into account but they were not aware that this lane was commonly used by local residents. Photographs showing the condition of the lane were circulated at the meeting.

Members then considered the following Options:

Option 1 – Members may ask officers to carry out a resurfacing/reconstruction scheme from within our approved programme of works for 2008/09 (Emap 17<sup>th</sup> March 2008) which would require removing a scheme, of equivalent value, from the approved programme.

Option 2 – Members may note and agree that officers arrange to make safe any defects that breach the Council’s intervention levels, monitor the condition of the alleyway and assess it later in the year, along with all the other rear lanes, for a possible inclusion within the budget allocation.

Advice of the Advisory Panel

- That the Executive Member for City Strategy be advised to:
- i) Approve Option 2 subject to the funding being made by the Ward Committee to complete the street lighting scheme. <sup>1</sup>.
  - ii) Request the Ward Committee to fund the completion of the street lighting scheme. <sup>2</sup>.
  - iii) That the lead petitioner be notified of the decision of the Advisory Panel. <sup>3</sup>.

Decision of the Executive Member for City Strategy

- RESOLVED: That the advice of the Advisory Panel be accepted and endorsed.

REASON: To ensure works are carried out on a needs and worst first basis and to avoid any new works being damaged by subsequent street lighting improvements.

Action Required

- 1. To implement the scheme. JB
- 2. To request funding for the completion of the scheme. JB
- 3. To inform the petitioner of the Panels decision. JB

**9. PUBLIC RIGHTS OF WAY - PETITION SEEKING THE ADDITION OF DEAD MAN'S ALLEY, CLIFTON TO THE LIST OF STREETS MAINTAINABLE AT THE PUBLIC EXPENSE**

Consideration was given to a report prepared in response to a petition signed by 78 residents of Clifton and the surrounding areas, requesting that the path known as Dead Man’s Alley be adopted by the Council.

It was reported that due to its location, within the former County Borough of York, it appeared likely that the path had been maintained by the Highway Authority for many years and that it had been missed off the List of Streets Maintainable at the Public Expense (LoS). It was therefore recommended that the path should be added to the List of Streets with immediate effect and the Council become responsible for its maintenance.

Members thanked Officers for their report and the speedy resolution to this request.

Advice of the Advisory Panel

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That the Executive Member for City Strategy be advised to authorise the immediate addition of Dead Man's Alley to the List of Streets maintainable at public expense. <sup>1</sup>

Decision of the Executive Member for City Strategy

RESOLVED: That the advice of the Advisory Panel be accepted and endorsed.

REASON: To enable the alleyway to be maintained to a standard commensurate with its use.

Action Required

1. To implement the addition of the alley to the LoS. JB

**10. PUBLIC RIGHTS OF WAY - REVIEW OF REQUEST TO RESTRICT PUBLIC PEDESTRIAN RIGHTS OVER AN ALLEYWAY LEADING FROM MAYFIELD GROVE TO ST HELEN'S ROAD, DRINGHOUSES**

Members considered a report which followed up the Advisory Panel's request in January 2007, to identify a practical option for implementing a Conditional Gating Order (CGO) on the alleyway leading from Mayfield Grove to St Helen's Road, Dringhouses, once the Council's Gating Order Policy had been adopted.

The report sought approval in principle, to a CGO being made in order to restrict public access along the above alley at certain times of the day, subject to a further report, giving details of how this would be implemented, being approved at a later date. Members were reminded that when the residents petition had first been considered it had been recognised that there was a case for closure on crime/anti-social behaviour grounds but as the snicket was well used during the day a CGO would be the most practical solution.

Members then considered the following options:

Option A: Do not approve, in principle, a Conditional Gating Order being made to restrict public access along the alleyway in question.

Option B: Approve, in principle, to a Conditional Gating Order being made to restrict public access along the alleyway in question.

Advice of the Advisory Panel

That the Executive Member for City Strategy be advised to approve Option B and agree in principle, to a Conditional Gating Order being made to restrict public access along the alleyway in question, subject to a further report to the Advisory Panel identifying a workable and affordable solution for the opening and closing of the gates. <sup>1</sup>

Decision of the Executive Member for City Strategy

RESOLVED: That the advice of the Advisory Panel be accepted and endorsed.

REASON: To aid the prevention of crime and anti-social behaviour in the area.

Action Required

1. To note the approval in principle.

JB

**11. TRAFFIC CALMING MEASURES ON PENYGHENT AVENUE, BURNHOLME, YORK**

Consideration was given to a report, which advised Members of the outcome of consultation with local residents on a proposal to introduce additional traffic calming measures on Penyghent Avenue.

Officers reported that the accident and speed data made the possible introduction of additional traffic calming measures on Penyghent Avenue a low priority. They also pointed out that feedback from residents consultation revealed that more respondents were against the idea of additional traffic calming measures than were in favour and Officers therefore recommended that no further action be taken.

Officers reported receipt of one additional late response in relation to the consultation expressing their strong opposition to the scheme, this increased the number of strongly opposed residents to 21. Officers also confirmed that results from the consultation exercise in connection with proposed parking restrictions near the Fifth Avenue junction, adjacent to the school, would be reported back shortly.

Consideration was given to the following Options:

Option 1 - Reject the possible introduction of additional traffic calming measures on Penyghent Avenue.

Option 2 - Support the introduction of traffic calming measures on Penyghent Avenue, and request that a scheme proposal be put forward for consideration within the development of the Local Transport Plan (LTP) Capital Programme for 2009/10.

Advice of the Advisory Panel

That the Advisory Panel advise the Executive Member for City Strategy to:

- i) Note the outcome of the residents consultation survey;
- ii) Reject the possible introduction of additional traffic calming measures on Penyghent Avenue.<sup>1</sup>

Decision of the Executive Member for City Strategy

RESOLVED: That the advice of the Advisory Panel be accepted and endorsed.

REASON: To respond to the outcome of public consultation and to ensure that Local Transport Plan funding is put to best use.

Action Required

1. To note the decision to reject the introduction of additional JB traffic calming measures.

**12. HIGHWAY DRAINAGE - SURVEY AND REPAIR**

Members considered a report, which provided information on how the £200k, allocated in 2008/09 for the survey and repair of drainage systems would be spent. Officers were to gather information on highway standing water problems from a variety of sources, to identify the locations most in need of treatment and to arrange for a programme of repair works to be carried out.

Officers updated that information had now been gathered from a variety of sources and that all this data was now being consolidated into a single database. It was confirmed that information on areas where there were persistent drainage problems would be available by the end of the month and that copies would be forwarded to Members. <sup>1</sup>.

Advice of the Advisory Panel

That the Advisory Panel advise the Executive Member for City Strategy to approve the proposal in this report to enable the survey and repair works, to assist in alleviating localised highway flooding and standing water problems in 2008/09, to be completed. <sup>2</sup>

Decision of the Executive Member for City Strategy

RESOLVED: That the advice of the Advisory Panel be accepted and endorsed.

REASON: To ensure delivery of highway maintenance services in an efficient and cost effective manner.

Action Required

1. Information to be forwarded to Members. JB  
2. To undertake the survey and repair of the drainage JB systems in accordance with the programme.

**13. CITY STRATEGY DIRECTORATE PLAN 2008/09 - 2010/11**

Consideration was given to the City Strategy Directorate Plan for 2008/09 – 2010/11 which outlined a set of priorities for City Strategy and for each priority a number of key actions and performance indicators had been set.

The purpose of the Directorate Plan was to:

- communicate a common direction for City Strategy.
- set out the directorate priorities for the medium term (1-3) years.

- demonstrate how we will contribute to the shared vision of the authority.

Officers reported that a number of points in the report had now been overtaken by events e.g. reference to Highway PFI which could now be removed from the report and inclusion of reference to the production of the 5 year Carbon Management Strategic Implementation Plan.

Members also referred to updating in the following areas:

- Sustainable Community Strategy (page 153) amend “agreed in April 2004” to 2008.
- CS7 Delivery of Local Transport Plan (page 165) to update target in light of the City Towns bid.
- Organisational Development Priorities (pages 162/163) no targets set in a number of these areas. Officers confirmed that following completion of job evaluation/pay and grading that targets would be set in these areas. Officers confirmed that once set this information would be made available to Members.<sup>1</sup>

#### Advice of the Advisory Panel

That the Advisory Panel advise the Executive Member for City Strategy to:

- i) Approve the City Strategy Directorate Plan.<sup>2</sup>
- ii) Request a report back to a future meeting on the City Towns bid together with an update on the 2008/09 Cycling Target.<sup>3</sup>

#### Decision of the Executive Member for City Strategy

**RESOLVED:** That the advice of the Advisory Panel be accepted and endorsed.

**REASON:** To provide strategic direction for the Directorate and to act as a consolidated reference point for Service Managers and to put in place an important element in improving the directorate’s performance management and monitoring arrangements.

#### Action Required

1. Information on targets to be forwarded to members. JB
2. To implement the Directorate Plan. JB
3. To report back to a future meeting on these items as the information becomes available. JB

### **14. 2007/08 CITY STRATEGY FINANCE AND PERFORMANCE OUTTURN REPORT**

Members considered this report, which presented two sets of data from the City Strategy Directorate:

- a) the outturn figures for revenue expenditure and capital expenditure for the City Strategy portfolio,
- b) outturn (2007/08) performance against target for a number of key indicators that are made up of:

- Best Value Performance Indicators owned by City Strategy
- Customer First targets (letter answering and telephone calls)
- Staff Management Targets (sickness absence)

It was reported that the overall outturn position showed a provisional £-49 under spend. A request was made for a carry forward of £31k for the waste project work that had not been completed at 31 March. If the request was approved the overall overspend within the City Strategy portfolio to support council reserves would amount to £18k. The budget carry forward request was in order to complete projects for which funding had been set aside in 2007/08 but which were unable to be completed within the year.

Members questioned which was the correct number of days for the corporate average of sickness absence 10.20days or 9.54 days both referred to in the report. Officers confirmed that the correct figure was 9.54 days, which would be updated.

In answer to Members questions, Officers confirmed that there had been high long term sickness levels amongst parking attendants but that recent improvements would result in better enforcement of regulations. They also referred to PI BVPI 99ai (The number of people killed or seriously injured (KSI) in road traffic collisions) a national indicator and confirmed that extensive road safety initiatives had been undertaken on targeted groups over the past year. The provisional figure for this PI to December 2007 was 93, which it was hoped was down to the raising of awareness.

Members also congratulated Officers on the overall achievements including being close to target with the parking budget and the small number of adjudications that had been submitted to the National Parking Adjudication Service. They confirmed that major changes were now required to increase the use of public transport which would be assisted by the two new Park and Ride sites.

#### Advice of the Advisory Panel

That the Advisory Panel advise the Executive Member for City Strategy to approve the financial and performance position of the portfolio and the carry forward request of £31k set out in paragraph 55, subject to the approval of the Executive.<sup>1</sup>

#### Decision of the Executive Member for City Strategy

RESOLVED: That the advice of the Advisory Panel be accepted and endorsed.

REASON: In accordance with budgetary and performance monitoring procedures.

#### Action Required

1. Carry forward request to be considered by the Executive. JB



## 15. 2007/08 CITY STRATEGY CAPITAL PROGRAMME: OUTTURN REPORT

Consideration was given to a report which set out progress on schemes in the City Strategy Capital Programme during the 2007/08 financial year. This included the outturn report for 2007/08 and reports on budget spend to the end of March 2008.

The outturn for the 2007/08 Capital Programme was £8,872k, an underspend of £662k against the budget. This represented an underspend of approximately 7% against the budget, which was principally due to the Council's £500k contribution to the Highways Agency Hopgrove Roundabout Improvement scheme not being required in 2007/08.

It was proposed to carry over the following schemes from 2007/08 with funds into 2008/09. It was reported that proposals for funding for the completion of other schemes would be made in the consolidated report to Members in July.

### Proposed Carry Overs to 2008/09

Schemes	£000
A1237 Northern Bypass (Monks Cross Roundabout) - Resurfacing	60.0
Harrogate Road (part) - Resurfacing	57.0
Manor Lane (part) - Resurfacing	34.0
Hamilton Drive East/Hamilton Drive - Resurfacing	64.0
Selby Road Drainage Scheme	20.0
City Walls	18.0
Total	<u>£253</u>

### Advice of the Advisory Panel

That the Advisory Panel advise the Executive Member for City Strategy to:

- note the significant progress made in 2007/08 in implementing the City Strategy capital programme.
- note the financial implications indicated in paragraphs 96 - 97.
- approve the proposed carryovers amounting to £253k as outlined in paragraphs 98 - 100, subject to the approval of the Executive.<sup>1</sup>

### Decision of the Executive Member

RESOLVED: That the advice of the Advisory Panel be accepted and endorsed.

REASON: To manage the Capital Programme effectively.

### Action Required

1. Carry overs to be approved by the Executive.

JB

Cllr Gillies, Chair

Cllr Waller, Executive Leader

Cllr S F Galloway, Executive Member for City Strategy

[The meeting started at 5.00 pm and finished at 6.55 pm].



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## Executive Member for City Strategy and Advisory Panel

14 July 2008

Report of the Director of People and Improvement

### Chief Executive's Directorate Plan 2008-2011

#### Summary

1. This report asks the Executive Member to approve the Chief Executive's Directorate Plan for 2008/2011. This document outlines a set of priorities for the Directorate and for each priority sets out a small number of key actions and performance indicators.

#### Background

2. The Council's strategic planning framework is structured to produce a "golden thread" running from individual appraisals, through Team Workplans, Service Plans and Directorate Plans to the Corporate Strategy and ultimately linked to the Sustainable Community Strategy, which covers the city as a whole through the Council and its partners.

The comprehensive Performance Assessment process clearly emphasises the value of the "golden thread" and the Chief Executive has requested that every directorate complete a Directorate Plan.

Chief Executive's Directorate Management Team and service teams have worked together to produce this plan (enclosed as annex A). It is not intended to be a comprehensive guide to the department and its work, most of these details will be found within Service Plans. Its focus is to give an overview of the department and the challenges that it faces and also to demonstrate the contribution that the Directorate makes to the corporate strategy

#### Purpose of Directorate Plan

3. The purpose of this Plan is to:
  - Communicate a common direction for Chief Executive's
  - Set out the Directorate's priorities in the medium term (1-3 years)
  - Demonstrate how we will contribute to the shared vision of the authority

## **Role of Directorate Plan**

4. The directorate Plan will help us to:
  - Share understanding of the common issues and goals of the directorate
  - Create a climate where we can take shared ownership and responsibility for collective challenges
  - Share skills, experiences and perspectives to build a more effective directorate
  - Create a platform to involve everyone across the directorate
  - Deliver our goals in achieving excellent services

We expect to revise and update the Plan annually and it will be a key part in the Directorate's planning and performance management framework. Together, the Directorate Plan, and the Service Plans will set out the key things we are aiming to achieve, the main challenges that we face and the measures, targets and actions we are trying to achieve.

## **Consultation**

5. Consultation with senior officers in the Directorate was carried out in the preparation of the Directorate Plan.

## **Options and Analysis**

6. Not applicable – Directorate Plan attached for approval

## **Corporate Priorities**

7. This report relates to the Council's Corporate Priorities and Values

## **Implications**

8. There are no specific Financial, HR, Legal, Equalities, Crime and Disorder or Property implications associated with this report.

## **Risk Management**

9. As part of the process of formulating the plan senior managers with the Directorate carried out a review of major risks to the Directorate. These are included within the Directorate Plan.

## **Recommendations**

10. That the Advisory Panel advise the Executive Member to approve the Chief Executive's Directorate Plan.

**Reason:** To provide strategic direction for the Directorate and for the use of service managers and teams. Also to provide a reference for improving performance management within the Directorate.

**Contact Details**

**Author:**  
**Barbara Boyce**  
**Business and Performance**  
**Manager**  
**City Strategy**  
**01904 552014**

**Chief Officer Responsible for the report:**  
**Heather Rice**  
**Director of People and Improvement**

**Report Approved**

**Date** 01 July 2008

**Specialist Implications Officer(s)** None

**Wards Affected:**

**All**

**For further information please contact the author of the report**

**Background Papers:**

None

**Annexes**

Annex A – Chief Executive’s Directorate Plan 2008 - 2011

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**Chief Executive's  
Directorate Plan  
2008 – 2011**

The purpose of the Chief Executive's Directorate Business Plan is to set out the direction of the Chief Executive's Directorate over the next three years.

It will draw together the Directorate's service planning objectives and priorities, as well as a number of cross cutting issues which impact on all service areas of the Directorate.

This document is intended to help members, managers and staff alike to see how the Directorate's services fit together.

Shared ownership and responsibility for these collective challenges is needed in order to make things happen and it is the purpose of this Directorate Business Plan to help us to:

- Build a common identity across the Directorate
- Share a common understanding of the Directorate's issues and goals
- Create a climate where we can take shared ownership and responsibility for those collective challenges
- Share skills, experience and perspectives to build a more effective Directorate
- Create a platform to involve everyone across the Directorate  
and ultimately deliver our goals in achieving excellent services.



Within the Directorate Business Plan you will find:

**Section 1:**

- The Corporate Planning Framework
- Introduction and Directorate Overview
- Organisational Structure
- Directorate Budgets

**Section 2:**

- Key Future Challenges
- Directorate Major Risks

**Section 3:**

- Our commitment to Organisational Improvements
- Service Priorities 2008-11

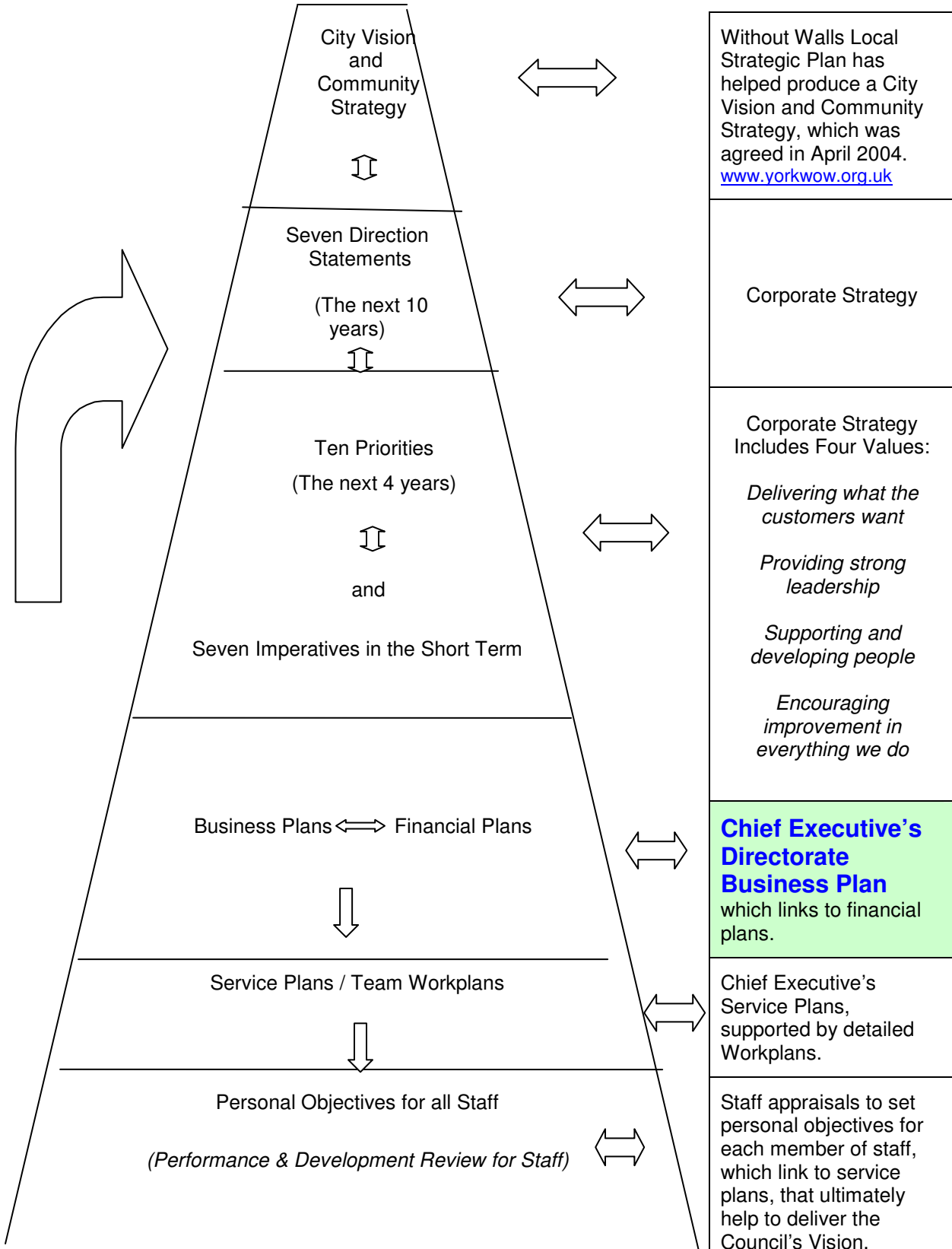
**Section 4:**

- Cross cutting issues
- Organisational Development Priorities
- Monitoring & Reporting arrangements

The Chief Executive's Directorate has a shared common purpose and that is to:

**Improve effectiveness by transforming the way the organisation is led, managed and functions**

This will be achieved by ensuring that our work is effectively aligned with the various elements of the Corporate Planning Framework.



## Introduction Corporate overview

The role of the Chief Executive's Directorate is to shape the Council's external relationships and internal processes. It encompasses a wide and diverse range of services, including both corporate and cross cutting functions and more specific services.

The Directorate provides both specialist advice and support, and undertakes regulatory functions in support of the council's overall duties, powers and responsibilities. As such the directorate has a wide range of customers, with differing needs and wants, including elected members, partner organisations, all other council directorate staff, and York residents and visitors.

The Directorate employs 125 fte staff, with an overall gross operating budget of £9.220m. The services are mainly located in the Guildhall, but staff are also accommodated in other locations around the city providing direct support to the other five directorates.

**Heather Rice, Director of People & Improvement** is responsible for managing the Chief Executive's directorate and has responsibility for driving forward corporate business improvement and leading on major organisational change programmes.

Four main service areas deliver the business outcomes:

### **Policy, Improvement & Equalities**

The purpose of the team is to provide advice to the leadership of the council on a range of topics and develop and support the delivery of the Corporate Strategy and organisational improvement across the Council. Functions include Policy Development, Performance Management, Service Improvement and Equalities.

### **Human Resources**

Human resources provide advice and support across the council to approximately 10,500 staff and managers, including casual and relief staff. The key objective of the service is to provide HR policies, processes and advice to ensure that managers and staff are equipped with the skills they need to meet the government and council modernisation agenda and deliver better outcomes for customers.

### **Marketing & Communications**

The marketing and communications team help to communicate council information and promote council services to residents and customers. The team's work frequently involves working with other departments to advise them on communication with the public and other audiences. Functions include media and publications, marketing and publicity, research and management of the corporate Print Unit.

### **Civic, Democratic & Legal Services (incl. Scrutiny and Monitoring Officer)**

Electoral Services - is responsible for the annual registration of approximately 142,000 local government electors. The unit administers all elections: European, parliamentary, local government and parish.

Civic Services - support the Lord Mayor and Civic Party in carrying out official engagements. It manages all activities and facilities in the Guildhall and promotes the Guildhall and Mansion House by arranging events and guided tours.

Democratic Services - encompasses Democracy and Member Support Group, whose work is interlinked in that they support the decision-making process and Members' roles within it. Other functions of the group include Scrutiny support services which support the scrutiny function in a variety of ways including research and report writing in connection with scrutiny reviews.

Legal Services - provide a wide range of legal advice and support to members and officers. They advise on the nature and extent of the powers, duties and obligations of the council in seeking to achieve its goals.

Monitoring Officer function – the Head of Administration and Legal Services is also the Monitoring Officer and has responsibility for ethical governance and shares with the Director of Resources and the S.151 officer the responsibility for corporate governance across the authority.

**PIET will be transferring to Resources Directorate in 2008, and Property Services will be moving into Chief Executives. A revised version of this plan will be issued after this reorganisation.**

## Elected Members

The Directorate work closely with:

Cllr Andrew Waller  
Leader of the Council



Cllr Christian Vassie  
Executive Member for Leisure, Culture and Social Inclusion



**HEATHER RICE  
DIRECTOR OF PEOPLE AND  
IMPROVEMENT  
Ext 1714**

**CHIEF EXECUTIVE'S DIRECTORATE**

**Gail Richmond, PA  
to Director  
Ext 1701**



**Evie Chandler,  
Equalities Officer  
Ext 1704**

**Interim Head of  
Policy,  
Improvement and  
Equalities**



**Head of  
Marketing &  
Communications**



**Head of Civic  
Democratic & Legal  
Services**



**Head of HR  
Services**



**Head of  
Reward,  
Pay & Grading**



**Finance  
Support**



**Business and  
Project  
Development**



**PETER LOWE  
EXT 2057**

- Policy Development
- Improvement
- Equalities (13fte)

**MATT BEER  
EXT 1071**

- Press Office
- Marketing
- Research and Consultation.
- Print Unit
- Website Coms. (16fte)

**QUENTIN BAKER  
Ext 1004**

- Electoral & Civic Services
- Democratic Services incl. Members Support, Political Assistants & Scrutiny
- Legal Services (52.5fte)

**CHRIS TISSIMAN  
Ext 1715**

- HR Admin
- HR Corporate Development
- HR Other Directorates
- HR Community Services
- HR Business Development
- HR Education
- HR Health & Safety (35fte)

**JAMIE SIMS  
Ext 1711**

- HR Pay & Grading

**PATRICK  
LOOKER  
Ext 1633**

City strategy representative providing financial advice, budget support and monitoring and IT support

**ANNIE KEOGH  
Ext 1476**

City Strategy representative providing business and policy development

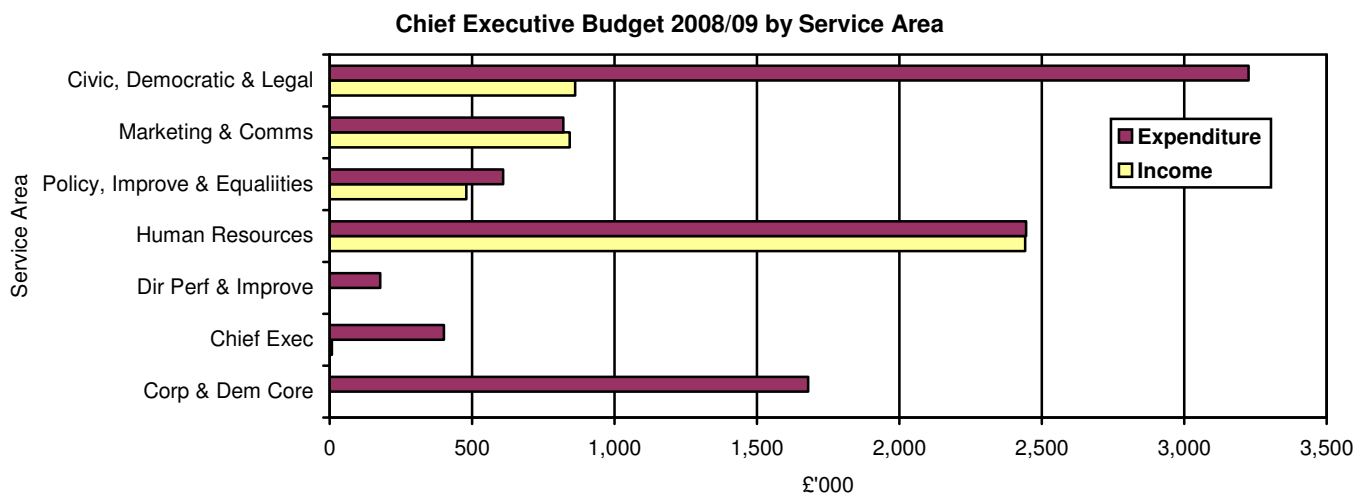
## Budget 2008/09 - Chief Executive's Department

The budget for the Chief Executive Directorate in 2008/09 currently totals £4,589.4k.

Growth proposals within the budget total £129k. The key items being additional budget for the newly appointed Chief Executive £35k, additional cost of Members Allowances following an Independent Review Panel report and the impact of revised arrangements following the May 2007 Elections (£54k), plus additional funding for a permanent Political Assistant post (£15k) and an Organisational Development Officer post (£25k)

Savings total £297k which have been identified across all service areas. Savings across the Human Resources function total £67k, mainly from supplies and services budget but also includes £20k from additional Recruitment Pool income; the Legal, Civic Electoral & Democratic Services area have identified a total £116k mainly from a minor restructure, redundant supplies and services budgets and generating additional income from fees and charges. Additionally, a saving of £44k was made by reducing the size of the Executive and Shadow Executive by two members. The Marketing and Communications team have identified a total of £39k of savings mostly by the reduction of hours on 2 posts, and the Performance, Improvements and Equalities team have identified £31k from a staff restructure and the removal of 2 vacant posts.

The bar chart below shows income and expenditure by service area:



## Chief Executive Revenue budget by Category

	2008/09 £'000	2009/10 £'000	2010/11 £'000
<b>Employees</b>	<b>4,920</b>	<b>5,093</b>	<b>5,270</b>
<b>Premises</b>	<b>50</b>	<b>50</b>	<b>50</b>
<b>Transport</b>	<b>56</b>	<b>56</b>	<b>56</b>
<b>Supplies &amp; Services</b>	<b>1,580</b>	<b>1,575</b>	<b>1,575</b>
<b>Recharges</b>	<b>2,614</b>	<b>2,692</b>	<b>2,773</b>
<b>Gross Expenditure</b>	<b>9,220</b>	<b>9,466</b>	<b>9,724</b>
<b>Less Income</b>			
<b>Fees &amp; Charges</b>	<b>(92)</b>	<b>(93)</b>	<b>(94)</b>
<b>Recharges</b>	<b>(4,539)</b>	<b>(4,675)</b>	<b>(4,815)</b>
<b>Total Income</b>	<b>(4,631)</b>	<b>(4,768)</b>	<b>(4,909)</b>
<b>Net Expenditure</b>	<b>4,589</b>	<b>4,698</b>	<b>4,815</b>

The figures for 2009/10 and 2010/11 show indicative budget requirements for future years that will be subject of future budget processes.

## Section 2:Key Future Challenges

Chief Executive's are constantly being presented with new challenges. There are still many new and continuing challenges ahead which will impact on our services and the things that we do. Some examples of which are outlines below.

<b><u>Government Challenges</u></b>	<b><u>Regional Challenges</u></b>	<b><u>City Wide Challenges</u></b>	<b><u>Corporate Challenges</u></b>	<b><u>Directorate Operational Challenges</u></b>
<p>Responding to CPA Corporate Inspection</p> <p>E Government agenda. Managing our part of transferring services into <a href="#">easy@york</a> project so they can be delivered through new access channels such as the website, over the phone, and eventually a corporate 'one stop shop'.</p> <p>Gershon Report – efficiency and cash savings.</p> <p>Audit Commission New Indicators for Local Authorities &amp; Local Authority Partnerships.</p> <p>10 Year Vision for local government</p> <p>Responding to challenges of new legislation including Local Government and Public Involvement in Health Act</p> <p>Implementing the new system of local assessment of complaints involving elected members.</p> <p>Requirement to produce Race, Gender and Disability schemes</p>	<p>Leeds City Region</p> <p>Local Area Agreements – preparation required for new relationship between central government, local authorities and their partners</p>	<p>Partnership working</p> <p>Working Closer with Without Walls</p> <p>City leadership – enhanced role of Council as a community leader</p> <p>York North West</p>	<p>Hungate 2010</p> <p>Leadership Staff Morale</p> <p>Budget Pressures</p> <p>Customer focus</p> <p>Training and development (or workforce planning)</p> <p>Developing a culture of equality</p> <p>Health and safety</p> <p>Attendance Management</p> <p>Pay and Grading</p> <p>Constitutional Review</p> <p>Corporate Performance Assessment (CPA)</p> <p>Carbon footprint/ Environment</p> <p>Reputation</p> <p>Waste Minimisation</p> <p>Introduction of Place Survey</p> <p>Engagement Strategy</p> <p>Improving corporate governance</p>	<p>Additional financial savings required to meet directorate and corporate shortfalls.</p> <p>Risk Management issues (eg business continuity, H&amp;S, data protection)</p> <p>Corporate Governance</p> <p>Information Governance</p> <p>Preparations for the Hungate move in 2010.</p> <p>Business Continuity</p> <p>Implementing &amp; Embedding the Corporate Strategy, with specific focus on improving organisational effectiveness</p> <p>Implementation of Pay and Grading</p>

## Directorate Major Risks

The directorate's operational, strategic and corporately supported risks are managed via the Council's 'Magique' Risk Management System. The key risks identified for the directorate are outlined below:

<p>Directorate Operational Risks</p>	<p>Description:</p> <p>Failure to implement Hungate 2010 project, details to be agreed</p> <p>0602 - Failure to sufficiently reduce high levels of sickness absence.</p> <p>0614 – Failure to consider the importance of perceptions in how the council is viewed</p> <p>0615 - Failure to have and act on adequate customer data to inform service provision</p> <p>0589 - Inability to retain staff</p> <p>0733 - Potential industrial action</p> <p>0896 - Inability to recruit staff</p>	<p>Risk Owners:</p> <p>To be agreed</p> <p>Chris Tissiman</p> <p>Matt Beer</p> <p>Matt Beer</p> <p>Chris Tissiman</p> <p>Chris Tissiman</p> <p>Heather Rice</p>
<p>Directorate Strategic Risks</p>	<p>Description:</p> <p>0588 - Drop in the corporate assessment aspect of CPA</p> <p>0595 - Failure to respond to new legislation</p> <p>0596 – Failure to deliver corporate Strategy</p>	<p>Risk Owners:</p> <p>Peter Lowe</p> <p>Peter Lowe</p> <p>CMT</p>
<p>Corporately Supported Strategic Risks</p>	<p>Description:</p> <p>0592 Health and Safety Executive intervention with risk of prosecution</p> <p>0598 Failure to respond to BME (Black &amp; other Minority Ethnic)</p> <p>0602 Failure to sufficiently reduce high levels of sickness absence</p>	<p>Risk Owners:</p> <p>Chris Tissiman</p> <p>Evie Chandler</p> <p>Chris Tissiman</p>



### Section 3: Our Commitment to Organisational Improvements

The directorate will play a key role in helping to deliver the council's Single Improvement Plan, which will drive organisational development improvements. The key actions the directorate is leading on over the next 18 months are set out below are set out below under 3 theme headings – Customers, People & Processes.

#### Customers

Change/Improvement action	Lead
Improve the Council's approach to equalities and diversity. This will include progressing work on equality impact assessments of services and policies, improved access to services across the community, tackling inequality in outcomes and development of an engagement strategy	PIET M&C

#### People

Change/Improvement action	Lead
Improve HR management, workforce & diversity development across the council. Initial actions will focus on the improved and consistent use of appraisals and Personal Development Plans	HR Team
Improve staff absenteeism management and significantly improve York's comparative performance	HR Team
Improve Health & Safety procedures and culture - raising the profile of H&S across the council	HR Team
Ensure that councillors are trained and equipped to carry out their roles by improving attendance at training programmes	CDL
Successfully implement pay and grading review which will ensure extensive contribution to equalities across the Council	P and G team
Embedding a culture of equality and fairness across the Council	Equalities Team

#### Processes

Change/Improvement action	Lead
Improve alignment between community strategy, LAA and corporate strategy	PIET
Improve the accuracy and reliability of data to support the performance management and decision making needs of the organisation. Subsequently implement effectively an IT performance management system to improve the timeliness, accessibility and analysis of performance data and reporting	PIET
Review scrutiny arrangements to ensure that they are effective, add value and contribute to better policy making and performance management	CDL

The directorate will also be delivering significant changes across the organisation this year in response to the recent Local Government and Public Involvement in Health Act (2007). These include:

- the introduction of a new Place Survey, which requires us to change the way we consult and involve our customers, providing them with more opportunity for them

to help shape York's future. This will also link to improvements we need to make in relation to the way we manage the Council's reputation.

- a new performance framework of 198 national performance indicators (NPIs). This requires us to report performance under LAAs (Local Area Agreements), collecting and managing performance in partnership.
- moving from Comprehensive Performance Assessment (CPA) to comprehensive Area Assessment (CAA), which looks more at how well we are delivering services across the city, working with our LSP partners.
- Implementing the local assessment process for complaints about elected members.
- the need to improve community cohesion and inclusion across the city, This also involves facilitating a programme of priority EIAs (Equality Impact Assessments) on a number of key strategies and plans, including:
  - Sustainable Community Strategy
  - Corporate Strategy
  - Community Safety Strategy
  - Local Development Framework

## Policy, Performance and Improvement

Priority	Milestones & Targets	Key Measures & Drivers
<ul style="list-style-type: none"> <li>Complete a programme of impact assessments of CYC's services and policies.</li> <li>Improve access to services across the community, tackling inequality in outcomes in the context of an engagement strategy.</li> <li>Use the 2008 corporate strategy refresh process to improve alignment between community strategy, LAA and corporate strategy.</li> <li>Develop and implement a corporate data quality policy and improvement strategy.</li> <li>Implement phase 1 of the performance data quality action plan.</li> <li>Work closely with M&amp;C to review customer consultation &amp; engagement whilst implementing the government's new Place Survey</li> </ul>	<p>December 08</p> <p>Ongoing</p> <p>November 08</p> <p>July 08</p> <p>March 09</p> <p>November 08</p>	<p>Local Government and Public Involvement in Health Act 2007</p> <p>Comprehensive Spending Review</p> <p>Delivery of Corporate Strategy</p> <p>Responding to outcomes of CPA Inspection</p> <p>Level achieved in Equality Standard for Local Government</p>

## Equalities

Priority	Milestones & Targets	Key Measures & Drivers
<ul style="list-style-type: none"> <li>To produce an Equalities system for York (similar to the approach on Health and Safety) as part of the Business Model. This would set ambitions and standards and make stronger links to departmental service planning.</li> <li>Complete the agreed list of 'strategic' Equality Impact Assessments</li> <li>Analyse existing data to get a baseline of "what inequality/where".</li> <li>Set up designated staff reference group (essential to framework compliance)</li> </ul>	<ul style="list-style-type: none"> <li>"Updated" corporate Gender Disability and Race schemes for period to June 2008 to June 2009 agreed by members in <b>September 08</b></li> <li>CMT to endorse an Equalities (or "Fairness") System by October 08</li> <li>Complete 'strategic' EIAs by October 08</li> <li>Public consultation conference in November 08</li> <li>Community engagement strategy for the Social Inclusion Working Group agreed by the end of 2008</li> <li>New, national equality framework (with newly defined standards) comes into effect in April 2009</li> </ul>	<p>Annual Audit Letter 2008</p> <p>Use of Resources 2008</p> <p>Corporate Assessment</p> <p>Annual Governance Statement</p> <p>Staff Survey</p>

## Human Resources

Priority Deliverables	Milestones & Targets	Key Measures and Drivers
<p>Phase 1</p> <p>Reprioritise and realign resources;</p> <ul style="list-style-type: none"> <li>• Expand the scope of HR Corporate Development Services;</li> <li>• Develop and agree the 5 key enablers of the People Strategy;</li> <li>• Set up Professional Advisory Services and Health, Safety and Wellbeing Services;</li> <li>• Set up HR Transactional Services migrating Payroll, Pay and Rewards, HR Management Information and Temporary Resourcing into the service, bringing e-recruitment on line to enable transactional recruitment service to go live;</li> <li>• Commence work on Delphi replacement.</li> </ul>	<p>January 2009</p>	<p>Corporate Strategy</p> <p>Hungate 2010</p> <p>Pay and Grading review</p> <p>Workforce development</p> <p>R10 No of days lost to sickness absence (inc stress) per fte</p>
<p>Phase 2</p> <p>Implement Delphi replacement;</p> <ul style="list-style-type: none"> <li>• Re-engineer HR processes to allow a fully transactional approach through <a href="#">easy@york</a> phase 2.</li> </ul>	<p>October 2009</p>	
<p>Phase 3</p> <p>Implement transactional Training and Development function.</p> <p>2 Undertake Phase II of the attendance management project (maximising attendance through health promotion and healthy lifestyles initiatives)</p> <p>Undertake Phase III of the attendance management project (work/life balance review)</p> <p>Undertake Phase IV of the attendance management project (work styles review)</p> <p>3 Implementation of a fair and equitable pay and grading structure and a modern flexible reward system.</p>	<p>December 2010</p> <p>December 2008</p> <p>April 2009</p> <p>April 2010</p> <p>June 2008</p>	

**Marketing and Communications**

Priority	Milestones & Targets	Key Measures and Drivers
1 Write and implement external communications policy to reflect the priorities and values of the corporate strategy and to include the issue of reputation.	October 2008	BVPI 3 – percentage of citizens satisfied with overall service provided by council
2 Write and implement and internal communications strategy to ensure staff understand their role and that the Council can effectively communicate essential information to officers.	October 2008	BVPI 12 – the percentage of people surveyed who feel that the council keeps them informed about benefits and services
3 Write and implement a consultation strategy, which will ensure that the needs and requirements of the council's customers are understood through effective research and consultation.	October 2008	CG 13 – the percentage of people surveyed who are satisfied with the amount of information provided by the council

**Civic, Democratic and Legal Services**

Priority	Milestones & Targets	Key Measures and Drivers
1 Establish a recognised and accountable framework for offering and providing development and training opportunities to elected members	Achievement of Charter status for member development	Local Government and Public Involvement in Health Act 2007
2 Review the Council's Constitution to ensure it meets hanging legislative and operational requirements and remains publicly transparent	In accordance with requirements of LGPIH Act	
3 Reviewing the council's scrutiny practices and procedures to address the provisions of the Local Government and Public Involvement in Health Act 2007 and in response to recommendations arising from the CPA inspection	Review being carried out with report to be considered by September 2008	
4 review report writing protocol and decision making process	Review to be completed by March 2009	

## Section 4: Cross Cutting Issues

In addition to the priorities and the improvements identified within this document and directorate service plans, a number of cross cutting issues, which impact on every service area within the directorate, have been identified. These issues require the commitment of everyone to ensure that they are achieved and become embedded within our day to day practices.

Each cross cutting issue has been assigned a Directorate Champion from within the Directorate Management Team to oversee the success and delivery of the following key actions:-

Issue	Key Actions	Directorate Champion
Equalities	Development of Equality Strategy	Matt Beer
Staff Welfare	Implementation of effective and equitable pay and grading scheme Workforce development	Peter Lowe
Health & Safety	Improving health and safety across the authority	Neil Hindhaugh (after re-organisation)
Information Governance  Corporate Governance  Business Continuity	To devise action plans for record management prior to relocation to Hungate.  Complete Stage 3 of the Ethical Governance Healthcheck. Review the protocol on member/officer relations. Review the process and guidance relating to the preparation of reports by officers.  To ensure that appropriate business continuity arrangements are in place, reviewed and maintained for the directorate's services, addressing the needs of the Civil Contingencies Act 2004.	Quentin Baker
Risk Management & Reputation	To ensure that Magique is updated regularly and risk management is embedded into business processes	Chris Tissiman
Financial Management	To manage overall out-turn against budget to <100%.	Chris Tissiman

## Organisational Development Priorities

A number of organisational development priorities have been identified. These issues impact on every service area in the directorate. These issues require commitment from everyone to ensure that they are achieved and become embedded in day to day work. The key actions and measures identified here will be cascaded appropriately into all of the directorate's service plans.

<b>Improving absence management:</b>		
CEX1: Improve approach to absence management	Milestones	
<ul style="list-style-type: none"> <li>• Key actions:               <ul style="list-style-type: none"> <li>Contribute to the further development of a corporate policy.</li> <li>Continue to improve how we measure sickness absence information to help manage absence.</li> <li>Improve internal staff communications, including writing to staff with no absence</li> <li>Improve methods of ensuring a healthy workforce</li> <li>Continue to review sickness on a monthly basis at DMT, and follow up issues on a timely basis</li> </ul> </li> </ul>	Established + ongoing. Jun 08 and ongoing  Jun 08 and ongoing Sep 08  Sep 08	
	2007/8 actual	2008/9 Target
<ul style="list-style-type: none"> <li>• Key Measure(s)               <ul style="list-style-type: none"> <li>BV12: Number of working days lost to sickness (per fte).</li> <li>CPA13a. Number of days lost to stress related illness (per fte).</li> <li>Staff survey: Overall satisfaction with present job.</li> <li>Staff survey: Currently being bullied / harassed.</li> <li>Staff survey: I am able to cope with the demands of my job.</li> </ul> </li> </ul>	7.82 days 1.52 days  69%  7%  74%	11 (CYC) 2 (CYC)  no target set 0% (10/08)  no target set (10/08)

<b>Implementation of pay and grading:</b>		
CEX2: Implement Pay & Grading	Milestones	
<ul style="list-style-type: none"> <li>• Key actions:               <ul style="list-style-type: none"> <li>Implement new pay and grading structure.</li> </ul> </li> </ul>	Jun 08	
	2007/8	2008/9 Target
<ul style="list-style-type: none"> <li>• Key Measure(s)               <ul style="list-style-type: none"> <li>Level of detriment to industrial relations (qualitative measure)</li> <li>Number of successful equal pay claims</li> </ul> </li> </ul>	No baseline	No target set
<ul style="list-style-type: none"> <li>• Potential further actions (2009-11):               <ul style="list-style-type: none"> <li>Monitor effect of new pay structure.</li> <li>Monitor equalities impact profile of new pay structure.</li> <li>Ensure effective management of new pay structure.</li> </ul> </li> </ul>		

**Staff learning and development:**

CEX3: Staff learning and development		Milestones
<ul style="list-style-type: none"> <li>Key actions:               <ul style="list-style-type: none"> <li>To ensure PDR's are completed within corporate timescales, including the learning and development needs</li> <li>HR to review learning and development needs across the directorate with a view to establishing required generic training</li> <li>Develop proposals for a management training programme, including supervisory staff.</li> <li>Improve training record management.</li> </ul> </li> </ul>		Established + ongoing  Established + ongoing  March 08  Apr 08 and ongoing
	2007/8 actual	2008/9 Target
<ul style="list-style-type: none"> <li>Key Measure(s)               <ul style="list-style-type: none"> <li>Staff survey: Line managers reporting that the council gives opportunities to develop people management skills.</li> <li>Staff receiving an appraisal (PDR) in last 12 months.</li> </ul> </li> </ul>	53%	no target set (10/08)
	not available yet	100%

**Improving Communications:**

CEX4: Improve internal communications across directorate		Milestones
<ul style="list-style-type: none"> <li>Key actions:               <ul style="list-style-type: none"> <li>Each Head of Service to hold full group meetings bi-annually</li> <li>Director to hold annual full directorate meeting with all staff</li> <li>DMT digest of decisions to be produced to deliver key messages to all staff, incorporating appropriate feedback</li> <li>Team briefs to be held at least monthly</li> <li>Newsletters and project information to be reviewed to ensure that they reach all staff</li> </ul> </li> </ul>		Jun 08  Jun 08  Jun 08  Oct 08
	2007/8 Actual	2008/9 Target
Key Measures Staff survey: Staff reporting that they are well informed	71%	No target set (10/08)

**Health and Safety**

CEX5 Improve Health and safety culture	Milestones



<ul style="list-style-type: none"> <li>Key actions: <ul style="list-style-type: none"> <li>Improve methods of ensuring a healthy workforce</li> <li>Improve approach to lone working</li> <li>Develop clear approach to inspections, training and communications</li> <li>Improve training record management</li> <li>Introduce a user-friendly approach to risk assessment</li> <li>Audit</li> </ul> </li> </ul>		
	2007/8 actual	2008/9 Target
<ul style="list-style-type: none"> <li>Key Measure(s) <ul style="list-style-type: none"> <li>Total number of accidents reported</li> <li>Number of RIDDOR accidents</li> </ul> </li> </ul>	0 0	No target set
<ul style="list-style-type: none"> <li>Potential further actions (2009-11): <ul style="list-style-type: none"> <li>Revise Health and Safety strategy</li> <li>Develop campaigns to target specific issues</li> </ul> </li> </ul>		

## Equalities

CEX6 Improve Equality culture		Milestones
<ul style="list-style-type: none"> <li>Key actions: <ul style="list-style-type: none"> <li>Engagement with production of Equalities Impact Assessments</li> <li>Participation in creation of Race, Gender and Disability schemes</li> <li>Inclusion of equality issues in Service Plans</li> </ul> </li> </ul>		October 08 Sept 08 October 08
	2007/8 actual	2008/9 Target
<ul style="list-style-type: none"> <li>Key Measure(s) (by race, gender, ethnicity) <ul style="list-style-type: none"> <li>BV12: Number of working days lost to sickness (per fte).</li> <li>CPA13a. Number of days lost to stress related illness (per fte).</li> <li>Staff survey: Overall satisfaction with present job.</li> <li>Staff survey: Currently being bullied / harassed.</li> <li>Staff survey: I am able to cope with the demands of my job.</li> </ul> </li> </ul>	No figures	No target set
<ul style="list-style-type: none"> <li>Potential further actions (2009-11): <ul style="list-style-type: none"> <li>New National Equality Framework</li> </ul> </li> </ul>		

## Monitoring and Reporting Arrangements

Progress against the Directorate's priorities, cross cutting issues and key performance indicators contained within this Business Plan and progress against the budget will be monitored by the Directorate Management Team (DMT) on a quarterly basis.

Priorities and actions will be cascaded from the Business Plan into the directorate's four service plans for monitoring at group management levels.

Service Plan actions and indicators will be monitored via 1:1s between the Director of People and Improvement and Service Heads.

Exception reporting will be made to Executive Member Advisory Panel (EMAP) and will be carried out twice yearly in September and December, with an annual out-turn report in June.

Corporate Management Team meetings are held around the same cycle as EMAPs. These sessions will focus on key issues resulting from the EMAP performance reports which have a corporate relevance.



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## Meeting of Executive Members for City Strategy and Advisory Panel

14 July 2008

Report of the Director of City Strategy

### **CITY STRATEGY CAPITAL PROGRAMME 2008/09 – CONSOLIDATED REPORT**

#### **Summary**

1. The purpose of this report is to consolidate the 2008/09 City Strategy Capital Programme to include the carryover schemes that were not completed in 2007/08, and to make adjustments to schemes and blocks to reflect individual underspends and overspends within the programme. The report asks the Executive Member for City Strategy to approve the amendments to the 2008/09 budget as set out below.

#### **Background**

2. The City Strategy Capital Programme budget for 2008/09 of **£7,943k** was agreed by the Executive Member in March 2008, and includes the Local Transport Plan (LTP) capital programme allocation of **£5,897k**, and other elements allocated funds through the Council's budget process. These figures do not include overprogramming, which was set at **£812k** in the 2008/09 budget report.
3. The 2007/08 City Strategy Capital Programme contained a level of overprogramming of £353k at the consolidated report stage to give some flexibility to the programme should slippage in some schemes occur. Following minor revisions at the Monitor 1 stage, the full programme agreed by Members at the Monitor 2 report in December 2007 was £9,967k, with a budget of £9,534k. There was therefore £433k of work outstanding that could not have been funded by the LTP in 2007/08.
4. For this reason it was necessary when planning the 2008/09 programme in early 2008 to take account of schemes that were expected to slip from 2007/08.
5. As reported to Members in June, the outturn for the 2007/08 capital programme was £8,872k, an underspend of £662k against the budget. £253k of the underspend was slippage of City Council funded structural maintenance schemes which could not be completed by the end of the year. The remainder, £409k, was for schemes funded from developer contributions, which is held in a separate account for future use on the designated schemes.

6. The carryover and new schemes that have been added to the 2008/09 budget are detailed below, along with budget alterations for existing schemes where changes to the scheme cost have been identified. It is proposed to fund schemes by using the carried over funds from 2007/08 or by increasing the level of overprogramming.
7. The key changes included in this report are summarised in Annex 1, and the current and proposed budgets for each scheme are shown in Annex 2.

## **City Strategy Capital Programme**

### **Integrated Transport**

8. Access York Park & Ride Major Scheme Bid (AY01/08). Following the approval of the council's bid for the provision of three new Park & Ride sites and improvements to the A59/A1237 roundabout at the Regional Transport Board meeting in April, work is ongoing to prepare a Major Scheme Bid to be submitted to the Department for Transport in the autumn. The preparatory stages of Phase 1 and 2 of the Access York Bid (P&R and Outer Ring Road) are being funded from the revenue budget using £164k approved at 22 April Executive. It is proposed to allocate £400k in the capital programme in order to progress the preliminary design and planning application stages of the Park & Ride Bid. Details of the programme and resourcing for the Park & Ride Bid will be provided to Members in a report to the Executive on 29 July.
9. Fulford Road Multi-Modal Scheme (Phase 1) (PT04/06) - £850k. Following a review of the delivery programme for the works along Fulford Road, it is proposed to reduce the allocation in 2008/09 by £200k to match the extent of the works deliverable within the year.
10. P&R City Centre Bus Stop Upgrades (PR02/07) and P&R Site Upgrades (PR03/07) - £100k. It is proposed to allocate £50k of additional funds to enable additional works to be undertaken in advance of the launch of the new service.
11. Bus Stop & Shelter Programme (PT02/08) - £100k. It is proposed to increase the allocation for this scheme, predominantly carried over from 2007/08, to £150k, as the extent of the work required and associated costs is greater than originally expected.
12. Minster Piazza (PE01/08). Although the council's contribution to the scheme to improve the area of Deangate around the Minster is not needed until 2009/10, it is proposed to allocate funding to cover staff time in 2008/09 required to develop this scheme.
13. Green Lane Rawcliffe Footway (PE04/06). It is proposed to include an allocation in the programme for the outstanding costs from this scheme, which was completed at the end of 2007/08.
14. Clifton Moor/Tesco Roundabout (DR01/08) - £17k. It is proposed to increase the allocation for this scheme to £30k, in order to include improvements to the pedestrian facilities at the roundabout as part of the scheme.

15. Rufforth Speed Management (VS19/04). The majority of this scheme was completed in 2007/08, however it is proposed to include an allocation for the scheme in the programme to cover remaining completion costs in 2008/09.
16. A1079 Grimston Bar to Kexby Speed Management (SM01/05). This scheme was included in the 2007/08 programme, but as the scheme was not implemented by the end of 2007/08, it is proposed to allocate £10k for the work to be carried out in 2008/09.
17. When the 2008/09 Budget Report was prepared, details of the schemes to be included in the Safe Routes to School block had not yet been determined, and an indicative allocation of £150k was included in the programme. A programme of schemes has now been developed and is included in Annex 3.

### **Structural Maintenance**

18. The 2007/08 Budget Report did not include details of the structural maintenance schemes in the capital programme, as the Annual Highway Maintenance Report was approved at the same EMAP meeting. The details of the 2008/09 capital maintenance schemes have now been added to the programme. In addition, it is proposed to include the carryover schemes listed below. All these schemes will be funded by the carryover CYC funding.
19. A1237 Northern Bypass Monks Cross Roundabout (DT02/07). Work on this scheme started at the end of 2007/08 and was completed in April, as the scheme was split into two phases in order to avoid carrying out the work during the Easter holidays. It is proposed to allocate £60k for the costs of this scheme in 2008/09, as the scope of the scheme has increased to include the replacement of kerbing at the roundabout.
20. Harrogate Road (PL03/07). This scheme was not carried out in 2007/08 due to the need for the scheme to be increased in scope beyond the original estimate. It is proposed to allocate £57k for this scheme in 2008/09.
21. Manor Lane (RR09/06). This scheme was deferred in 2007/08 due to issues with the proposed diversion route. It is proposed to allocate £69k (£35k s106, £34k CYC funding) for this scheme in 2008/09. It is anticipated that the scheme will cost up to £110k, with the shortfall funded by adjusting the allocations across the rest of the structural maintenance programme later in the year.
22. Hamilton Drive East/Hamilton Drive (RR04/07). This scheme started at the end of March in order to avoid the Easter holidays, and was completed in April. It is proposed to allocate £64k to fund this scheme in 2008/09.
23. Selby Road Drainage (DR02/07). This scheme was deferred in 2007/08 pending confirmation of the Fulford Road Corridor Scheme proposals. It is proposed to allocate £20k for this scheme in 2008/09.
24. City Walls Repair (CW01/08) - £67k. As there was an £18k underspend on the city walls rolling programme in 2007/08, it is proposed to increase the City Walls Repair allocation to £85k to include this carryover funding.

## Consultation

25. Consultation was undertaken on the LTP strategy, and detailed consultation is undertaken on each scheme where appropriate during the design period and before construction.

## Options

26. Members have been presented with a number of amendments to the capital programme for approval, which are required to ensure the schemes are deliverable within funding constraints while enabling the objectives of the approved Local Transport Plan to be met.

## Analysis

27. The new items within the programme have been proposed to cover the consequences of any slippage from 2007/08, including those schemes that were not completed at the end of the year, and to adjust the budgets for schemes where a change to the cost of the scheme is known.
28. If the proposed changes are accepted, the total value of the City Strategy Capital Programme for 2008/09 would be £9,405k. The LTP overprogramming would increase from £604k to £966k (compared to £633k at this stage in 2007/08), which is considered to be a reasonable level at this stage of the year, bearing in mind the uncertainty of delivery of some of the larger schemes in the programme.

## Corporate Priorities

29. The City Strategy Capital Programme supports the sustainable city element of the Corporate Strategy.

Increase the use of public and other environmentally friendly modes of transport

## Implications

30. The Financial Implications of the report are identified in a separate section below.
  - **Financial** – See below
  - **Human Resources (HR)** – There are no HR implications
  - **Equalities** – There are no equalities implications
  - **Legal** – There are no legal implications
  - **Crime and Disorder** – There are no crime and disorder implications
  - **Information Technology (IT)** – There are no IT implications
  - **Property** – There are no property implications
  - **Other** – There are no other implications

## Financial Implications

31. The LTP allocation for 2008/09 was confirmed by the Government Office for Yorkshire and the Humber on 27 November 2007. The City Strategy Capital Programme budget was agreed at the Full Council Meeting on 21 February 2008 as part of the overall CYC Capital Programme, and was funded as follows.

	£000s
LTP Settlement	5,116
De-Trunked Road Capital Grant	781
Road Safety Grant	44
Developer Contributions	500
CYC Resources	1,502
<b>Total</b>	<b>7,943</b>

32. The proposed changes set out above would take the value of the City Strategy Capital Programme to **£8,439k**, by using £253k of CYC carryover resources and increasing the level of developer contributions by £243k. The proposed budget would be funded as follows:

	Current Budget £000s	Proposed Increase £000s	Proposed Budget £000s
LTP Settlement	5,116		5,116
De-Trunked Road Capital Grant	781		781
Road Safety Grant	44		44
Developer Contributions	500	243	743
CYC Resources	1,502	253	1,755
<b>Total</b>	<b>7,943</b>	<b>496</b>	<b>8,439</b>

## Risk Management

33. The Capital Programme has been prepared to assist in the delivery of the objectives of the Local Transport Plan. The Department for Transport will assess the progress of the LTP against the targets set in the plan. If the schemes included within the programme do not have the anticipated effect on the targets it is possible that the council will receive a lower score, and consequentially there is a risk that future funding will be reduced.

## Recommendations

34. The Executive Member for City Strategy is recommended to:
- Approve the carryover schemes and adjustments set out in Annexes 1 and 2
  - Approve the increase to the 2008/09 City Strategy capital budget subject to the approval of the Executive

Reason: To manage the Capital Programme efficiently.

**Contact Details**

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**Chief Officer Responsible for the report:**  
**Bill Woolley**  
**Director of City Strategy**

**Report Approved**  **Date** 30 June 2008

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*Chief Officer's name*  
*Title*

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

**Specialist Implications Officer(s)** N/A

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

**All**

**For further information please contact the author of the report**

**Background Papers**

City Strategy Capital Programme 2007/08: Monitor 2 Report – 10 December 2007  
Proposed 2008/09 City Strategy Capital Programme – 17 March 2008  
2007/08 City Strategy Capital Programme: Outturn Report – 2 June 2008

**Annexes**

Annex 1: Summary of Proposed Changes  
Annex 2: Current and Proposed Budgets for 2008/09 Capital Programme  
Annex 3: 2008/09 Safe Routes and School Cycle Parking Schemes



**Recommended variations to LTP Programme (changes to overprogramming only)**

Scheme	Change	Budget Change
		£1,000's
Park & Ride Bid (Askham Bar, A59, Wigginton)	Allocation to develop bid to DfT in autumn	400.0
Fulford Road Multi-Modal Scheme	Reduced following review of expected scheme delivery in 2008/09	-200.0
P&R City Centre Bus Stop Upgrades	Increased to allow additional improvement work	25.0
P&R Site Upgrades for re-launch of service	Increased to allow additional improvement work	25.0
Bus Stop & Shelter Programme	Increased due to higher scheme costs	50.0
Minster Piazza	Allocation for scheme development work	1.0
Green Lane Rawcliffe Footway	Cost of 2007/08 scheme	5.0
Clifton Moor/Tesco Roundabout	Increased to include pedestrian improvement works	13.0
Rufforth Speed Management	Cost of scheme completion works	4.0
A1079 Grimston Bar to Kexby Speed Management	Scheme not constructed in 2007/08	10.0
Safe Routes to School	Proposed programme of work higher than initial allocation	29.0

**TOTAL****362.0****CYC Carryovers**

A1237 Northern Bypass (Monks Cross Roundabout)	Fund from CYC underspend in 2007/08	60.0
Harrogate Road (part)	Fund from CYC underspend in 2007/08	57.0
Manor Lane (part)	Fund from CYC underspend in 2007/08	34.0
Hamilton Drive East/ Hamilton Drive	Fund from CYC underspend in 2007/08	64.0
Selby Road	Fund from CYC underspend in 2007/08	20.0
City Walls Repair	Fund from CYC underspend in 2007/08	18.0

**TOTAL****253.0****Section 106 Funding**

Manor Lane (part)		35.0
Remove s106 overprogramming		208.0

**TOTAL****243.0**

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Scheme Ref	08/09 City Strategy Capital Programme	08/09 Programme (Total)	08/09 Programme (LTP)	Proposed Consolidated Budget (Total)	Proposed Consolidated Budget (LTP)	Scheme Type	Consolidated Report Comments
		£1000s	£1000s	£1000s	£1000s		
<b>Access York Major Scheme Bid</b>							
AY01/08	Park & Ride Bid (Askham Bar, A59, Wigginton)	0.00	0.00	400.00	400.00	Study	Budget allocated - preliminary design for planning applications and bid to DfT in the autumn (excludes £100k Revenue allocation)
AY02/08	ORR Improvements Bid	20.00	0.00	20.00	0.00	Study	Excludes £64k Revenue allocation
<b>Major Scheme Bid Programme Total</b>		<b>20.00</b>	<b>0.00</b>	<b>420.00</b>	<b>400.00</b>		
<b>Overprogramming</b>		<b>0.00</b>	<b>0.00</b>	<b>100.00</b>	<b>100.00</b>	Overprogramming increased	
<b>Budget</b>		<b>20.00</b>	<b>0.00</b>	<b>320.00</b>	<b>300.00</b>		
<b>Outer Ring Road &amp; James St Link Road</b>							
OR01/06	Moor Lane Roundabout	100.00	100.00	100.00	100.00	Scheme	
OR01/05	Hopgrove Roundabout	0.00	0.00	0.00	0.00	Scheme	
JS01/07	James St. Link Road (Phase 1 & 2)	100.00	0.00	100.00	0.00	Study/ Scheme	
<b>Outer Ring Road &amp; James St Link Road Programme Total</b>		<b>200.00</b>	<b>100.00</b>	<b>200.00</b>	<b>100.00</b>		
<b>Overprogramming</b>		<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>		
<b>Budget</b>		<b>200.00</b>	<b>100.00</b>	<b>200.00</b>	<b>100.00</b>		
<b>Multi-Modal Schemes</b>							
PT04/06	Fulford Road Multi-Modal Scheme (Phase 1)	850.00	850.00	650.00	650.00	Schemes	Allocation reduced following review of anticipated scheme delivery in 2008/09
PT07/06	Blossom St Multi-Modal Scheme	250.00	250.00	250.00	250.00	Scheme	
MM01/08	FisherGate/Paragon St/Piccadilly Improvements	50.00	50.00	50.00	50.00	Study	
<b>Multi-Modal Schemes Total</b>		<b>1,150.00</b>	<b>1,150.00</b>	<b>950.00</b>	<b>950.00</b>		
<b>Overprogramming</b>		<b>250.00</b>	<b>250.00</b>	<b>250.00</b>	<b>250.00</b>		
<b>Budget</b>		<b>900.00</b>	<b>900.00</b>	<b>700.00</b>	<b>700.00</b>		
<b>Air Quality, Congestion &amp; Traffic Management</b>							
TM01/08	Urban Traffic Management and Control (UTMC)	100.00	100.00	100.00	100.00	Scheme	
TM02/08	Air Quality Action Plan	20.00	20.00	20.00	20.00	Scheme	
TM08/07	Coach Strategy and Implementation	150.00	65.00	150.00	65.00	Scheme	
<b>Air Quality, Congestion &amp; Traffic Management Total</b>		<b>270.00</b>	<b>185.00</b>	<b>270.00</b>	<b>185.00</b>		
<b>Overprogramming</b>		<b>0.00</b>	<b>0.00</b>	<b>50.00</b>	<b>50.00</b>	Overprogramming increased	
<b>Budget</b>		<b>270.00</b>	<b>185.00</b>	<b>220.00</b>	<b>135.00</b>		
<b>Park &amp; Ride</b>							
PR01/07	Designer Outlet P&R Office	150.00	90.00	150.00	90.00	Scheme	
PR02/07	P&R City Centre Bus Stop Upgrades	50.00	50.00	75.00	75.00	Scheme	Allocation increased to allow additional improvement works to be undertaken
PR03/07	P&R Site Upgrades for re-launch of service	50.00	50.00	75.00	75.00	Scheme	Allocation increased to allow additional improvement works to be undertaken
<b>Park &amp; Ride Total</b>		<b>250.00</b>	<b>190.00</b>	<b>300.00</b>	<b>240.00</b>		
<b>Overprogramming</b>		<b>0.00</b>	<b>0.00</b>	<b>100.00</b>	<b>100.00</b>	Overprogramming increased	
<b>Budget</b>		<b>250.00</b>	<b>190.00</b>	<b>200.00</b>	<b>140.00</b>		
<b>Public Transport Improvements</b>							
PT01/08	Bus Location and Information Sub-System (BLISS)	100.00	100.00	100.00	100.00	Scheme	
PT05/06	Overground Bus Service	50.00	50.00	50.00	50.00	Study	
PT11/07	A59/Beckfield Lane Junction Improvements	495.00	250.00	495.00	250.00	Scheme	
PT02/08	Bus Stop & Shelter Programme	100.00	100.00	150.00	150.00	Scheme	Budget increased - cost of works higher than expected
	(including Minor Bus Stop Improvements)	0.00	0.00	0.00	0.00	Scheme	
PT15/07	Poppleton Station Car Park Works	10.00	10.00	10.00	10.00	Scheme	
<b>Public Transport Improvements Total</b>		<b>755.00</b>	<b>510.00</b>	<b>805.00</b>	<b>560.00</b>		
<b>Overprogramming</b>		<b>175.00</b>	<b>175.00</b>	<b>225.00</b>	<b>225.00</b>	Overprogramming increased	
<b>Budget</b>		<b>580.00</b>	<b>335.00</b>	<b>580.00</b>	<b>335.00</b>		

Scheme Ref	08/09 City Strategy Capital Programme	08/09 Programme (Total)	08/09 Programme (LTP)	Proposed Consolidated Budget (Total)	Proposed Consolidated Budget (LTP)	Scheme Type	Consolidated Report Comments
		£1000s	£1000s	£1000s	£1000s		
<b>Walking</b>							
PE01/08	Minster Piazza	0.00	0.00	1.00	1.00	Scheme	Budget allocated - for scheme preparation work in 08/09
PE02/04a	Lendal Bridge Route	100.00	100.00	100.00	100.00	Scheme	
PE05/06	Haxby Village Pedestrian Audit	50.00	50.00	50.00	50.00	Scheme	
PE06/06	Footstreets Review & Potential Expansion	50.00	50.00	50.00	50.00	Study/ Scheme	
PE02/08	Minor Pedestrian Schemes Budget	25.00	25.00	25.00	25.00	Schemes	
PE03/08	Dropped Crossing Budget	30.00	30.00	30.00	30.00	Scheme	
PE04/08	Walmgate Bar Improvements	85.00	40.00	85.00	40.00	Scheme	
PE05/08	Pedestrian Scheme Development	25.00	25.00	25.00	25.00	Study	
<b>Carryover Schemes</b>							
PE04/06	Green Lane Rawcliffe Footway	0.00	0.00	5.00	5.00	07/08 Costs	Budget added - completion costs of 07/08 scheme
<b>Walking Total</b>		<b>365.00</b>	<b>320.00</b>	<b>371.00</b>	<b>326.00</b>		
<b>Overprogramming</b>		<b>50.00</b>	<b>50.00</b>	<b>56.00</b>	<b>56.00</b>		Overprogramming increased
<b>Budget</b>		<b>315.00</b>	<b>270.00</b>	<b>315.00</b>	<b>270.00</b>		
<b>Cycling</b>							
CY01/07	Links to Cycle Route through hospital grounds	100.00	100.00	100.00	100.00	Scheme	
CY01/08	Secure Cycle Parking/Lendal Sub-Station	50.00	50.00	50.00	50.00	Scheme	
CY10/04	Clifton Bridge Approaches (Water End to Clifton Green)	300.00	300.00	300.00	300.00	Scheme	
CY07/07	Moor Lane Railway Bridge - Approaches	150.00	150.00	150.00	150.00	Scheme	
CY02/08	Beckfield Lane Cycle Route	150.00	150.00	150.00	150.00	Scheme	
CY03/08	NCN Route 65: Rawcliffe Ings Resurfacing	25.00	25.00	25.00	25.00	Scheme	
CY04/08	Heslington Lane Cycle Route Phase 2	10.00	10.00	10.00	10.00	Study	
CY05/08	Cycle Minor Schemes	25.00	25.00	25.00	25.00	Schemes	
CY06/08	Cycling Scheme Development	30.00	30.00	30.00	30.00	Studies	
<b>Cycling Total</b>		<b>840.00</b>	<b>840.00</b>	<b>840.00</b>	<b>840.00</b>		
<b>Overprogramming</b>		<b>129.00</b>	<b>129.00</b>	<b>129.00</b>	<b>129.00</b>		
<b>Budget</b>		<b>711.00</b>	<b>711.00</b>	<b>711.00</b>	<b>711.00</b>		
<b>Development Linked Schemes</b>							
PE06/04	Barbican to St Georges Field route (210)	123.00	0.00	123.00	0.00	Scheme	
DR06/05	Monkgate Roundabout	20.00	0.00	20.00	0.00	Study	
DL01/08	Approaches to Hungate Bridge	10.00	0.00	10.00	0.00	Study	
<b>Development Linked Schemes Total</b>		<b>153.00</b>	<b>0.00</b>	<b>153.00</b>	<b>0.00</b>		
<b>Overprogramming</b>		<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>		
<b>Budget</b>		<b>153.00</b>	<b>0.00</b>	<b>153.00</b>	<b>0.00</b>		
<b>Safety Schemes</b>							
LS09/07	Clifton Moorgate/Water Lane LSS	25.00	5.00	25.00	5.00	Schemes	
LS08/07	Boroughbridge Road/Poppleton Road/Water End LSS	3.00	3.00	3.00	3.00	Schemes	
LS07/07	Peckitt St/Tower St/Clifford St LSS	10.00	0.00	10.00	0.00	Schemes	
LS06/07	Moor Lane/Tadcaster Road Roundabout LSS	7.50	3.50	7.50	3.50	Schemes	
LS01/08	Pavement/Parliament St/Piccadilly/Coppergate Junction LSS	10.00	0.00	10.00	0.00	Schemes	
LS02/08	2008/09 LSS Scheme Development	34.50	34.50	34.50	34.50	Schemes	
LS03/08	2009/10 Programme Development	10.00	10.00	10.00	10.00	Schemes	
<b>Safety &amp; Speed Management</b>							
SM01/08	Chaloner's Road Woodthorpe	8.00	8.00	8.00	8.00	Schemes	
SM02/08	Gale Lane Acomb	1.00	1.00	1.00	1.00	Schemes	
SM03/08	Wigginton Road (Crichton Ave to level crossing)	6.00	6.00	6.00	6.00	Schemes	
SM04/08	Bad Bargain Lane, Heworth	6.00	6.00	6.00	6.00	Schemes	
SM05/08	Carr Lane Acomb	3.00	3.00	3.00	3.00	Schemes	
SM06/08	Greengales Lane Wheldrake	5.00	5.00	5.00	5.00	Schemes	
SM07/08	Hodgson Lane, Upper Poppleton	11.00	11.00	11.00	11.00	Schemes	
SM08/08	Towthorpe Road Haxby	14.00	14.00	14.00	14.00	Schemes	
SM09/08	York Road Naburn (north end of village)	5.00	5.00	5.00	5.00	Schemes	
SM10/08	Burton Stone Lane (Clifton end)	6.00	6.00	6.00	6.00	Schemes	
<b>Danger Reduction</b>							
DR01/08	Clifton Moor/Tesco Roundabout	17.00	17.00	30.00	30.00	Schemes	Budget increased - to include cost of improvements to pedestrian facilities at roundabout
DR02/08	Reactive Danger Reduction	33.00	33.00	33.00	33.00	Schemes	
<b>Carryover Schemes</b>							
VS19/04	Rufforth Speed Management	0.00	0.00	4.00	4.00	07/08 Costs	Budget added - completion costs of 07/08 scheme
SM01/05	A1079 Grimston Bar to Kexby Speed Management	0.00	0.00	10.00	10.00	Scheme	Budget added - scheme not implemented in 07/08
<b>Safety Schemes Total</b>		<b>215.00</b>	<b>171.00</b>	<b>242.00</b>	<b>198.00</b>		
<b>Overprogramming</b>		<b>0.00</b>	<b>0.00</b>	<b>27.00</b>	<b>27.00</b>		Overprogramming increased
<b>Budget</b>		<b>215.00</b>	<b>171.00</b>	<b>215.00</b>	<b>171.00</b>		

Scheme Ref	08/09 City Strategy Capital Programme	08/09 Programme (Total)	08/09 Programme (LTP)	Proposed Consolidated Budget (Total)	Proposed Consolidated Budget (LTP)	Scheme Type	Consolidated Report Comments
		£1000s	£1000s	£1000s	£1000s		
<b>Safe Routes to School</b>							
SR01/08	All Saints SRS	150.00	150.00	12.00	12.00	Scheme	Improvements to access off Scarcroft Hill
SR02/08	Bishopthorpe Infants SRS			18.00	18.00	Scheme	Improvements to school entrance footways
SR01/07	Carr Infants & Juniors SRS			22.00	22.00	Scheme	Proposed new crossing point on Beckfield Lane
SR02/07	Clifton Green Primary SRS			13.00	13.00	Scheme	Perimeter footpath improvements
SR19/05	Clifton Without Primary SRS			25.00	25.00	Scheme	New crossing point on Green Lane
SR20/05	Dringhouses Primary SRS			18.00	18.00	Scheme	Improvements to Cherry Lane junction and cycle facilities on St Helen's Road
SR17/07	Fishergate/ St George's Primary SRS			2.00	2.00	Scheme	Review signing at Fishergate School Crossing Patrol site
SR03/08	Huntington Primary SRS			2.00	2.00	Study	Feasibility for proposed crossing point in New Lane
SR05/07	Park Grove Primary SRS			12.00	12.00	Scheme	Improvements to crossing point on Haxby Road
SR04/08	Wigginton Primary SRS			45.00	45.00	Scheme	Review demand and feasibility for crossing point on Mill Lane Wigginton
SR05/08	Woodthorpe Primary SRS			3.00	3.00	Study	Feasibility for new footpath to rear entrance from Park & Stride site
SR06/08	Headlands Primary SRS			2.00	2.00	Study	Improve crossing point at School Crossing Patrol location
N/A	Safety Audit Works	5.00	5.00	Scheme	Allocation for cost of safety audit works		
<b>School Cycle Parking</b>							
SR11/07	St Lawrence's Primary	50.00	50.00	50.00	50.00	Scheme	Installation of cycle parking at schools
SR07/08	Clifton Green Primary					Scheme	
SR08/08	Naburn Primary					Scheme	
SR09/08	New Earswick Primary					Scheme	
SR10/08	Tang Hall Primary					Scheme	
SR11/08	Woodthorpe Primary					Scheme	
<b>Safe Routes to School Total</b>		<b>200.00</b>	<b>200.00</b>	<b>229.00</b>	<b>229.00</b>		
<b>Overprogramming</b>		<b>0.00</b>	<b>0.00</b>	<b>29.00</b>	<b>29.00</b>		Overprogramming increased
<b>Budget</b>		<b>200.00</b>	<b>200.00</b>	<b>200.00</b>	<b>200.00</b>		
<b>Costs of Previous Years Schemes</b>							
n/a	Costs of Previous Years Schemes	100.00	100.00	100.00	100.00	-	
<b>Costs of Previous Years Schemes Total</b>		<b>100.00</b>	<b>100.00</b>	<b>100.00</b>	<b>100.00</b>		
<b>Total Integrated Transport Programme</b>		<b>4,518.00</b>	<b>3,766.00</b>	<b>4,880.00</b>	<b>4,128.00</b>		Programme Increased
<b>Total Integrated Transport Overprogramming</b>		<b>812.00</b>	<b>604.00</b>	<b>966.00</b>	<b>966.00</b>		Overprogramming Increased
<b>Total Integrated Transport Budget</b>		<b>3,706.00</b>	<b>3,162.00</b>	<b>3,914.00</b>	<b>3,162.00</b>		Budget Increased
<b>Structural Maintenance</b>							
<b>Street Lighting</b>							
LI01/08	Street Lighting	80.00	80.00	80.00	80.00	Schemes	
<b>Street Lighting Total</b>		<b>80.00</b>	<b>80.00</b>	<b>80.00</b>	<b>80.00</b>		
<b>Bridges Structural Maintenance</b>							
BR01/08	Bridges Structural Maintenance	100.00	0.00	100.00	0.00	Schemes	
BR01/07	Clifton Bridge Parapet Strengthening	500.00	500.00	500.00	500.00	Scheme	
BR02/07	St Helens Road Bridge	50.00	0.00	50.00	0.00	Study	
<b>Bridges Structural Maintenance Total</b>		<b>650.00</b>	<b>500.00</b>	<b>650.00</b>	<b>500.00</b>		
<b>De-Trunked Network</b>							
DT01/08	A19 (south) (St Nicholas Ave/ A64 for 850m)	179.00	179.00	179.00	179.00	Scheme	
DT02/08	A1079 (York Road to café lay-by)	122.00	122.00	122.00	122.00	Scheme	
DT03/08	A1237 (Wigginton Road to Clifton Moor)	232.00	232.00	232.00	232.00	Scheme	
DT04/08	A1237 (Wigginton Road to Haxby Road)	248.00	248.00	248.00	248.00	Scheme	
<b>Carryover Schemes</b>							
DT02/07	A1237 Northern Bypass (Monks Cross Roundabout)	0.00	0.00	60.00	0.00	Scheme	Carryover of 07/08 CYC funding
<b>De-Trunked Network Total</b>		<b>781.00</b>	<b>781.00</b>	<b>841.00</b>	<b>781.00</b>		Budget increased
<b>Principal Roads</b>							
YY02/06	Bishopthorpe Road (part)	76.50	76.50	76.50	76.50	Scheme	
RR02/06	Boroughbridge Rd/Carr Lane	50.00	50.00	50.00	50.00	Scheme	
PL01/08	Nunnery Lane	98.00	98.00	98.00	98.00	Scheme	
<b>Carryover Schemes</b>							
PL03/07	Harrogate Road (part)	0.00	0.00	57.00	0.00	Scheme	Carryover of 07/08 CYC funding
<b>Principal Roads Total</b>		<b>224.50</b>	<b>224.50</b>	<b>281.50</b>	<b>224.50</b>		Budget increased

Scheme Ref	08/09 City Strategy Capital Programme	08/09 Programme (Total)	08/09 Programme (LTP)	Proposed Consolidated Budget (Total)	Proposed Consolidated Budget (LTP)	Scheme Type	Consolidated Report Comments
		£1000s	£1000s	£1000s	£1000s		
<b>Non-Principal Roads</b>							
NL01/08	Haxby Road (part) New Earswick	98.00	98.00	98.00	98.00	Scheme	
RR01/06	Carr Lane (part)	23.00	23.00	23.00	23.00	Scheme	
NL02/08	Huntington Road (part)	79.00	79.00	79.00	79.00	Scheme	
NL03/08	Church Lane Wheldrake	83.00	83.00	83.00	83.00	Scheme	
NL04/08	Heslington Road (part)	52.00	52.00	52.00	52.00	Scheme	
NL05/08	Osballdwick Lane	36.00	36.00	36.00	36.00	Scheme	
NL06/08	Haxby Road (part) Clifton	57.00	57.00	57.00	57.00	Scheme	
NL07/08	Main St Wheldrake	80.00	80.00	80.00	80.00	Scheme	
NL08/08	Elvington Lane (part)	66.00	66.00	66.00	66.00	Scheme	
NL09/08	Heslington Lane (part)	64.50	64.50	64.50	64.50	Scheme	

<b>Non-Principal Roads Total</b>	<b>638.50</b>	<b>638.50</b>	<b>638.50</b>	<b>638.50</b>
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<b>Local Roads</b>							
YY01/07	Alcuin Avenue (part)	67.00	67.00	67.00	67.00	Scheme	
RR03/07	Halifax Way	7.00	7.00	7.00	7.00	Scheme	
LR01/08	Maple Avenue	34.00	34.00	34.00	34.00	Scheme	
LR02/08	Grantham Drive	67.00	67.00	67.00	67.00	Scheme	
LR03/08	Bootham Crescent (part)	7.50	7.50	7.50	7.50	Scheme	
LR04/08	Airfield Road	37.00	37.00	37.00	37.00	Scheme	
LR05/08	Church St Dunnington	42.00	42.00	42.00	42.00	Scheme	
LR06/08	Beech Avenue	30.00	30.00	30.00	30.00	Scheme	

<b>Local Roads Total</b>	<b>291.50</b>	<b>291.50</b>	<b>291.50</b>	<b>291.50</b>
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<b>Minor Urban Surfacing</b>							
YY01/08	Old Moor Lane (part)	4.50	4.50	4.50	4.50	Scheme	
YY02/08	Galtres Road (part)	8.50	8.50	8.50	8.50	Scheme	
YY03/08	Sixth Avenue (part)	20.00	20.00	20.00	20.00	Scheme	
YY04/08	Brecksfield (part)	19.00	19.00	19.00	19.00	Scheme	

<b>Carryover Schemes</b>							
RR09/06	Manor Lane (part)	0.00	0.00	69.00	0.00	Scheme	Carryover of 07/08 CYC funding & £35k s106 funding

<b>Minor Urban Surfacing Total</b>	<b>52.00</b>	<b>52.00</b>	<b>121.00</b>	<b>52.00</b>
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Budget increased

<b>Footways</b>							
FR01/08	Howe Hill Close	59.00	59.00	59.00	59.00	Scheme	
FR02/08	Baile Hill Terrace	22.00	22.00	22.00	22.00	Scheme	
FR03/08	Wood Street	27.00	27.00	27.00	27.00	Scheme	
FR04/08	Heworth Village	23.00	23.00	23.00	23.00	Scheme	
FR05/08	Copmanthorpe PROW no.2	36.00	36.00	36.00	36.00	Scheme	
FR06/08	Queen Anne's Road (part)	7.90	0.00	7.90	0.00	Scheme	
FR07/08	Wains Road (part)	180.00	0.00	180.00	0.00	Scheme	
FR08/08	Jute Road	160.00	0.00	160.00	0.00	Scheme	
FR09/08	Cranbrook Road	100.00	0.00	100.00	0.00	Scheme	
FR10/08	Rowntree Avenue	110.00	0.00	110.00	0.00	Scheme	
FR11/08	Dane Avenue	53.00	0.00	53.00	0.00	Scheme	
FR12/08	New Lane (part)	33.00	0.00	33.00	0.00	Scheme	
FR13/08	Haxby Road (part)	18.50	0.00	18.50	0.00	Scheme	
FR14/08	Yearsley Crescent	45.50	0.00	45.50	0.00	Scheme	
FR15/08	Eastern Terrace	25.50	0.00	25.50	0.00	Scheme	
FR16/08	Malton Avenue	34.60	0.00	34.60	0.00	Scheme	
FR23/06	Leake Street	13.00	0.00	13.00	0.00	Scheme	
FR17/08	Forest Grove	38.50	0.00	38.50	0.00	Scheme	
FR18/08	Westfield Close	20.00	0.00	20.00	0.00	Scheme	
FR19/08	Finsbury Avenue	27.50	0.00	27.50	0.00	Scheme	
FR20/08	Lamel Street	24.60	0.00	24.60	0.00	Scheme	
FR21/08	Sandcroft Road	48.30	0.00	48.30	0.00	Scheme	
FR22/08	Sandcroft Close	16.90	0.00	16.90	0.00	Scheme	

<b>Footways Total</b>	<b>1,123.80</b>	<b>167.00</b>	<b>1,123.80</b>	<b>167.00</b>
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<b>CYC Carriageway</b>							
RR01/08	Bramham Avenue	36.00	0.00	36.00	0.00	Scheme	
RR02/08	Skeldergate	100.00	0.00	100.00	0.00	Scheme	
RR03/08	Osballdwick Village (part)	17.50	0.00	17.50	0.00	Scheme	

<b>Carryover Schemes</b>							
RR04/07	Hamilton Drive East/ Hamilton Drive	0.00	0.00	64.00	0.00	Scheme	Carryover of 07/08 CYC funding

<b>CYC Carriageway Total</b>	<b>153.50</b>	<b>0.00</b>	<b>217.50</b>	<b>0.00</b>
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Budget increased

Scheme Ref	08/09 City Strategy Capital Programme	08/09 Programme (Total)	08/09 Programme (LTP)	Proposed Consolidated Budget (Total)	Proposed Consolidated Budget (LTP)	Scheme Type	Consolidated Report Comments
		£1000s	£1000s	£1000s	£1000s		
<b>Drainage Works</b>							
DW01/08	Various Locations	89.70	0.00	89.70	0.00	Schemes	
<b>Carryover Schemes</b>							
DR02/07	Selby Road	0.00	0.00	20.00	0.00	Scheme	Carryover of 07/08 CYC funding
<b>Drainage Total</b>		<b>89.70</b>	<b>0.00</b>	<b>109.70</b>	<b>0.00</b>		Budget increased
<b>Total Structural Maintenance Programme</b>		<b>4,084.50</b>	<b>2,734.50</b>	<b>4,354.50</b>	<b>2,734.50</b>		
<b>Overprogramming</b>		<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>		
<b>Total Structural Maintenance Budget</b>		<b>4,084.50</b>	<b>2,734.50</b>	<b>4,354.50</b>	<b>2,734.50</b>		Budget increased
<b>City Walls</b>							
CW01/08	City Walls Repair	67.00	0.00	85.00	0.00	Scheme	Allocation increased (carryover CYC funding)
CW02/08	City Walls Railings	60.00	0.00	60.00	0.00	Scheme	
<b>City Walls Total</b>		<b>127.00</b>	<b>0.00</b>	<b>145.00</b>	<b>0.00</b>		Budget increased
<b>Oulston Reservoir</b>							
WA01/08	Oulston Reservoir Valve Repair	25.00	0.00	25.00	0.00	Scheme	
<b>Oulston Reservoir Total</b>		<b>25.00</b>	<b>0.00</b>	<b>25.00</b>	<b>0.00</b>		
<b>Total City Strategy Programme</b>		<b>8,754.50</b>	<b>6,500.50</b>	<b>9,404.50</b>	<b>6,862.50</b>		Programme increased
<b>Total Overprogramming</b>		<b>812.00</b>	<b>604.00</b>	<b>966.00</b>	<b>966.00</b>		Overprogramming increased
<b>Total City Strategy Budget</b>		<b>7,942.50</b>	<b>5,896.50</b>	<b>8,438.50</b>	<b>5,896.50</b>		Budget increased

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Scheme Ref	08/09 City Strategy Capital Programme	Proposed Consolidated Budget (Total)	Proposed Consolidated Budget (LTP)	Scheme Proposals
		£1000s	£1000s	

<b>Safe Routes to School</b>				
SR01/08	All Saints SRS	12.00	12.00	Improvements to access off Scarcroft Hill to replace steps with ramp
SR02/08	Bishopthorpe Infants SRS	18.00	18.00	Improvements to school entrance footways
SR01/07	Carr Infants & Juniors SRS	22.00	22.00	Proposed new crossing point on Beckfield Lane
SR02/07	Clifton Green Primary SRS	13.00	13.00	Perimeter footpath improvements
SR19/05	Clifton Without Primary SRS	25.00	25.00	New crossing point on Green Lane
SR20/05	Dringhouses Primary SRS	18.00	18.00	Improvements to Cherry Lane junction and cycle facilities on St Helen's Road
SR17/07	Fishergate/ St George's Primary SRS	2.00	2.00	Review signing at Fishergate School Crossing Patrol site
SR03/08	Huntington Primary SRS	2.00	2.00	Feasibility for proposed crossing point in New Lane
SR05/07	Park Grove Primary SRS	12.00	12.00	Improvements to crossing point on Haxby Road
SR04/08	Wigginton Primary SRS	45.00	45.00	Review demand and feasibility for crossing point on Mill Lane Wigginton
SR05/08	Woodthorpe Primary SRS	3.00	3.00	Feasibility for new footpath to rear entrance from Park & Stride site
SR06/08	Headlands Primary SRS	2.00	2.00	Improve crossing point at School Crossing Patrol location
N/A	Safety Audit Works	5.00	5.00	Allocation for cost of works arising from safety audits of schemes completed in previous years
<b>School Cycle Parking</b>				
SR11/07	St Lawrence's Primary	50.00	50.00	Installation of cycle parking at schools
SR07/08	Clifton Green Primary			
SR08/08	Naburn Primary			
SR09/08	New Earswick Primary			
SR10/08	Tang Hall Primary			
SR11/08	Woodthorpe Primary			

<b>Safe Routes to School Total</b>	<b>229.00</b>	<b>229.00</b>
<b>Overprogramming</b>	<b>29.00</b>	<b>29.00</b>
<b>Budget</b>	<b>200.00</b>	<b>200.00</b>

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**Meeting of Executive Members for  
City Strategy and Advisory Panel****14 July 2008**

Report of the Director of City Strategy

**RESPONSE TO PETITION ON CONCESSIONARY TRAVEL  
TOKENS****Summary**

1. This report has been written in response to a petition submitted by Councillor Simpson-Laing in April 2008. The petition requests that the travel token allocation be returned to £40 for the financial year 2008-09.
2. The report briefly outlines the recent history of travel token distribution in York and compares the current CoYC arrangement to the provision in other areas of England.
3. The report outlines the cost implications of an increase to the travel token allocation in 2008-09 and proposes two options for a way forward.

**Background – City of York**

4. Travel tokens have been distributed by City of York Council for well in excess of 30 years to eligible individuals and are used to assist with the cost of transport.
5. The main advantage of National Transport Tokens is that they provide a choice of travel for those people who live where there are inadequate bus services or who have a disability which prevents them from using a bus, or simply for those people who prefer to retain the flexibility to choose their own form of travel. National Transport Tokens provide an alternative to the bus pass and can be redeemed against taxi, rail and bus fares.
6. The main disadvantage of the Tokens is that the amount (£20 per annum for 60+ concessions) is relatively low and is not sufficiently directed at those people who really need it (ie if you are 60+ or registered disabled then you are entitled to make the choice between the bus pass or tokens irrespective of your individual circumstances).

7. For many years the annual individual token entitlement was £24 and was the only concession provided by CoYC. In 2001 the North Yorkshire Concessionary Fare pass was launched entitling holders to half fares on all bus services and in 2004 an addition to the half fare concession on buses across North Yorkshire, 25p (single) and 50p (all day) tickets to be used within the CoYC boundary was launched. In 2004 the tokens rate increased from £24 to £50.
8. In 2008 the Tokens rate reduced to £20 per person as a result of a decision reached at budget council providing a saving of £51,000.
9. The total cost of tokens distributed by CoYC to elderly persons has fluctuated in the last few years:

Year	Cost (£)	Cost per person (£)	Token claimants (A)	Pass claimants (B)	All claimant total
2003/4	509,562	24	21589	12972	34561
2004/5	1,098,750	50	22387	14657	37044
2005/6	830,690	40	21098	18625	39723
2006/7	624,400	40	15774	23936	39710
2007/8	518,730	40	13184	27826	41010
2008/9	146,520	20	7326	34500	41826

A – Includes claimants receiving reduced allocation in 2<sup>nd</sup>, 3<sup>rd</sup> and 4<sup>th</sup> quarters of the year. 2008/9 figure reflects tokens issued to 01/04/08 - 24/06/08.

B – Overstated figures due to inclusion of people who may have died/moved away since pass issue. 2008/9 figure is subject to confirmation after reconciliation of records is completed.

10. In 2008/9 the number of bus passes distributed rose almost in direct proportion to the reduction in tokens distributed. Whilst there has been a significant saving following the reduced level of tokens issued it is anticipated that there will be a significant increase in the value of concessionary fare reimbursement. At this time it is still assumed that the net saving of £51k agreed at budget council will be achieved.
11. In 2006 the Concessionary bus pass entitled free bus travel for journeys commencing or ending in North Yorkshire and in 2008 the bus pass entitled free bus travel for all journeys made in England.

## **Background – UK examples of token provision**

12. Local Authorities across England offer a variety of token provision. For the purposes of this report examples have been divided into provision of tokens to people with disabilities and to the over 60's. A more comprehensive analysis of the token provision of a range of Councils is outlined in the annexes to this report.

### **Provision for people aged over 60 yrs**

13. CoYC (£20) has a median provision in terms of Councils that issue tokens to over 60s. It should be noted that there are a significant number of local authorities who offer no alternative to the bus pass.
14. The lowest level of provision is £8 (Selby) and the highest is Blyth Valley (£70).

### **Tokens for people with disabilities**

15. CoYC is generous when issuing tokens to disabled people. Disabled York residents pay £25 and receive £100 worth of tokens. The lowest rate is £8 (Selby).
16. A number of councils (e.g. Bridgnorth) only issue tokens to disabled people (age is not a factor).

### **Number of councils issuing tokens in decline**

17. With the introduction of free concessionary bus travel from 2006, a number of Councils have decided to stop issuing Transport Tokens altogether.
18. Bournemouth Council say that "the Council is looking at new ways to target accessible transport in a better way". Several Councils have brought in a Community Taxi Scheme to replace transport tokens.
19. The anonymity of transport tokens means that they could be used by anyone and could be reimbursed fraudulently by unscrupulous transport providers or members of the public.

## **Options**

20. In view of the information presented above, the scope of this report goes beyond consideration of whether or not to increase the token provision for 2008/9 and requests members to consider concessionary criteria for 2009/10.
21. The options for Members to consider are as follows:

### **Option A**

22. A report to go before the Executive to consider the issuing of an additional £20 worth of tokens to all token holders and remind national bus pass holders that they are entitled to surrender their pass in exchange for tokens if they so wish. The tokens entitlement diminishes as the year progresses (by £5 per quarter based on a £20 maximum annual distribution).

### **Option B**

23. Do not issue any additional tokens for 2008/09 and commission a strategic study for presentation to the Executive to consider qualification and cost criteria for 2009/10.

### **Analysis**

#### **Option A - Revising the 2008/09 token distribution**

24. The proportion of tokens for this financial year could only be increased if sufficient finances were made available through the Council's budgetary process. The implications of such an increase would be as follows:
- a) Additional, unbudgeted, events to issue additional tokens to be arranged. Other costs would include publicity and distribution to nursing homes and parishes, etc.
  - b) There could be criticism for confused policy. Significant effort has been invested in the promotion of the new national bus pass which is a statutory requirement.
  - c) The cost of the new national bus pass for 2008/9 is estimated to result in a gross cost increase to the Council even when the reduction in take up of tokens is taken in to account.
  - d) National pass-holders would be able to surrender their passes and claim tokens (to a total sum dependent on the quarter of the financial year the tokens are claimed in ).

#### **Option B - No additional tokens for 08/09 and a strategic plan for the future of concessionary entitlement**

25. a) There would be no unbudgeted, additional cost for the distribution of concessionary entitlement in 2008/09.
- b) A budgetary decision would be required at Executive level to approve a study into the future of concessionary entitlement.

## **Corporate Objectives**

26. The Council's Improvement Priority to increase the use of public and other environmentally friendly modes of transport is relevant to this report.
27. With the introduction of a national bus pass, tokens are of principal benefit to those who are unable to use a public bus, because of distance from a bus service or through a lack of mobility.

## **28. Implications**

### **Risk Management**

29. In compliance with the Council's risk management strategy the risks arising from the recommendations have been assessed.

### **Financial**

### **Option A**

30. The saving from the reduction in the value of tokens combined with the reduced number of claimants for tokens totals £372k. Unfortunately it will not be possible to accurately determine the offsetting increase in the value of concessionary fare reimbursement since there are a number of other factors influencing the number of bus pass journeys being undertaken in 2008/09 (eg the actual number of trips being undertaken by non CYC residents). Therefore the impact on the overall budget of a decision to increase the value of tokens cannot be fully evaluated. For that to be possible it will be necessary to have a larger set of data from the bus companies to make a more reliable forecast of concessionary trips being undertaken.
31. The provision of a further £20 value of tokens for those who have accepted bus tokens would cost a total c £150k higher than the current level of expenditure. The administrative cost of providing the additional tokens is estimated at £30k. This equates to approximately £4.30 per claimant. The actual cost of increasing the level of tokens would therefore be £180k.
32. Were Members to approve option A) a report would need to be taken to the Executive who if they agreed to the recommendation would need to consider whether the additional cost should be funded from council reserves as a one-off decision and reviewed as part of the budget process or a supplementary estimate awarded. This issue was not identified as a call on the contingency when the 2008-09 budget was set.

**Option B**

- 33. Budget Council has agreed that £40,000 be assigned for a review of subsidised transport. A study into the future provision of concessions could be incorporated into this review.
- 34. The Council will then be able to reflect on the major changes that have occurred in the past year with the launch of the national bus pass and the reduction in token provision.
- 35. The proposed report will consider the role that tokens (or an alternative form of concession) might play for the next financial year and will allow the Council to plan for the implementation of the resulting budgetary and logistical recommendations.

**Equalities**

- 36. In the event that CoYC decides to issue additional tokens we will need to ensure that all entitled residents are advised of the changes and are provided with sufficient opportunity to claim.

**Strategic**

- 37. Option A may result in a significant risk to the reputation of CoYC as a result of a policy 'u-turn'. The adoption of option B may result in changes to Council policy on concessionary entitlements.

**Legal & Regulatory**

- 38. CoYC is legally obliged to offer entitled residents the English National Concessionary Travel Pass. The Council is also entitled to provide alternatives, in addition to the pass, but this is entirely at its own discretion.

**Physical (Crime and Disorder)**

- 39. Transport tokens are anonymous, could be used by anyone and could be reimbursed fraudulently by unscrupulous transport providers or members of the public.

**Competitive**

- 40. There are no competitive implications as a result of the adoption of any of the proposed options.

**Human Resources (HR)**

- 41. If members decide to adopt option A, the team of staff used to distribute tokens will have to be recalled.



### Systems & Information Technology (IT)

42. In the event that CoYC decides to issue additional tokens we will need to ensure that networked laptops are made available

### Other

43. There are no other identified implications

Risk Category	Impact	Likelihood	Score
Strategic	Moderate	Possible	14
Equalities	Minor	Possible	9
Financial	Minor	Probable	10
Organisation/Reputation	Moderate	Possible	14

44. Measured in terms of impact and likelihood, the risk score for all risks has been assessed at less than 16. This means that at this point the risks need only be monitored as they do not provide a real threat to the achievement of the objects of this report.

### Recommendations

45. That the Advisory Panel advise the Executive Member to:

Adopt Option B, not to issue any additional tokens for 2008/09 and commission a strategic study for presentation to the Executive to consider qualification and cost criteria for 2009/10.

Reason: This will ensure that Council reflects on the major changes that have occurred in the past year with the launch of the national bus pass.

The proposed report will consider the role that tokens (or an alternative form of concession) might play for the next financial year and will allow the Council to plan for the implementation of the resulting budgetary and logistical recommendations.

Author:	Chief Officer Responsible for the report:			
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	<b>Report Approved</b>	✓	<b>Date</b>	30 June 2008
	Ruth Egan, Head of Transport Planning			
	<b>Report Approved</b>		<b>Date</b>	

<b>Specialist implications Officer(s)</b>	
<b>Financial</b> Patrick Looker Finance Manager, City Strategy 01904 551633	
	<b>All</b> <i>tick</i>
<b>For further information please contact the author of the report</b>	

## Background Papers

Second Local Transport Plan 2006 –11

## Annexes

- Annex A      Comparison of local authority token distribution (amounts)
- Annex B      Comparison of local authority token distribution (Breakdown by age)
- Annex C      Comparison of local authority token distribution (Breakdown by disability)

**National Transport Tokens**A sample of councils offering tokens:

Selby District Council (£8)  
 Telford & Wrekin (£16)  
 West Lindsey District Council (£18)  
 City of York Council (£20)  
 Stroud District Council (£20)  
 Wellingborough Borough Council (£22)  
 Wear Valley District Council (£25)  
 West Oxfordshire District Council (£31)

Councils offering tokens, on payment of a fee:

North Wiltshire District Council (Pay £1 fee, receive £18 worth of tokens)  
 Kettering Borough Council (Pay £11 fee, receive £30 worth of tokens)  
 Wycombe District Council (Pay £15 fee, receive £30 worth of tokens)  
 Cherwell District Council (Pay £1 fee, receive £31 worth of tokens)  
 Braintree District Council (Pay £15 fee, receive £40 worth of tokens)  
 East Northamptonshire District Council (Pay £10 fee, receive £47 worth of tokens)  
 Colchester Borough Council (Pay £12 fee, receive £48 worth of tokens)  
 Aylesbury Vale District Council (Pay £5 fee, receive £60 worth of tokens)  
 Blyth Valley Borough Council (Pay £20 fee, receive £70 worth of tokens)

Councils offering tokens to the over 60s only:

West Lancashire District Council (£28)

Councils offering tokens to disabled people only:

Shrewsbury & Atcham Borough Council (£25)  
 Bridgnorth District Council (£30)  
 Christchurch Borough Council (£30)  
 Daventry District Council (£30)  
 East Dorset District Council (£30)  
 Fareham Borough Council (Pay £5, receive £35 worth of tokens)

Councils offering tokens of differing amounts according to age:

East Hampshire District Council (£24 for 60-69 yrs, £30 for 70+ yrs, £50 for wheelchair users/blind, £75 for wheelchair users/blind with carer)  
 Rushmoor Borough Council (£46.50 for 75+ yrs, £51.50 for disabled)  
 South Oxfordshire District Council (£20 for 70+ yrs, £40 for disabled)  
 Wychavon District Council (over 80s or disabled, £50 for urban and £80 for rural)

Councils offering tokens of differing amounts according to geographical location:

Harrogate Borough Council (£18.40 for rural, £9.20 for urban but urban is for disabled people only)  
 Wychavon District Council (over 80s or disabled, £50 for urban and £80 for rural)

Councils offering tokens to over 60s who are receiving benefits:

Hart District Council (£40 for over 60s who are receiving housing or Council Tax Benefit, £55 for disabled)

**Appendix A**

Councils offering tokens provided the applicant does not own a private motor car:

Purbeck District Council (£50 – applicant or their spouse must not own a car and either not have a bus stop within 0.5 miles or suffer from a medical condition that prevents them using buses)

A sample of councils no longer offering tokens:

Bournemouth Council

Chiltern District Council (offering a £50 “taxi card” instead)

East Riding of Yorkshire

Elmbridge Borough Council

Epsom & Ewell Borough Council

Guildford Borough Council

Leeds City Council

Mid-Bedfordshire District Council

New Forest District Council (offering £40 of “local travel vouchers” instead)

North Warwickshire Borough Council (offering “taxi vouchers” instead. £40 for single, £60 for couple)

Oswestry Borough Council

Powys County Council

Reigate & Banstead Borough Council

Restormel District Council

Runnymede Borough Council

South Gloucestershire Council

South Northamptonshire Council

Test Valley Borough Council

Warwick District Council (tokens replaced by a Community Taxi Scheme)

Winchester City Council

Woking Borough Council

*Information taken from Council websites on 9<sup>th</sup> and 10<sup>th</sup> June 2008*

## National Transport Tokens

### Analysis by Age of Applicant

#### Councils offering tokens to people over 60 yrs:

Selby District Council (£8)  
Telford & Wrekin (£16)  
West Lindsey District Council (£18)  
North Wiltshire District Council (Pay £1 fee, receive £18 worth of tokens)  
Harrogate Borough Council (£18.40 for rural, £0 for urban)  
Stroud District Council (£20)  
City of York Council (£20)  
Wellingborough Borough Council (£22)  
East Hampshire District Council (£24)  
Wear Valley District Council (£25)  
West Lancashire District Council (£28)  
Kettering Borough Council (Pay £11 fee, receive £30 worth of tokens)  
Wycombe District Council (Pay £15 fee, receive £30 worth of tokens)  
West Oxfordshire District Council (£31)  
Cherwell District Council (Pay £1 fee, receive £31 worth of tokens)  
Braintree District Council (Pay £15 fee, receive £40 worth of tokens)  
East Northamptonshire District Council (Pay £10 fee, receive £47 worth of tokens)  
Colchester Borough Council (Pay £12 fee, receive £48 worth of tokens)  
Aylesbury Vale District Council (Pay £5 fee, receive £60 worth of tokens)  
Blyth Valley Borough Council (Pay £20 fee, receive £70 worth of tokens)  
Portsmouth City Council (£37)

#### Councils offering tokens to people over 60 yrs who are receiving Housing or Council Tax Benefit:

Hart District Council (£40)

#### Councils offering tokens to people over 60 yrs who do not own a private motor car:

Purbeck District Council (£50 – applicant or their spouse must not own a car and either not have a bus stop within 0.5 miles or suffer from a medical condition that prevents them using buses)

#### Councils offering more tokens to people over 70 yrs:

East Hampshire District Council (£30)

#### Councils offering tokens to people over 70 yrs only:

South Oxfordshire District Council (£20)

#### Councils offering tokens to people over 75 yrs only:

Rushmoor Borough Council (£46.50)

#### Councils offering tokens to people over 80 yrs only:

Wychavon District Council (£50 for urban and £80 for rural)

*Information taken from Council websites on 9<sup>th</sup> and 10<sup>th</sup> June 2008*

**National Transport Tokens**

## Analysis of Entitlements for Disabled People

Councils offering tokens to people with disabilities:

Selby District Council (£8)  
 Telford & Wrekin (£16)  
 North Wiltshire District Council (Pay £1 fee, receive £18 worth of tokens)  
 West Lindsey District Council (£18)  
 Stroud District Council (£20)  
 Wellingborough Borough Council (£22)  
 Wear Valley District Council (£25)  
 Shrewsbury & Atcham Borough Council (£25)  
 Kettering Borough Council (Pay £11 fee, receive £30 worth of tokens)  
 Wycombe District Council (Pay £15 fee, receive £30 worth of tokens)  
 Christchurch Borough Council (£30)  
 Daventry District Council (£30)  
 East Dorset District Council (£30)  
 Bridgnorth District Council (£30)  
 Cherwell District Council (Pay £1 fee, receive £31 worth of tokens)  
 West Oxfordshire District Council (£31)  
 Fareham Borough Council (Pay £5, receive £35 worth of tokens)  
 Braintree District Council (Pay £15 fee, receive £40 worth of tokens)  
 South Oxfordshire District Council (£40 for disabled)  
 East Northamptonshire District Council (Pay £10 fee, receive £47 worth of tokens)  
 Colchester Borough Council (Pay £12 fee, receive £48 worth of tokens)  
 Rushmoor Borough Council (£51.50)  
 Hart District Council (£55)  
 Aylesbury Vale District Council (Pay £5 fee, receive £60 worth of tokens)  
 Blyth Valley Borough Council (Pay £20 fee, receive £70 worth of tokens)  
 Portsmouth City Council (£40)  
 City of York Council (Pay £25, receive £100 worth of tokens)

Councils offering additional tokens for a companion:

East Hampshire District Council (£50 for wheelchair users/blind, £75 for wheelchair users/blind with carer)

Councils offering different amounts depending on location:

Harrogate Borough Council (£18.40 for rural, £9.20 for urban)  
 Wychavon District Council (£50 for urban and £80 for rural)

Councils offering tokens provided the applicant does not own a private motor car:

Purbeck District Council (£50 – applicant or their spouse must not own a car and either not have a bus stop within 0.5 miles or suffer from a medical condition that prevents them using buses)

*Information taken from Council websites on 9<sup>th</sup> and 10<sup>th</sup> June 2008*

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## Meeting of Executive Members for City Strategy and Advisory Panel

14 July 2008

Report of the Director of City Strategy

### **DEIGHTON (MAIN STREET) / A19 (SELBY ROAD) JUNCTION - IMPROVEMENT OPTIONS**

#### **Summary**

1. This report examines options for improving road safety at the Main Street (Deighton) / A19 junction and assesses the potential for a scheme to be funded from the Local Transport Plan Capital Programme. The report concludes that the cost of providing a pedestrian refuge and right turn lane is too high for the benefits it would provide and recommends that the scheme is not re-classified. The very low number of current bus users means a pedestrian refuge scheme on its own would offer low value for money and, in addition to this, the potential for a shift towards increased bus usage is limited due to Deighton's low population. The accident data over the last three years suggests no issues with vehicles turning right into the village so there appears to be no immediate requirement for a right turn lane into Deighton.

#### **Background**

2. As part of the Village Traffic Study process, discussions with Deighton Parish Council back in 2004 identified two priority requests they wished to be considered for possible implementation:
  - a pedestrian refuge island on the A19 for southbound bus passengers;
  - measures to slow down southbound traffic that uses the bus bay to undertake traffic turning right into the village.
3. In response, a sum of £5,000 was allocated for the development of possible improvements to the A19 at Deighton within the approved Transport Capital Programme for 2005/06
4. Following on from this, officers developed two basic scheme options for consultation. Both options involved widening of approximately 400m of the A19 as shown on the "General Layout" plan (see **Annex A**) and provided a pedestrian refuge island on one side of the junction with a traffic island on the other, a right turn lane into the village, and a relocated Selby bound bus stop. The main differences in the options were the location of the pedestrian refuge island and relocated bus stop. The provisional estimated costs of both options were similar, at around £225,000.

5. Extensive consultation on these options took place during the summer of 2005. The results are discussed in more detail later in this report, but generally indicated a high level of support for the proposals, with a preference for the scheme option based on providing a pedestrian refuge south of the Main Street junction.
6. The outcome of consultation was reported to the Planning and Transport (East Area) Sub-Committee in October 2005. Based on the positive feedback, the Sub-Committee gave its backing to the proposed improvement scheme and requested that it be put forward for consideration as a possible scheme for inclusion in the 06/07 Capital Programme.
7. A report to the Executive Member for Planning and Transport and Advisory Panel (EMAP) on 18 April 2006 recommended a package of measures for funding from the Transport Capital Programme for 2006/07. The Deighton scheme was included on a reserve list for possible construction if sufficient spare funds became available later in the year. However, a small amount of funding was approved to allow additional investigation work to be undertaken to carry out a more detailed cost estimate and assessment of the benefits of the proposal scheme.
8. The additional investigatory work for the Deighton scheme was progressed during 2006/07. This identified several problems with the scheme, including higher potential costs for dealing with underground services, and the need for larger areas of new road construction than has initially been anticipated. This led to a revised scheme estimate of around £375,000.
9. In December 2006 a Capital Programme progress report was taken to EMAP. This noted that it would be necessary to defer implementation works on all of the reserve Village Traffic schemes to ensure that the overall programme was kept within budget.
10. In March 2007 EMAP considered a report on the proposed 2007/08 Capital programme. This report noted that the level of over-programming was being reduced compared to previous years to take account of the higher certainty of delivery of many of the projects in 2007/08. Given this budget situation, coupled with the increased scheme estimate mentioned above, it was decided that the Deighton Scheme could not be listed as even a reserve scheme within the 2007/08 programme. However, the report did recommend that a small sum of money should be used to allow schemes raised through the village traffic study programme to be reviewed and assessed against the objectives of the LTP. Schemes could then be included in future programmes if they demonstrated good value for money in terms of safety or accessibility benefits.
11. In developing the 2008/09 programme proposals, Officers, therefore, re-assessed a number of low priority reserve schemes, including the Deighton proposals. This included a critical review of the previous scheme design to see if any lower cost options might be worth considering. The outcome of this work was reported within the 2008/09 Capital Programme report considered by EMAP on 17 March 2008.

12. At this meeting written representations were received from Councillor Vassie, asking Members to reconsider the priority of the Deighton pedestrian traffic island scheme within the capital programme. As a result it was agreed:
- i. That the proposed 2008/09 City Strategy Capital Programme as set out in the report be approved.
  - ii. That the inclusion of the Deighton Refuges and Right Turn Lane in the Capital Programme be investigated, with no commitment.
13. In the following section of the report the scheme options are examined in more detail in order to assess how they might contribute to achieving the key objectives of the Local Transport Plan 2006-2011(LTP2). In addition the options have been assessed for delivering value for money to establish which, if any, is likely to be considered a priority for funding given the many other spend options available for transport initiatives within the York area which may represent better value for money.

### **Consultation**

14. Consultation on the scheme options took place in 2005 and the results are discussed in the Planning and Transport (East Area) Sub-Committee paper from October 2005. The response summary is displayed in **Annex C**. **Annex B** shows the preferred scheme, favoured by 53% of respondents, as well as the bus operator and the police. Overwhelming support was declared for the provision of a pedestrian refuge (95% in favour) and also for a right turn lane (97% in favour).
15. A key issue that was raised included several requests for a 40mph speed limit on the section of the A19 passing Deighton. This has been acknowledged but deferred for speed monitoring subsequent to any scheme being implemented.
16. The ward councillor (Cllr. Vassie) provided written representation at the EMAP meeting on 17<sup>th</sup> March 2008 to have the priority reconsidered, therefore prompting this report.

### **Assessment of Scheme Benefits**

17. The points below display a few facts that provide some useful background to Deighton and are of relevance when assessing the scheme benefits.
- The population is 308 (2001 Census data) – this relates to the whole parish, which includes Crockey Hill.
  - Arriva estimates bus passengers to and from Deighton at 10 per day.
  - The speed limit on the A19 going past Deighton is 60mph.
  - Three accidents have occurred at the junction in the last three years, resulting in three slight injuries. Two related to vehicles turning right out of the village towards Selby and the other was due to a vehicle attempting an unorthodox manoeuvre.

- The preferred option has been slightly revised to include a longer right turn lane to be in accordance with current standards and the cost re-evaluated (based on a competitive tender process) to be around 250k.
- The most recent mode usage data is displayed in the 2001 census travel to work table below (again for Deighton parish rather than just Deighton village). The table shows data for all people aged 16-74 in employment (count shown below percentage).

Work mainly at or from home	Bus, mini bus or coach	Driving a car or van	Passenger in a car or van	Bicycle	Foot
18.3% (33)	3.3% (6)	55% (99)	5% (9)	2.2% (4)	16.1% (29)

\*Source 2001 census table KS15

The data shows a high proportion of people travel to work by car, with a reasonably high percentage working from home. This figure, along with the 16% walking to work could be attributable in part to there being a number of farms in the parish. It is also evident that a low number of people use the bus regularly. There are likely to be more bus trips on top of the quoted figure for the purpose of recreation however the estimated figure from Arriva suggests this is at a low level.

18. LTP2 has four shared transport priorities. These are;
- Tackling Congestion
  - Improving accessibility
  - Improving safety
  - Improving air quality

The objectives of LTP2 support all of these transport priorities in some form.

19. Schemes to be included in the capital programme are assessed against these priorities and allocated a score between –20 and 20 according to their contribution to each. The Planning and Transport (East Area) Sub-Committee in October 2005 decided that option one (**Annex B**) formed the basis of the proposed improvements. This option scored 25/80 - the score breakdown is shown in the table below.

Congestion	Accessibility	Safety	Air Quality
5	10	10	0

20. An additional score is also given based on the number of people directly benefiting. This scheme is somewhat awkward to assess on direct benefits as it could be argued that all people passing through this particular section of the A19 will benefit. Those gaining an improvement directly have therefore been viewed as vehicles turning right into Deighton and bus passengers. The

Deighton Refuges and Right Turn Lane scheme has been placed in the 100-1000 people directly benefiting per day category and awarded a score of five.

21. The schemes contribution to LTP2 targets is also scored at three different levels; high (3), medium (2) or low (1). The Deighton scheme has been allocated a low contribution score partially because the main connotation is towards road safety and there is no evidence to suggest a significant problem with vehicles turning into the village. In addition to this the low population offers little potential to create significant modal shift. The figures achieved by a the scheme are placed into the following formula to provide a value for money score;

Scheme Score \* Contribution \* Number Benefiting Score = Total Score

Total Score / Cost (1000's) = Value for money score

$$\Rightarrow 25 * 1 * 5 = 125 \Rightarrow 125 / 400 = 0.31$$

This is lower than the all of the scores allocated to schemes that are budgeted for in this year's capital programme.

22. The do minimum option of just a pedestrian refuge has been discounted here as the number benefiting will be reduced to just the bus passengers to / from the village. This therefore would only be benefiting around ten people per day and would reduce the total score further, whilst the cost would remain high. It would also be fair to say that it would be worth implementing some safety measures for road users at the same time as a pedestrian refuge because of the reduced costs associated with completing all of the works at the same time.
23. It should be mentioned that this score is relatively crude and, whilst not providing an in-depth cost-benefit analysis as, for example, a major scheme would, it does offer a decent indication of those schemes that offer value for money and those that fall short.

## Analysis

24. A road safety scheme at Deighton would be relevant to the LTP 'safer roads' objective:

'To improve levels of safety for all forms of travel and  
enhance community safety'

25. Within the Road Safety Strategy Annex of the LTP there are three objectives:
- i. Focusing on key main roads.
  - ii. Reducing perceived road danger.
  - iii. Increasing transport choice for all to access education, employment and services.

All three objectives are relevant to the Deighton study in some form;

- i. The A19 is a key road.

- ii. Perceived road danger at this junction is evident in the consultation responses (Annex B) from 2005 through the fact that a 40mph restriction request surfaced as a major issue. This suggests speeds on the section of road are viewed as excessive by residents and are therefore a potential danger.
  - iii. Implementing the proposed scheme will improve access to the southbound bus stop so it may be easier/more appealing for people to use the bus, however it is not particularly increasing transport choice as such. The benefits for so few would unfortunately be overshadowed by the high costs
26. In addition to road safety benefits It could also (in a small way) contribute to the 'tackling congestion' objectives:
- 'To encourage people to make an informed choice for all their journeys and to travel in a responsible manner'
- 'To maintain, improve and make more efficient use of the existing transport network'
27. Deighton has an excellent bus service for a village of its size, which operates on a fifteen-minute frequency through the day, with a twenty-minute service at peak times. This should be an attractive travel choice, particularly for those who work in York or Selby and raising the priority of this scheme will lead to increased accessibility to this service by providing a pedestrian refuge. The population of Deighton is low however, so there is only potential for a limited shift to travelling by bus. The lack of current bus usage is also an indicator towards the likelihood that there will be no significant potential increase in patronage.
28. It is important to note (in order to fully assess the effects of re-prioritising this Deighton scheme) that in the context of LTP2 funding, any increase in status would have a substantial impact. For instance, the estimated cost of £250k is around £35k higher than the whole of the safety schemes 2008/9 capital programme budget and that comprises;
- Local Safety Schemes
  - Safety and Speed Management Measures
  - Danger Reduction Measures
- In order to raise the priority another scheme would have to be displaced from the programme. All of the schemes entered in the current programme are justified by higher scores than Deighton so there would (in all probability) be some opposition to re-classifying whatever it is suggested is removed.

29. The following two paragraphs explain some of the forthcoming pressures upon the capital programme;

The funding available for discretionary integrated transport projects, such as the improvements at Deighton, over the next few years is likely to be much lower as the LTP allocation reduces and match funding commitments increase. The LTP allocation is projected to fall from £3,733k in 2008/09 to £2,986k in 2010/11 as a consequence of the end of the formula transitional support. Additional funds are available from developer contributions but these are generally linked to specific schemes in the areas close to the development site. Support for some of the projects may be possible from Council resources but only if a case can be made against the Council's other priorities.

There are a number of large commitments, which have to be accommodated within the Capital Programme over the next few years. A local contribution from the LTP and CYC resources of at least 10% (£2.5m -£3m) is required for the construction phase of the Access York Park & Ride project between 2009/10 and 2011/12 in addition to the projected preparatory spend in 2008/09 of £400k. Match funding (50:50) is required for the Capital element of the Cycling Town funding which could be up to £2.0m depending on the value of the Revenue element. An additional £500k is committed as a contribution to the Hopgrove Roundabout scheme if the remaining funding is provided through the Regional Funding Allocation. The Council has committed £250k to supporting the Minister Piazza scheme from the LTP between 2009/10 and 2010/11. Schemes proposed for the Fulford Road Corridor planned to be delivered over the next 3 years mount to over £3.0m.

30. It is clear that there will be considerable competing demands on the capital funds and therefore prioritisation of the schemes to ensure that the highest value for money solutions are delivered will become more critical.
31. A key factor that is important to reinforce is that officers are not necessarily questioning the suitability of providing a safety scheme at Deighton, just that integrating any of the options examined for Deighton in previous years into the capital programme represents poor value for money. A proactive approach to tackling perceived road safety issues seems logical, however, in this case, the evidence present in the form of accident data does not imply that there is a great issue with vehicles turning right into Deighton and a pedestrian refuge would be particularly expensive to implement for the benefit of very few bus passengers.
32. To improve the safety of the junction some smaller more cost-effective measures could be implemented. Perhaps additional signage (warning of bus passengers crossing and encouraging careful driving) and improvement of sightlines through the trimming of vegetation would provide some slight benefits that, whilst not providing the scheme desired by residents, may improve matters somewhat at the junction.
33. The accident data suggests that of the three incidents in the last three years, none were related to turning right into Deighton. Two incidents concerned vehicles turning right out of the village and as such providing a right turn lane is not likely to rectify this problem. There is even a chance that a right turn lane may encourage people to pull out when (turning from Deighton towards Selby) it may not be appropriate, perhaps thinking the additional road space

offers a 'stop-gap' between the carriageways. Should a scheme be progressed by members a detailed safety audit would have to take place to address this issue.

34. Whilst the village traffic studies programme implemented some smaller schemes with lower value for money scores there exists a niche where schemes (such as this one) are desirable to implement on their own merit but have high financial implications. Therefore, the likelihood is that there will be an alternative option for the money available, which offers greater value for money. Funding this type of scheme is perhaps an issue that may need to be examined in order for a more proactive approach to rural road safety schemes to be adopted.

### **Financial Implications**

35. There will be no financial implications should members opt to retain the low priority status of the Deighton scheme. Should any works take place as a result of this report funding will be required from the capital programme.

### **Legal Implications**

36. The City of York Council, as highway authority for the area, has powers under the following Acts and associated Regulations to implement highway improvement measures: -
  - The Highways Act 1980
  - The Road Traffic Regulation Act 1984
  - The Road Traffic Act 1988

### **Human Resources (HR) and other implications**

37. There are no human resources implications associated with this report. Any scheme implemented would be required to comply with the requirements of the Disability Discrimination Act. There should be no adverse effects on crime and disorder as a result of this report.

### **Recommendations**

38. That the Executive Member for City Strategy be advised to:
  - a. Note the contents of the report;
  - b. Agree not to include a scheme in the capital programme for 2008/09 but to consider a scheme for all future programmes.



**Contact Details**

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**Chief Officer Responsible for the report:**

Damon Copperthwaite  
Assistant Director of City Strategy

**Report Approved**

**Date** 30 June 2008

**Specialist Implications Officer(s)**

Patrick Looker  
Finance Manager, Resource & Business Management, City Strategy

**Wards Affected:**

Wheldrake

All

For further information please contact the author of the report

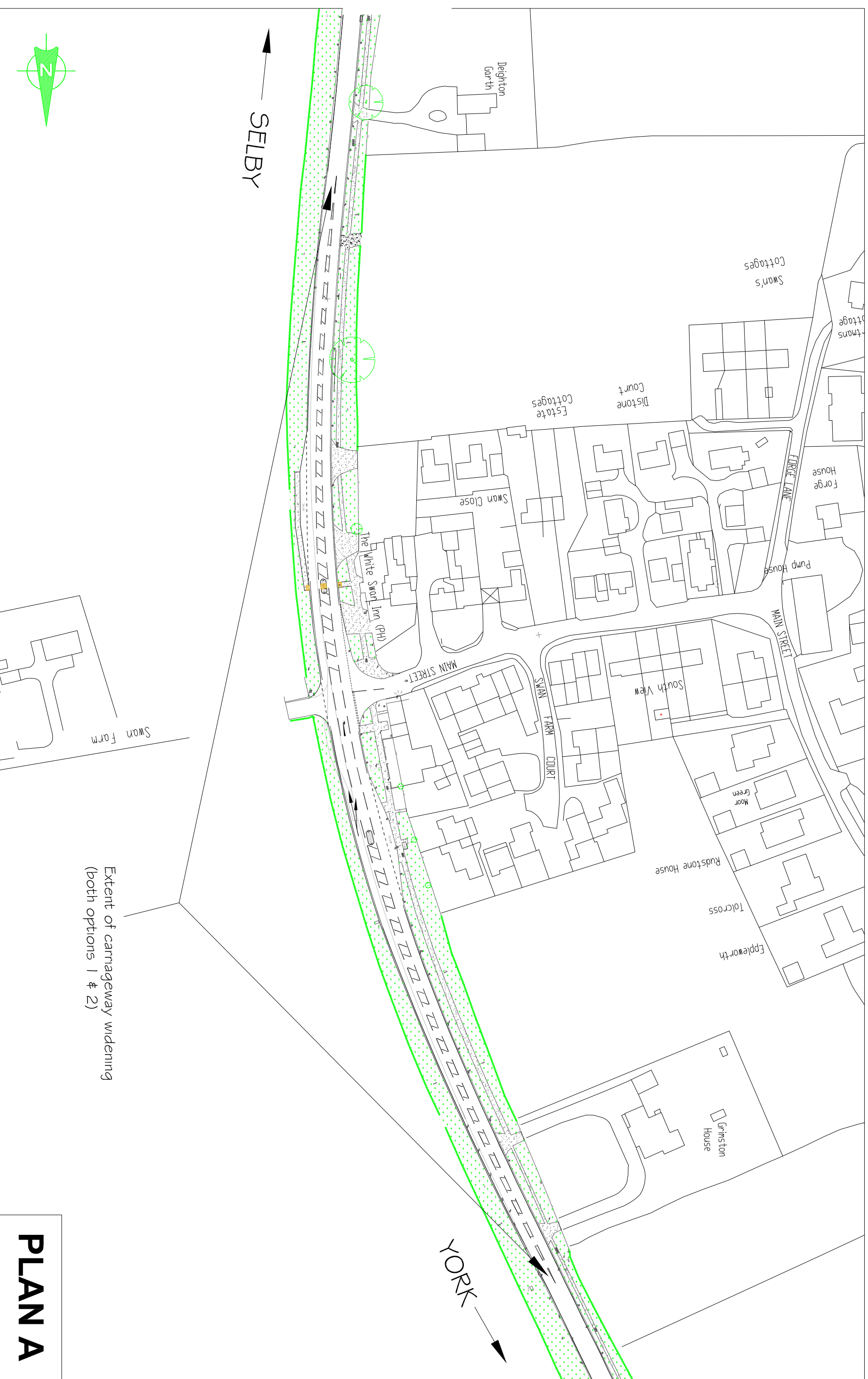
**Annexes**

**Annex A:** General Layout Plan

**Annex B:** Preferred Option Layout

**Annex C:** Consultation Responses Summary

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**PLAN A**

Extent of carriageway widening  
(both options 1 & 2)

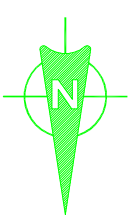
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INITIAL	REV	AMENDMENT	DATE
E. Zelena			
N. Solomon			

DRAWN BY: E. Zelena  
 CHECKED BY: N. Solomon  
 SCALE: 1:1250 @ A3  
 DATE: May 2005

**DEIGHTON - Village Traffic Studies**  
 Provision of Pedestrian Crossing Point and Right Turn Pocket  
 General Layout Plan

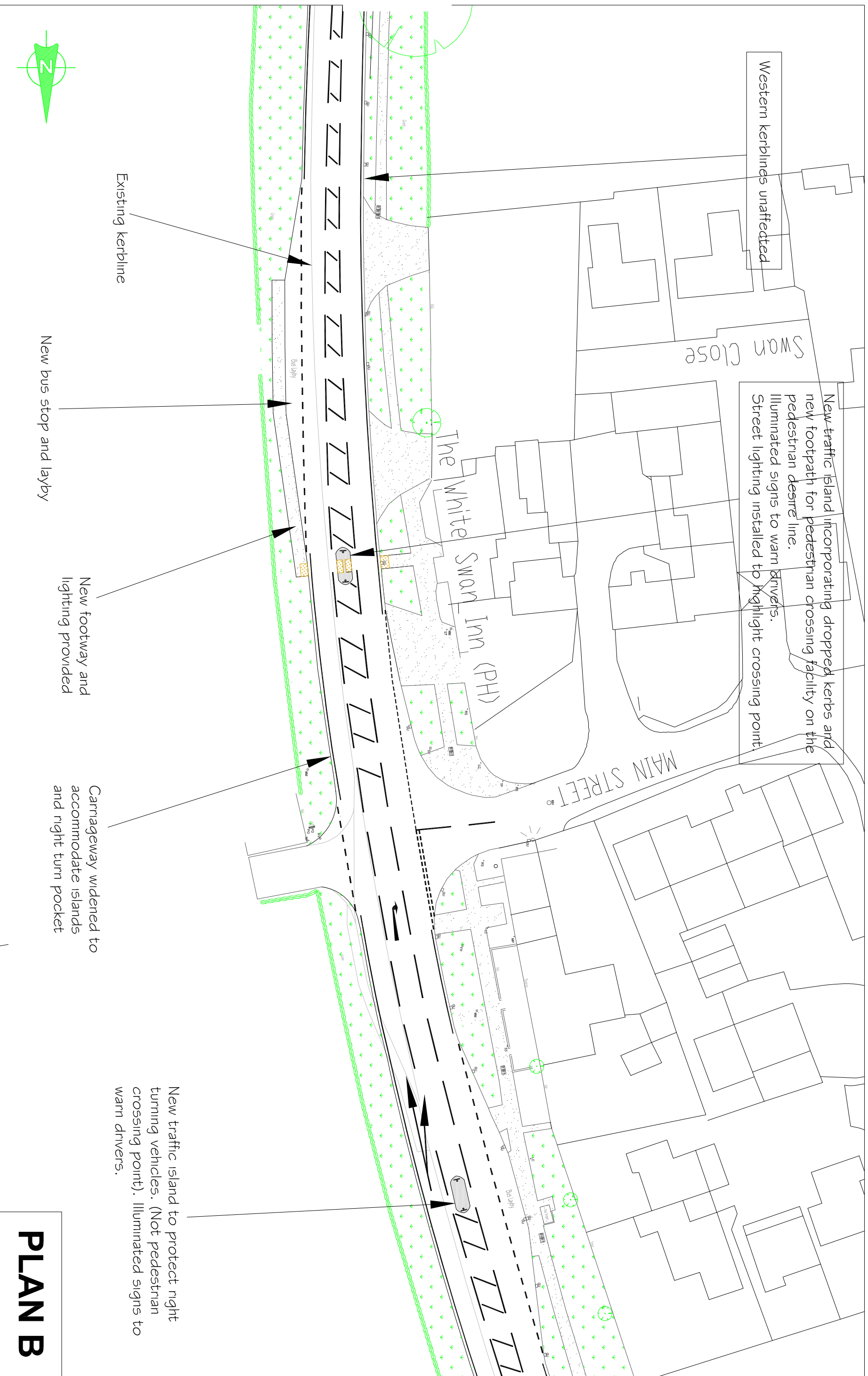
BASED UPON THE ORDNANCE SURVEY MAPPING WITH THE  
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SELBY

YORK

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**PLAN B**

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INITIAL	REV	AMENDMENT	DATE
E. Zelena			
N. Solomon			

DRAWN BY: E. Zelena  
 CHECKED BY: N. Solomon  
 SCALE: 1:500 @ A3  
 DATE: May 2005

**DEIGHTON - Village Traffic Studies**  
 Provision of Pedestrian Crossing Point and Right Turn Pocket  
 Option 1 - South of Junction

BASED UPON THE ORDNANCE SURVEY MAPPING WITH THE PERMISSION OF THE SURVEY GENERAL. THE TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED) AND THE HIGHWAYS ACT 1980 (AS AMENDED) ARE APPLIED TO THE PLAN. THE PLAN IS THE PROPERTY OF THE CROWN AND WILL BE REPRODUCED IN ANY FORM WITHOUT THE WRITTEN PERMISSION OF THE CROWN. THE CROWN ACCEPTS NO LIABILITY FOR NEGLIGENCE OR CIVIL PROCEEDINGS. City of York, Statutory S5 License No. LA 090671.

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# ANNEX C

## Consultation Responses

A consultation questionnaire was delivered to approximately 70 properties within the consultation area shown on the attached plan. A total of 41 responses were received which is a response rate of 58%. The following are the questions asked and responses received.

1. Which of the following best describes how frequently you or members of your household cross the A19 at Deighton on foot?

Every day	Several times a week	A few times a month	Occasionally	Never
8	10	11	9	0

2. How frequently do you or members of your household turn into or out of Main Street on to the A19 in a motor vehicle?

	Several times a day	Once a day	A few times a week	Occasionally	Never
To / from York	24	8	5	0	1
To / from Selby	14	1	16	4	2

3. Would you welcome a pedestrian refuge island to help pedestrians cross the A19 at Deighton?

Yes	No	No view
36	2	0

4. Would the provision of a refuge island on the A19 encourage you or members of your household to use the bus (or use the bus more often)?

Yes	No	Already use bus regularly
18	11	10

5. Would you welcome the provision of a right turn lane on the A19 into Main Street?

Yes	No	No view
36	1	0

6. Thinking about what you have read in the letter that came with this questionnaire, which of the following is your preferred option?

Option 1	Option 2	Other	Nothing
21	15	4	0

7. It would be helpful if you could briefly explain the main reasons for your answer to question 6 in the space below.  
If you have any other comments you wish to make about these proposals, please write these below as well.

Main reasons for supporting Option 1:

- The safest option overall;
- More space for traffic turning right;
- Pedestrians don't cross in front of the bus;
- More space between the islands, hopefully slowing traffic.

Main reasons for supporting Option 2:

- Better to keep bus stops together from personal safety / environment viewpoint;
- Better sightlines when crossing to bus stop.

Other Issues raised:

- Concerns about speeding, in particular from the south, and requests for 40mph speed limit (raised by most respondees);
- More islands or islands further apart to slow traffic;
- Turning lane into The White Swan PH;
- Would still be difficult to turn out of the village, in particular turning right;
- Request for quieter road surface.





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## Meeting of Executive Members for City Strategy and Advisory Panel

14<sup>th</sup> July 2008

Report of the Director of City Strategy

### **Petition for 20mph speed limits on residential roads in Fishergate Ward**

#### **Summary**

1. To advise Members of the receipt of a petition for a 20mph speed limit to be introduced on seven roads in Fishergate Ward on a similar basis to the scheme implemented in Portsmouth. This report looks at the background to the Portsmouth scheme, casualties in York and the options for delivering a similar scheme in York. The report concludes that it would be possible to implement a 20mph speed limit scheme in Fishergate but such a scheme would be contrary to the current data led speed management policy which targets resources at reducing casualties. The report recommends that a trial site should be identified for a 20mph speed limit area to identify whether such a scheme is appropriate and beneficial within York and that the current speed management plan continues to be implemented to target casualty reduction until such time as the outcome of the trial and the Portsmouth scheme are known.

#### **Background**

2. A petition was received in April 2008 requesting a 20mph speed limit on Grange Street, Grange Garth, Rosedale Street, Levisham Street, Hartoft Street, Farndale Street and Lavington Terrace in Fishergate (see Annex one for the front sheet of the petition and Annex two for a location map of the streets).
3. A resident put forward the idea as a ward scheme and a small amount of funding for 2008-09 was agreed in the ward wide ballot, for consultation with the residents in that area.
4. This report notes the criteria that were used in Portsmouth to implement a city wide scheme, whether such a scheme could be introduced in York and how it fits with current policy on addressing speed issues in the city.

#### **Portsmouth City Council Scheme**

5. Portsmouth City Council has implemented city wide 20 mph speed limits on almost all its residential streets. The scheme was prepared as a result of a road safety initiative to reduce accidents (paragraph 15), consideration of the

traffic management and safety schemes already identified in the work programme as well as concerns/requests for lower speeds made by residents. The scheme has been designed to reduce speeds and create a culture where driving too fast in residential areas is seen as anti-social. The scheme has taken two years to develop and was completed in two phases. The scheme covers 410 km of residential roads, approximately 1200 roads. (See Annex three). In addition a further 300 roads are traffic calmed. By comparison, in York almost 130 traffic calming schemes have been implemented, including four 20mph zones, approximately 280 roads (comparable to Portsmouth) and 570km of road are currently signed as 30mph or below.

### **Inclusion of Roads**

6. Where the speed limit is lowered to 20mph, as opposed to creating a 20mph zone, the Local Authority is allowed to control speeds by signs alone. To do this it is necessary that the 85th percentile or average existing speeds are close to 20mph. The roads included in the Portsmouth scheme had average speeds of 18 - 24mph. Where roads did not comply with these criteria they are not included as part of the scheme. The council has advised that separate consultation will be carried out at a later date to find out if residents want traffic calming.
7. It was decided that the 20mph speed limit was only suitable for roads where there is dense housing, usually with cars parking on both sides of the roads, and which do not form part of the trunk road network. In some cases roads which are either very short or cul-de-sacs have not been included. This is because existing speeds are already slow and to include them in the 20mph limit would mean putting up unnecessary signs, which would add to unnecessary street clutter. Speeds in these roads will be monitored to ensure they stay low, and if necessary they could be included at a later date.

### **Scheme Set Up**

8. Data collection commenced in 2006 with speed surveys being carried out on all residential roads and took a year to complete. The city was divided into six areas and delivery of the scheme was divided into two phases. Three areas were signed as phase one during 2006/2007 (north east, central west and south east), phase two was delivered in 2007/2008 (north west, central east and south west).

### **Signing and Enforcement**

9. Signing is necessary to alert drivers that they are entering a 20mph area. This has been done using signs at the junctions where the speed limit changes. It is also necessary to remind drivers of the speed limit and this has been done by erecting small (300mm) diameter repeater signs at regular intervals.
10. Portsmouth City Council advised that research had shown that by reducing the speed limit alone with repeater signs as a reminder the average speeds are reduced by 3-4mph. For this reason it does not expect that extensive

enforcement will be needed and that the scheme will be self-enforcing. No other traffic calming measures are proposed as part of the scheme and the Police are not proposing to carry out routine enforcement of the scheme. However, the Council has advised residents that where it is found that there are specific and persistent non-compliance issues in some of the roads then the Police will make spot checks and issue speeding fines to offenders and that consideration could be given to whether traffic calming would be appropriate.

11. An officer has been seconded to the scheme through the consultant framework agreement on a part-time basis to respond to complaints, liaise with the Police, arrange replacement signs and carry out further monitoring.

### **Portsmouth scheme Consultation**

12. A six-month period of consultation with residents was also conducted prior to the scheme being implemented and a favorable response was received to the proposed scheme. Additional consultation carried out with residents after the implementation of phase one revealed that public reaction and observance to the scheme around schools was positive; within their own streets reaction was also good but reaction to 20mph on other residential streets was not so well received or observed. No specific consultation has been carried out with businesses as the scheme has only included residential roads.

### **Scheme Outcome**

13. The full scheme implementation was completed in March 2008. Portsmouth City Council made a decision not to carry out monitoring of the outcomes of the scheme until phase two had been completed. Monitoring of speed will commence in summer 2008, monitoring of the impact on accidents will commence once the completed scheme has been in place for one year. It is, therefore, not possible to give an indication of how successful the scheme has been either in reducing casualties or speed nor is it possible to provide any information as to how many roads will subsequently be the subject of requests for traffic calming.

### **Scheme Funding**

14. The city council budget for implementing the scheme in six zones over two years is £475,000. It has been funded through the Local Transport Plan (LTP). There is some allowance in this budget for any traffic calming works that may be appropriate at a later date but the extent of any works is not yet known.

### **Casualties**

15. The baseline and target number of Killed and Seriously injured (KSIs) in Portsmouth is broadly similar to that found in York, although the child KSI and slight casualties are higher. The table below provides an overall comparison between Portsmouth and York.

	1994/98 baseline average	2006	2007	2010 target
Portsmouth total KSI	142	93	79	85
York total KSI	137	160	93	75
Portsmouth Child KSI	25	15	18	12
York Child KSI	14	12	4	7
Portsmouth slight	1012	784	709	889
York slight	697	591	580	627

### **Fishergate data**

16. A resident put forward the idea as a ward scheme and a small amount of funding for 2008-09 was agreed in the ward wide ballot, for consultation with the residents in that area. A letter has been delivered (by the Ward committee) to every household in the streets affected explaining the proposal, with a tear off reply slip, resulting in 18 in favour and 3 against and one abstention.
17. The streets are narrow terraces, with high levels of on-street parking. It appears that this was a factor in not taking forward a previous ward proposal to designate a 'home zone' for the area. However, it is a factor that influences the recorded average speeds on the roads as it acts as traffic calming.
18. There have not been any casualties on the Fishergate roads mentioned in paragraph 2 during the three-year period 2005-2007.
19. Two, four hour speed surveys were carried out in 2003 on Grange Street and Rosedale Street respectively. The surveys were conducted during the middle of the day and results showed that both roads had an average speed of 22mph. Both roads currently have a 30mph speed limit. These streets could therefore be designated a 20mph limit without the need for traffic calming. If the roads were to be considered for a 20mph speed limit the speed surveys would have to be repeated.
20. As a trial site, the identified roads in Fishergate are not ideal. A 20mph limit is aimed at reducing speed, albeit low speeds and reducing accidents. Aside from the issue of parked cars acting as traffic calming and there having been no accidents during the last three years the roads do not form a through route and so are not attracting traffic aside from the immediate residents.

### **Speed and 20mph zones**

20. Speed of traffic affects people's quality of life, but these effects are difficult to quantify. Of the disadvantages, injuries and noise are perhaps the easiest to measure. It is harder to identify the effects that fear of fast moving vehicles has in discouraging people from walking, cycling or in limiting their enjoyment of or ability to reach facilities.
21. Research for the Department for Transport has shown that higher speeds are more likely to result in serious injury or death. 1 in 40 pedestrians struck by a car at 20mph dies compared with 1 in 5 at 30 mph. At 40mph the survival rate falls to 10%.
22. The Portsmouth 20mph speed limit scheme is a pilot study, supported by the Government. Whilst other Local Authorities are considering implementing similar schemes the majority of schemes currently in place e.g. Hull, have been implemented through 20mph zones. In Hull Approximately 30% of the City's roads (approximately 120 zones) are subject to a 20mph zone. Injury accidents in the city have been reduced by approximately 25% based on the 1994-98 data. Children killed or seriously injured have been reduced by around 50%, again based on the 1994-98 data.
23. York has five 20mph zones in place as well as school safety zones (20mph) outside all primary schools. These have been introduced where there was a recognised casualty problem and have been very successful in reducing casualties by an average of 57%. York also has a number of traffic calmed areas that are not signed as 20mph zones but could potentially be signed as such.

### **Consultation**

24. Comments from North Yorkshire Police related to several points:
  - i) It would be advisable to wait for the outcome of the Portsmouth scheme
  - ii) Funding might be more appropriately spent where it will show greater reductions in casualties, or at least on a scheme with greater community benefits e.g. a Home Zone, which would alter the road user hierarchy rather than the imposition of a blanket 20mph speed limit.
  - iii) It appears to be a quality of life issue rather than a safety issue as there are no records of any accidents on the named roads during the previous seven years.
25. Comments from Councillor D'Agorne are as attached as Annex four

### **Options**

26. Option one – The Council introduce a 20mph scheme addressing the roads that are the subject of the petition.
27. Option two – The Council introduce a 20mph limit on residential roads across the city on a similar basis to the Portsmouth city council model. This could be

based on a review of the speed management plan map that was developed in 1997 to help develop a framework for implementing traffic measures on different road categories. The current categories are: traffic routes, where no vertical traffic calming measures are implemented; mixed routes, where targeted traffic measures could be introduced at specific locations and residential routes, where if it was appropriate vertical traffic calming measures could be introduced. A city wide scheme would ensure consistency of dealing with speed issues in residential areas and requests for speed reduction measures.

28. Option three – The Council continues to consider speed issues as part of its existing speed management plan process where priority is given as set out in the table below and reviews the policy when the outcomes of the Portsmouth scheme are made available. Under the current policy measures required for category 1 and 2 take priority for funding within the capital programme.

Category	Speed	Casualties	Priority	Treatment
1	High	High	Very High	Speed Management measures
2	Low	High	High	Casualty Reduction Measures
3	High	Low	Medium	Speed Management Measures
4	Low	Low	Low	None

29. Option Four – That officers identify a suitable location to conduct a 20mph speed limit trial to run in parallel with the Portsmouth scheme. This would enable to Council to identify how transferable any acknowledged benefits of the Portsmouth scheme would be to York.

### **Analysis**

30. Option one – Fishergate Scheme. The introduction of a 20mph speed limit scheme would support policy areas aside from safety, such as walking and cycling, by promoting low vehicular speed routes on the roads addressing actual and perceived safety as well as make roads more useable for those that live on them. This is an important policy issue that has wider impact than purely casualty reduction. A 3-4 mph speed reduction is a significant percentage decrease on low speed roads that would benefit pedestrians and cyclists. It would be a relatively low cost means of addressing speed when compared to 20 mph zones where traffic calming would be required as part of the scheme.
31. However, it does not sit within the current speed management policy for addressing speed or casualty issues and could lead to two processes for responding to requests and complaints regarding speed, as data suggests that

there is neither a speed or casualty issue on the named roads in Fishergate. To direct funding resources at what is a 'low priority' within the speed management strategy without consideration of how the strategy might need to be amended or without complete evidence on why it should be amended, could lead to criticism. In addition the potential to assess change in speed, accidents, environment or quality of life would be difficult to measure and the benefits of the scheme would be difficult to compare with other areas. The police are currently not supportive of the scheme and would not carry out any monitoring or enforcement.

32. It also needs to be recognised that whilst consideration is given to the wider benefits of speed reduction in Government and Council strategies, the Council is measured and assessed against casualty reduction targets, something that this option would not address.
33. Option two – City Wide Scheme. As option one except that the introduction of a city wide scheme would provide a consistent means of responding to requests and complaints about speed on residential roads. It would require criteria to be established that would identify 'residential' roads and would not apply to radial routes into the city centre or distributor roads.
34. It would however be relatively high cost (possibly around the same cost as Portsmouth, although cost estimates have not been carried out) to address what are currently medium and low priority issues. It would not address speed issues on non-residential roads, where a significant proportion of casualties in York occur, in particular at junctions where clusters of accidents often occur. In addition it would not conform to the current policy in terms of capital expenditure targeted at specific high casualty sites.
35. The table below sets out the average casualties per year on roads in York. Unclassified roads have been used as a proxy as it has not been possible to interrogate the database to exclude roads with speed limits of 40 mph and above. The unclassified road figures will therefore include casualties occurring at junctions with classified roads as well as unclassified roads with speed limits over 30 mph.

	2005 – 2007	
	KSIs	Slight
Casualties on all roads in York (average p.a)	118	608
Casualties on all unclassified roads in York (average p.a)	53	328

The result of the Portsmouth scheme against casualty reduction has yet to be monitored and it is not yet clear whether the city wide 20 mph speed limits have been effective at reducing casualties. Total casualty figures on residential roads prior to scheme implementation (2004-2006) are; total KSIs 58 and slights 550, both of which are lower than in York. These figures only include 20mph and 30 mph roads, unlike the York figures.

36. Speed data is not available for all residential roads in York as speed surveys are carried out as a result of requests or complaints and the surveys are generally prioritised to locations where there is a recognised accident problem. However, of the 24 speed surveys that were undertaken as part of the six monthly speed management review (EMAP January 2008) five sites had average speeds of 24 mph or less and would fit within a 'Portsmouth' type scheme. Of the 24 sites, one has a 60 mph speed limit, one has a of 40 mph speed limit, 17 have a 30 mph speed limit and five currently have a 20 mph speed limit. This sample suggests that there might be fewer residential roads that would meet the criteria than is the case in Portsmouth, i.e. removing the 60mph and 40mph roads from the above sample, only 22% of the remaining surveyed roads would meet the criteria.
37. It would be possible to implement a scheme in York similar to that introduced in Portsmouth. It would have a wider impact than purely casualty reduction and support other policy areas such as cycling. However, such a scheme is not designed to reduce speeds on roads where the average speed is above 24 mph and as result would not tackle a significant percentage of the roads that are currently the subject of complaint and request. Given that the figures in paragraph 35 for KSIs also include casualties occurring at junctions with classified roads the introduction of a city-wide 20mph speed limit is likely to result in a less significant reduction than is at first apparent. From the recent sample of roads where speed surveys have been carried out any scheme that was introduced in York would be on a smaller scale, as the number of roads meeting the average speed criteria appears to be lower. Traffic calming would be required on other roads where the average speed limit is currently over 24 mph, which would increase the cost of implementation.
38. Option three – Review of the Portsmouth Model. This would continue to address the highest casualty/speed related sites (predominantly the outer ring road and local distributor roads which could not be included in a 20 mph limit scheme) in a systematic way. The council is currently not on track to meet its 2010 Killed and Seriously Injured (KSI) target of a 45% reduction over the 1994/8 baseline. Capital funding would continue to be prioritised against casualties. It does not discount a Portsmouth type scheme being introduced within York and allows a decision to be made in the future based on evidence. The continuation of Option three ensures that speed issues continue to be dealt with in a structured way.
39. It is recognised that to continue with the same course of action may not enable the Council to meet its casualty reduction targets. Therefore, other speed management measures are being considered as part of the speed management strategy, such as a proactive speed management strategy, community speed matrix and a study looking at the possibility of introducing mobile speed cameras. These options are considered more fully in the Six-monthly review of speed issues report (EMAP 14 July 2008).
40. Option four – Trial Scheme. The use of a trial scheme would enable the Council to assess any benefits of a 20mph speed limit in York. It would also enable the council to identify whether beneficial outcomes in Portsmouth would



be transferable to York. It is suggested that an 18 month trial period would be sufficient to determine the benefits.

41. An experimental Traffic Regulation Order could be implemented. The first six months are an objection period within which anyone can object to the scheme. In the second six-month period the Council could decide to amend the scheme or keep it in the original form and in the final six months it has to determine whether to keep the scheme or remove it. Once removed it cannot be re-instated at a later date.
42. Care is required in identifying a suitable trial site as it would need to be representative of residential roads in York to enable results to be replicated, preferably with some record of accidents and/or acting as a through route.
43. If a trial showed beneficial outcomes a decision would still need to be made as to how 20mph speed limits could be funded and how the speed management strategy might need to be amended to avoid two parallel systems for dealing with speed management issues being in place.

### **Corporate Objectives**

44. A data led approach of assessing road safety issues and prioritising scheme meets the Council's corporate priorities to create a Safer City. It also supports the aims and objectives of the Road Safety Strategy as part of the Second Local Transport Plan.

### **Implications**

#### **Financial**

45. Option One - The cost of a scheme in Fishergate has been estimated at £7000. Costs will include speed surveys, Traffic Regulation Orders and signing as well as monitoring costs. The capital programme is currently over programmed and no allocation has been made for the scheme. It is possible that any scheme could be managed from the revenue budget on a one-off basis.
46. Option two – The cost of the scheme has not been calculated but is considered to be of a similar magnitude to the Portsmouth scheme, i.e. £475,000. No funding has been identified for a city wide scheme and would need to be considered through the council budget process, reserves or contingency funding.
47. Option three – The costs of continuing the current speed management programme implementation are included in the capital programme.
48. Option Four – A trial scheme is likely to cost in the region of Option one above. Revenue funding from the road safety grant is sufficient to cover a trial or a permanent scheme in Fishergate.

**Legal**

49. An experimental Traffic Regulation Order (TRO) will need to be in place in order to enable the trial to proceed and a permanent TRO would be required to implement a permanent scheme in Fishergate.

**Other**

50. Strategically the Council would have to consider how it would deflect criticism of implementing a 20mph scheme in Fishergate on a 'first come, first served' basis, particularly as no funding had been identified at the start of the financial year.
51. There are no Human Resources, Equalities, IT or Property implications envisaged.

**Crime and Disorder**

52. Speeding is a criminal offence and the Council has a responsibility to deliver an effective Speed Management Strategy.

**Risk Management**

53. In compliance with the Council's risk management strategy, no significant risks have been identified arising from the recommendations.

**Recommendations**

54. That the Advisory Panel advise the Executive Member to:
- 1) Decline to implement a 20mph zone in Fishergate
  - 2) Request officers to work up a trial scheme that addresses the Portsmouth issues.
  - 3) Continue to address speed management issues under the current policy

Reason: To ensure that speed issues are addressed through a data led process that targets LTP resources at casualty reduction but considers whether 20mph limits are appropriate and beneficial within York.

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**Chief Officer Responsible for the report:**

Damon Copperthwaite  
Assistant Director of City Strategy

Report Approved

Date 30 June 2008

**Specialist Implications Officer(s)** *List information for all*

*Implication ie Financial*

*Implication ie Legal*

*Patrick Looker*

*Name*

*Finance Manager, City Strategy*

*Title*

*Tel No.01904 551633*

*Tel No.*

**Wards Affected: Fishergate**

All  Y

**For further information please contact the author of the report**

**Background Papers:**

Shadow cabinet report – 20mph city wide speed limits 11<sup>th</sup> June 2008.

Annex one – Front page of petition (1 of 7 pages)

Annex two – Location map of nominated streets in Fishergate.

Annex three - Map of Portsmouth 20mph speed limits

Annex four – Comments from Ward Councillors

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## 20mph limits for residential streets



1

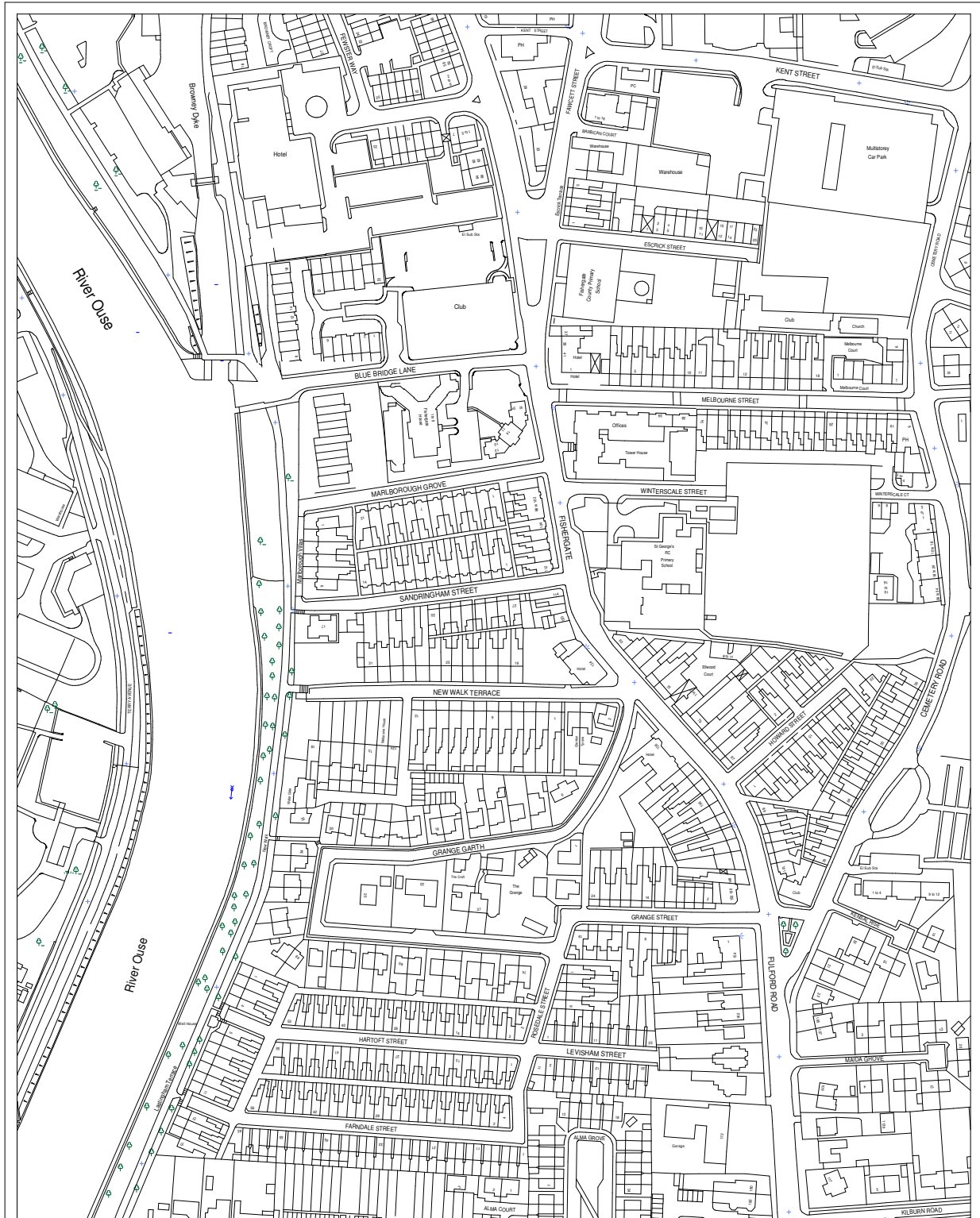
We support the creation of a 20mph area (on the Portsmouth model of no humps) for **Grange St, Grange Garth, Rosedale St, Levisham St, Hartoft St, Farndale St, and Lavingham Terr.** We believe City of York Council should work with the police to tackle inappropriate speed and road safety issues through public education, enforcement and lower speed limits in urban residential areas.

Signed	NAME (print)	ADDRESS	Concerns	Keep informed re campaign (tick)
<i>C Boreham</i>	Caroline Boreham	53 Hartoft St		
<i>[Signature]</i>	DR GRAHAM SMITH	24 Grange Street		
<i>[Signature]</i>	POL MCNAMIN	22 GRANGE STREET		
<i>[Signature]</i>	STEVE WATSON	14 GRANGE STREET	CARS TOO FAST	
<i>[Signature]</i>	Dorothy Coates	16 GRANGE STREET	PMR notice to extra 1ge vehicles	
<i>[Signature]</i>	MANDY ICKYON	72 GRANGE GARTH	ABSOLUTE NO HUMPS, ENFORCEMENT OF UNRESIDENTIAL	
<i>[Signature]</i>	TREV BROUGHTON	36 Grange Garth	children play up signs piece	
<i>[Signature]</i>	Rodolfo	" " "	" "	
<i>[Signature]</i>	K. Russell	26 " "		
<i>[Signature]</i>	GIOVANNI DELLO	22 GRANGE GARTH	CHILDREN. CARS FROM OUTSIDE AREA	
<i>[Signature]</i>	RLANGFORD	14 GRANGE GARTH	CHILDREN/RESIDENTS	
<i>[Signature]</i>	D. Nicholson	12 " "	"	
<i>[Signature]</i>	SKIRBY	10 GRANGE GARTH		
<i>[Signature]</i>	R. WARD	8 GRANGE GARTH		
<i>[Signature]</i>	C. Grant	6 Lavingham	children	
<i>[Signature]</i>	S. Grant	6 Lavingham Terr	children	<input checked="" type="checkbox"/>

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ANNEX TWO – Fishergate Petition..



## Annex 2 - Fishergate Petition



SCALE: 1:2500

DRAWN BY: AV

DATE: 23/6/2008

Originating Group:

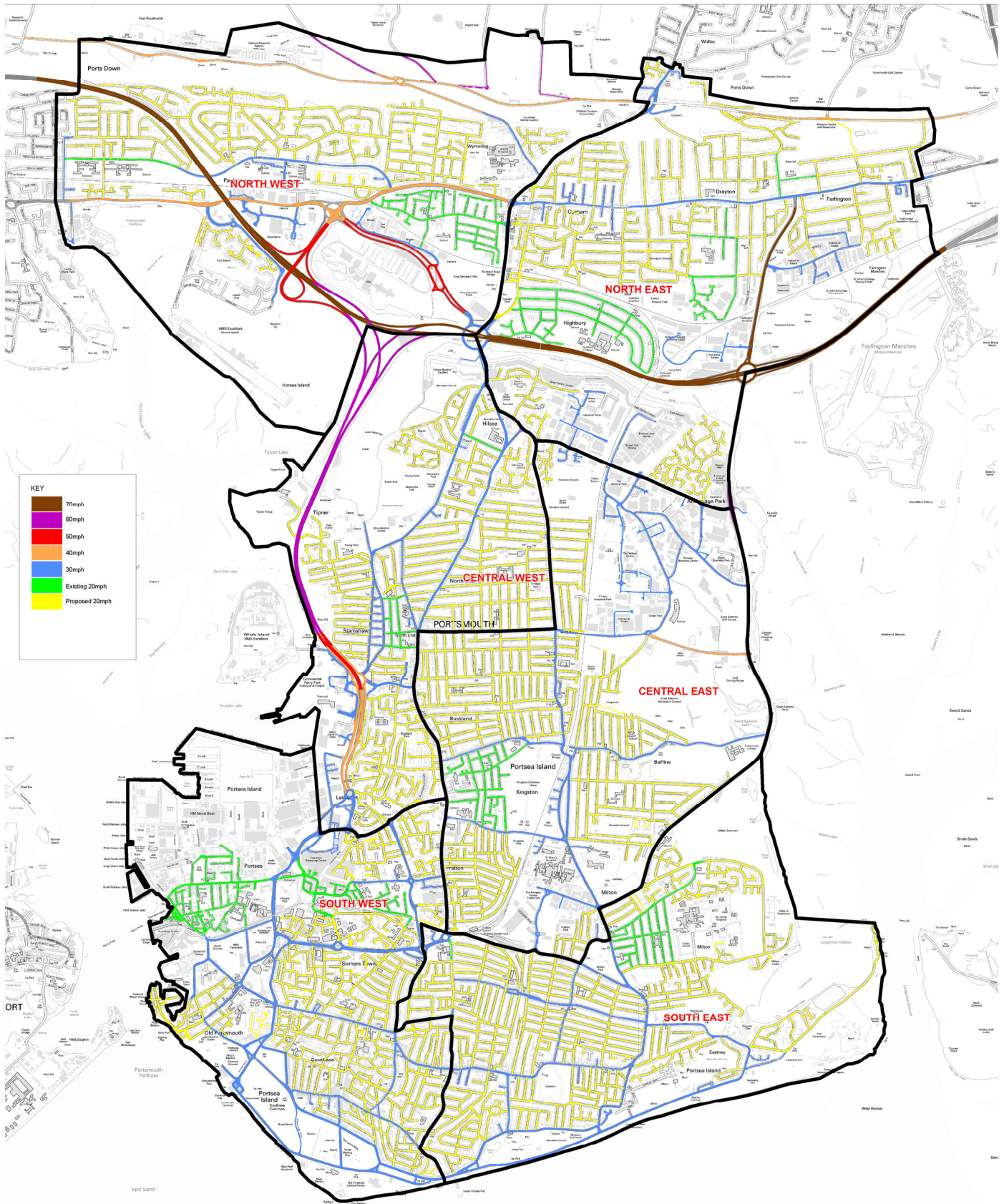
Organisation

Drawing No.

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Annex Three



KEY	
	70mph
	60mph
	50mph
	40mph
	30mph
	Existing 20mph
	Proposed 20mph



Title: Proposed City Speed Limits Appendix 1

Prepared by: DIRECTORATE OF ENVIRONMENT & TRANSPORT  
 Section: INFORMATION SERVICES GROUP  
 On behalf of:  
 Workspace:



Drawing No:	
Scale:	1:58000
Drawn by:	etr785
Date:	10/10/2006
Checked by:	B. N.

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Annex Four – Councillor responses

Councillor D'Agorne

Perhaps I need to explain some of the thinking behind this initiative. A resident put forward the idea as a ward scheme and a small amount of funding for 2008-09 was agreed in the ward wide ballot, for consultation with the residents in that area. We have delivered a letter to every household in the streets affected explaining the proposal, with a tear off reply slip, resulting in 18 in favour and 3 against and one abstention. The streets are narrow terraces, with excessive levels of on street parking, a fact that led to the demise of a previous ward proposal to designate a 'home zone' for the area. Average speeds are more than likely in the range of 15- 20mph meaning that the Manual for Streets guidance from DfT would allow 20mph area designation without the need for the much-despised humps. Funding could come at least in part from ward committee budget and designation would as much as anything be about starting the process of gaining acceptance for lower speeds in an area where they are clearly appropriate to the driving conditions.

My understanding was that transport thinking had moved on from the days when spending could only be justified when someone is killed or injured? There were no recorded accidents on the Sustrans path near the Knavesmire until last month, when a cyclist was killed there. 'Danger reduction' is as much about reducing the risks and the fear of an accident that must affect any parent or child living in these streets. 20mph signs following the adoption of a TRO is the only legal way that we can signal to drivers that a slower speed is appropriate here, as they turn off the busy open Fulford Rd into these narrow two way streets cluttered with parked cars. If you can advise otherwise, I would be only too glad to explore alternatives.

On the question of 'wait and see' for the outcome of the Portsmouth experience, we know for a fact that lower speeds, even by an average of 3-4 mph can make a significant impact on reducing pedestrian and cyclist casualties. What you have in these streets is an ideal opportunity to test out the Portsmouth approach, in an area that is self contained and residents actually want lower speeds. Why not implement it here and evaluate this approach in York. We already know that the approach adopted outside schools over the last 10 years has some effect in reducing casualties but the combination with humps has been generally unpopular with drivers and costly in terms of installation and maintenance. The Labour group have signalled their interest in this policy shift, and we have found considerable support once we explained that we want the limit for areas off the main roads, but without the installation of humps. Given that we are not proposing such costly features, a one year trial could also be an option, with the signs on lampposts being easily removed for use elsewhere at the end of the period. You would have the opportunity then to assess driver and resident reaction to this approach which is gaining increasing popularity as a concept around the country. I'm sure you will be aware of the slower speeds initiative and 20's plenty campaigns.

I would ask that you give serious consideration to all these aspects in your report and in arriving at your recommendation to the EMAP. In my view, leaving aside the question of congestion charging, a 20mph policy is big shift needed in sustainable transport in York (that Damon has said we need to identify in the Traffic Scrutiny) making walking and cycling a much safer more attractive option in the urban area of the city.



---

## Meeting of Executive Members for City Strategy and Advisory Panel

14 July 2008

Report of the Director of City Strategy

### MANOR SCHOOL - HIGHWAY IMPROVEMENTS

#### Summary

1. This report summarises the outcome of consultation on a package of highway improvements linked to the relocation of Manor School to a new site on Millfield Lane. Issues arising are discussed, and possible amendments to the proposals are considered. Approval of a final scheme layout is sought, along with authorisation to advertise some related traffic regulation orders.

#### Background

2. On 5 March 2007 the Planning Committee gave permission for a new and larger Manor School to be constructed on a site off Millfield Lane, subject to a number of detailed conditions being met. These conditions include several highway improvements which must be put in place to ensure the new school has safe and sustainable transport links. **Annex A** provides a plan giving a general overview of the highway improvement scheme, and the more specific requirements of the planning conditions are summarised below:-
  - A 20mph School Safety Zone on Millfield Lane to enhance road safety around the new school frontage.
  - A lowering bollard to facilitate bus and emergency vehicle access through the existing Low Poppleton Lane road closure.
  - Widening the existing segregated pedestrian/cycle path along Millfield Lane.
  - Widening the existing footway on the west side of Low Poppleton Lane to provide more space for pedestrians.

- The provision of improved crossing facilities on Boroughbridge Road and Beckfield Lane to serve the main pedestrian and cyclist movements at the junction.
  - Widening the existing footway along Beckfield Lane, for a distance of at least 70m back from Boroughbridge Road, to provide an off-road segregated cycle path.
3. In taking this work forward, it was recognised that the proposals to allow buses and emergency access between Low Poppleton Lane and Millfield Lane was a key component of the whole scheme. Therefore more detailed feasibility work was carried out, which led to the conclusion that an automatic lowering bollard scheme could be designed to operate at the existing closure position. Following on from this, the necessary Traffic Regulation Order was advertised in September 2007 and a report on objections received was considered by this EMAP on 29 October 2007. A decision was made to implement the proposal as advertised.
4. Following resolution of the bollard scheme, further design work has taken place to develop a more comprehensive highway improvement scheme for the area, as shown on the revised overview plan provided as **Annex B**. This includes several enhancements above the basic planning conditions to help achieve increased benefits for pedestrians, cyclists and other road users in line with Local Transport Plan (LTP) objectives. The key additions to the original plan (**Annex A**) are:-
- Extending the off-road segregated cycle path along Beckfield Lane beyond the minimum provision of 70m, to at least its junction with Newlands Drive (there is an allocation within the 08/09 LTP capital programme for extending this facility further along Beckfield Lane, subject to a detailed feasibility assessment).
  - Signalisation of the Boroughbridge Road / Beckfield Lane / Low Poppleton Lane junction to provide the enhanced crossings required under the planning conditions, and to facilitate the increased movement of buses in and out of Low Poppleton Lane (linked to the introduction of a lowering bollard at existing road closure point).
  - Providing an off-road segregated cycle path along Low Poppleton Lane, and around into Millfield Lane, to join up with the existing off-road facilities running along the southern side of Millfield Lane.

- It is proposed to build the off-road segregated paths along Beckfield Lane and Millfield Lane with a 1.8m footway and a 2.0m cycleway. The combined width of 3.8m is 0.3m wider than required under the planning conditions, but this extra space will make the facilities more comfortable and safer to use.
5. More detailed plans showing the enhanced scheme proposals are provided in the following annexes:-

**Annex C** Beckfield Lane - pedestrian/cycle facilities.

**Annex D** Beckfield Lane / Boroughbridge Road - traffic signals.

**Annex E** Low Poppleton Lane - pedestrian/cycle facilities.

**Annex F** Low Poppleton Lane / Millfield Lane - bus access and pedestrian/cycle facilities.

**Annex G** Millfield Lane - School Safety Zone, pedestrian/cycle facilities, speed limit alterations, and new bus stops.

## Consultation

6. Public consultation has recently been undertaken on the detailed scheme proposals. This involved a letter and plans being sent to around 185 households and businesses in the local area that would be most directly affected by the proposals. In addition, an exhibition of the proposals was held at the existing Manor School on the evening of 10 June 2008. Details were also sent to various other interested parties for comment, such as Ward Councillors, the emergency services, and road user groups. The feedback is summarised below:-

### Residents/Businesses

7. A detailed list of the points raised by residents/businesses is provided in **Annex H**, along with Officer comments on each matter. The main issues are summarised below:-

- Due to proposed changes to the Route No. 10 bus the drop off point for Low Poppleton Lane would be a considerable distance to walk. Need a bus stop closer to Low Poppleton Lane

*Officer comment* - In order to ensure that the outbound lane functions unhindered the outbound bus stop on Boroughbridge Road adjacent to Beckfield Lane could be relocated. In order to maintain this facility for residents wishing to use the Harrogate/No. 10 services it is proposed to relocate the stop to the area of the pedestrian crossing at the existing Manor School entrance.

- Comment received from a local business regarding the proximity of the raised crossing point on Low Poppleton Lane. The users are concerned that the level of vehicular usage of the entrance would pose a risk to users of the crossing.

*Officer comment* - The crossing is now proposed to be relocated further towards the A59. In moving the crossing this should provide a clear space for vehicles using the adjacent business to interact safely with the crossing point. It is not possible to relocate the crossing point closer to the rising bollard as it would compromise the bus waiting area. Visibility of people using the crossing would be compromised should a bus be waiting in Low Poppleton Lane while another uses the gate from Millfield Lane, resulting in a safety risk to pedestrians.

- Properties directly adjacent to the inbound lane on Boroughbridge Road could potentially have problems accessing their properties due to queuing traffic.

*Officer comment* - In order to minimise the land take and potential problems for local residents officers are looking into the extent of the road widening. The potential to widen the road on the opposite side of the carriageway is also being explored.

#### Councillors

8. The local Ward Councillors (Acomb and Rural West York) and Councillor R Potter (as Shadow Executive Member for City Strategy) were consulted.

A written response has been received from Councillor Tracey Simpson-Laing which is included in this report as **Annex I**.

The other councillors have not put forward any specific comments for inclusion in this report. However, it is understood that some of these councillors do intend to speak at the EMAP meeting on this matter, either as members of the Advisory Panel or by registering to speak.

#### Other Consultees

9. **York Cycle Campaign** and the **Cyclist Touring Club** have made a number of detailed comments on the cycling aspects of the proposals. The main points are listed below -

- The inclusion of advance cycle stop lines at the proposed traffic signals is welcomed.
- *Officer comment* - noted



- Concern that a 2m wide cycle path for two-way use will be inadequate for cyclist to pass each other safely, and would like to see 3.0m specified.

*Officer comment – unfortunately there is insufficient space available to achieve a 3.0m cycle path without removing a large number of trees from verge areas or narrowing the carriageway to an unacceptable extent. Hence 2.0m is considered a reasonable compromise, and potential conflicts should be reduced because the peak cycle flows will be tidal in nature, being linked to movements to and from school.*

- Concern that cyclists heading north on Beckfield Lane will need cross over to use the off road cycle path. Suggest that a refuge island may help them.

*Officer comment – cyclists should have ample opportunities to move across to the other side of the road when a suitable gap appears in the traffic flow because access to the off-road path will be available via many vehicle cross-overs, as well as at the Newlands Drive junction. A refuge island would require expensive road widening, would be difficult to locate due to vehicle cross-overs, and is thought unlikely to be well used.*

- Concern over safety at the proposed raised crossing point on Low Poppleton Lane. Suggest “cyclists crossing” and appropriate road markings are provided. Also, question if it may be safer to have the crossing point coincident with the automatic bollard.

*Officer comment – appropriate signs and markings will be looked at within the detailed design, but this is not a major concern because regular bus drivers should be well aware of the situation. The proposed crossing point location will be highlighted by being on a speed table, and has a good open aspect and will provide a clear view for the bus driver of cycle and pedestrian activity ahead.*

*Locating the crossing at the closure point was looked at, but it was thought that there would be risks linked to bus drivers feeling under pressure to get through the closure quickly when the bollard is lowered, rather than fully paying attention to what pedestrians and cyclist may be doing.*

- Need to ensure that adequate “reservoir “space is provided for cyclists waiting to use the proposed signalised crossing on Boroughbridge Road to avoid any overspill onto the carriageway.

*Officer comment – the waiting areas will be shared use and are considered to be adequate for the anticipated levels of use.*

- On Millfield Lane, would prefer to see the cycle path made continuous across the entrance to Villa Court and a field access, so that cyclist have priority.

*Officer comment – the cycle path will be continuous across the minor field access, but this is not considered appropriate for the Villa Court access which is effectively a minor side road junction. Visibility is also restricted for drivers exiting Villa Court. Therefore, the provision of suitable warning signs and road markings will be looked at in the detailed design to make sure that both cyclists and motorists are aware of each other.*

- Measures are needed at the new school vehicular access to ensure motorists enter/exit the site slowly and are aware of the off-road cycle path.

*Officer comment – again the provision of suitable warning signs and road markings will be looked in the detailed design to make sure that both cyclists and motorists are aware of each other.*

10. At the time of finalising this report no other consultees had submitted any comments. An update on any further feedback will be given at the EMAP meeting.

### **Amended Scheme Proposals**

11. Following consultation on the detailed scheme plans, a number of amendments and additional proposals have been developed. These are outlined below.
  - It is proposed to slightly alter the position of the raised crossing point on Low Poppleton Lane to reduce potential conflict with vehicles entering and leaving nearby business premises. This is shown in **Annex J**.
  - It is proposed to establish a new outbound bus stop on Boroughbridge Road close to the position of the existing Pelican crossing, to minimise walking distances for local residents when services start to use Low Poppleton Lane. Linked to this, it is proposed to remove the exiting bus stop west of the Beckfield Lane junction which could potentially cause problems for traffic flow when the traffic signals are introduced. These proposals are shown in **Annex K**.

- The proposed plans, if approved, will be subject to minor changes resulting from detailed design and safety audit recommendations. A number of the issues raised by residents during the consultation, as discussed in Annex H, will be addressed if possible as part of the detailed design process.

## Options

12. Following on from the consultation there are two basic options:-
- **Option 1** is to approve the highway improvement scheme as consulted on with no changes (i.e. as per the plans in Annexes C to G).
  - **Option 2** is to approve the highway improvement scheme as consulted on with the amendments set out in Annexes J and K, plus any further changes Members would like to see made.

## Analysis

13. Consultation on the detailed scheme proposals has highlighted some problems and generated some helpful comments which have led to some additional proposals being developed. These changes will help to overcome some of the concerns raised and enhance the overall highway improvement scheme. Hence **Option 2** is recommended.

## Corporate Priorities

14. The scheme will help towards achieving the council's priority of increasing the use of public and other environmentally friendly modes of transport. It will also help with improving the health and lifestyles of many people by providing facilities to encourage walking and cycling.

## Implications

This report has the following implications:

- **Financial**

15. The scheme is being funded by a combination of sources. A substantial proportion of the scheme, being linked to planning conditions, will be paid for via the funding arrangement for the construction of the new school.
16. Within this, the planning conditions state that a specific contribution of £45,000 has to be made towards the provision of improved crossing facilities at the Beckfield Lane /Boroughbridge Road junction. The proposed signalisation of the junction is estimated to cost around £350,000, and will be primarily funded using Section 106 money linked to development

of the former Donnelly's site, which was obtained by the Council for making transport improvements along Boroughbridge Road. The remaining funding will be provided by a contribution from the Local Transport Plan.

17. The off-road cycle facilities along Low Poppleton Lane, Beckfield Lane (beyond the 70m length covered by the planning conditions), and Millfield Lane (above the basic requirements of the planning conditions) will be funded from the 08/09 Local Transport Plan capital programme.

- **Human Resources**

18. There are no human resources implications.

- **Equalities**

19. The proposed measures will benefit vulnerable road users such as pedestrians and cyclists. In particular improved crossing facilities will benefit the young and the elderly as well as the mobility and visually impaired, whilst more reliable public transport services will benefit non-car owners who tend to be low income families or the elderly.

- **Legal**

20. The City of York Council, as highway authority for the area, has powers under the following Acts and associated Regulations to implement improvements to the highway and any associated measures:

- The Highways Act 1980
- The Road Traffic Regulation Act 1984
- The Road Traffic Act 1988

21. New or amended Traffic Regulation Orders (TROs) will be required to cover the some elements of the overall scheme. The main ones will cover:-

- Changes to the existing speed limits on Millfield Lane (including the proposed 30mph limit and 20mph Zone near the school –see Annex G).
- The introduction of new parking restrictions on Millfield Lane close to the new school (double yellow lines and enforceable “School Keep Clear” markings – see Annex G)
- The removal of some existing parking bays from Low Poppleton Lane to protect visibility at the new raised crossing point (see Annex J).

These would be advertised in accordance with the Road Traffic Regulation Act and, in accordance with the delegation scheme under the Council's Constitution, any objections would be considered by the Director for City Strategy in consultation with the Executive Member for City Strategy.

- **Crime and Disorder**

22. Where practical and appropriate the proposed improvements would include measures to enhance the safety of all road users, in particular vulnerable users such as pedestrians and cyclists, as well as minimising the risks of crime.

- **Information Technology**

23. None

- **Land & Property**

24. All the proposed works would be within the adopted highway.

## **Risk Management**

25. In compliance with the Council's risk management strategy, the main risks linked to this report are discussed below:-

### **Strategic**

26. The new school is programmed to open on 29<sup>th</sup> March 2009. There is a small risk of not meeting this strategic objective if the conditions on the planning approval are not met in time. To avoid this it is intended to implement the highway improvement scheme by February 2009.

### **Physical**

27. The main physical risk to achieving implementation on time is thought to be the need to move or protect services in the ground, where the layout of the highway is being altered. Close liaison with the Utility companies is taking place to identify and programme any necessary works to fit the overall implementation timetable.

### **Financial**

28. There is also a potential risk that the scheme costs may exceed current estimates. Again, the need to move or protect underground services poses the main area of financial uncertainty about the overall cost of the scheme.

### Organisation/Reputation

29. Some local residents are known to be unhappy with aspects of the school re-location and associated highway improvements. However, consultation has taken place via the planning process and the more recent consultation on the detail of the highway proposals. Of greater significance would be the reputational issues the Council might face if the school could not open as planned because the required highway scheme was not implemented in time.
30. Measured in terms of impact and likelihood, the risk score for all these risks has been assessed at less than 16 (see table below). This means that at this point the risks need only to be monitored as they do not provide a real threat to the achievement of the objectives of this report.

Risk Category	Impact	Likelihood	Score
Strategic	High	Unlikely	10
Physical	High	Possible	15
Financial	High	Possible	15
Organisation/Reputation	High	Unlikely	10

### Recommendations

31. That the Advisory Panel advises the Executive Members for City Strategy to :-
- a) Approve Option Two as set out in paragraph 12 for implementation, subject to resolution of any Traffic Regulation Order issues and possible minor amendments required by further detailed design and the road safety audit process.
- Reason: To deliver the required highway improvements as conditioned within the planning approval for the new Manor School, and to respond to issues and concerns raised through consultation on the detailed scheme plans.
- b) That any Road Traffic Regulation Orders associated with the highway improvement schemes be advertised and, subject to no objections being received, the Orders be made. Any unresolved objections to be referred to the Director of City Strategy to consider in consultation with the Executive Member for City Strategy.

Reason: To enable any necessary restrictions on parking, use of any section of carriageway or footway, and changes to speed limits to be introduced.

## Contact Details

### Author:

Mike Durkin  
Project Manager (Transport and Safety)  
Engineering Consultancy  
Tel: 553466

### Chief Officer Responsible for the report:

Damon Copperthwaite  
Assistant Director (City Development & Transport)

Report Approved



Date 23/06/08

### Specialist Implications Officer(s)

#### Financial

Patrick Looker  
Finance Manager, City Strategy  
01904 551633

Wards Affected: Acomb and Rural West York

All

For further information please contact the author of the report

## Background Papers:

- “Proposed Manor Church of England School Site, Millfield Lane, Nether Poppleton, York” --- report to the Planning Committee dated 5 March 2007.
- Minutes of the Planning Committee held on 5 March 2007 (which contains full details of the planning approval decision, including the specific highway related conditions).
- “Millfield Lane / Low Poppleton Lane Traffic Regulation Order Objections” --- report to the meeting of the Executive Members for City Strategy and Advisory Panel held on 29 October 2007.

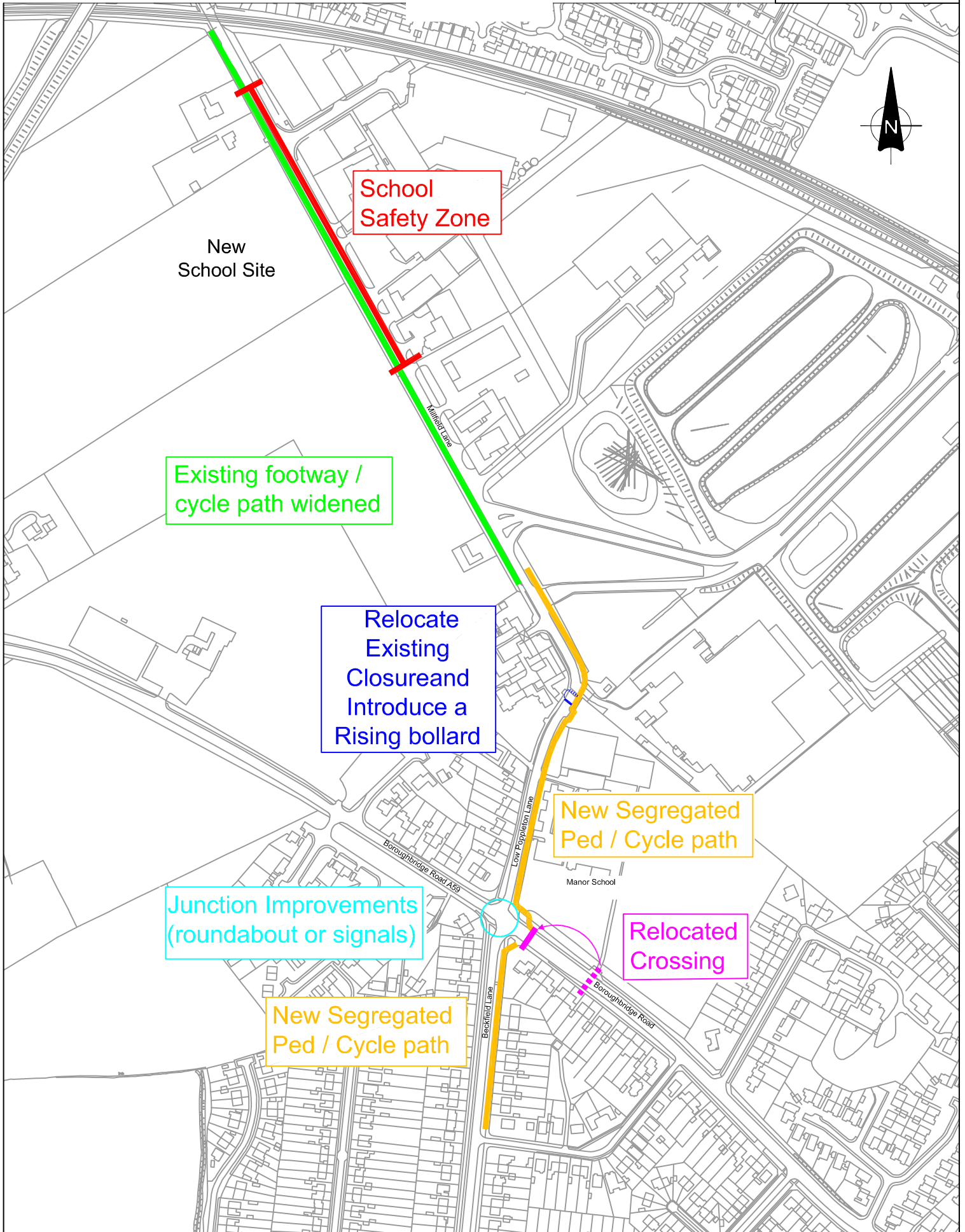
## Annexes

**Annex A** Original overview plan showing highway improvement scheme agreed at planning approval stage.

**Annex B** Revised overview plan showing the more detailed and comprehensive highway improvement scheme proposals.

- Annex C** Beckfield Lane - pedestrian/cycle facilities.
- Annex D** Beckfield Lane / Boroughbridge Road - traffic signals.
- Annex E** Low Poppleton Lane - pedestrian/cycle facilities.
- Annex F** Low Poppleton Lane / Millfield Lane - bus access and pedestrian/cycle facilities.
- Annex G** Millfield Lane - School Safety Zone, pedestrian/cycle facilities, speed limit alterations, and new bus stops.
- Annex H** Points raised by local residents and businesses.
- Annex I** Letter from Councillor Simpson-Laing
- Annex J** Proposed scheme amendments in Low Poppleton Lane.
- Annex K** Proposed amendments to bus stop positions on Boroughbridge Road.





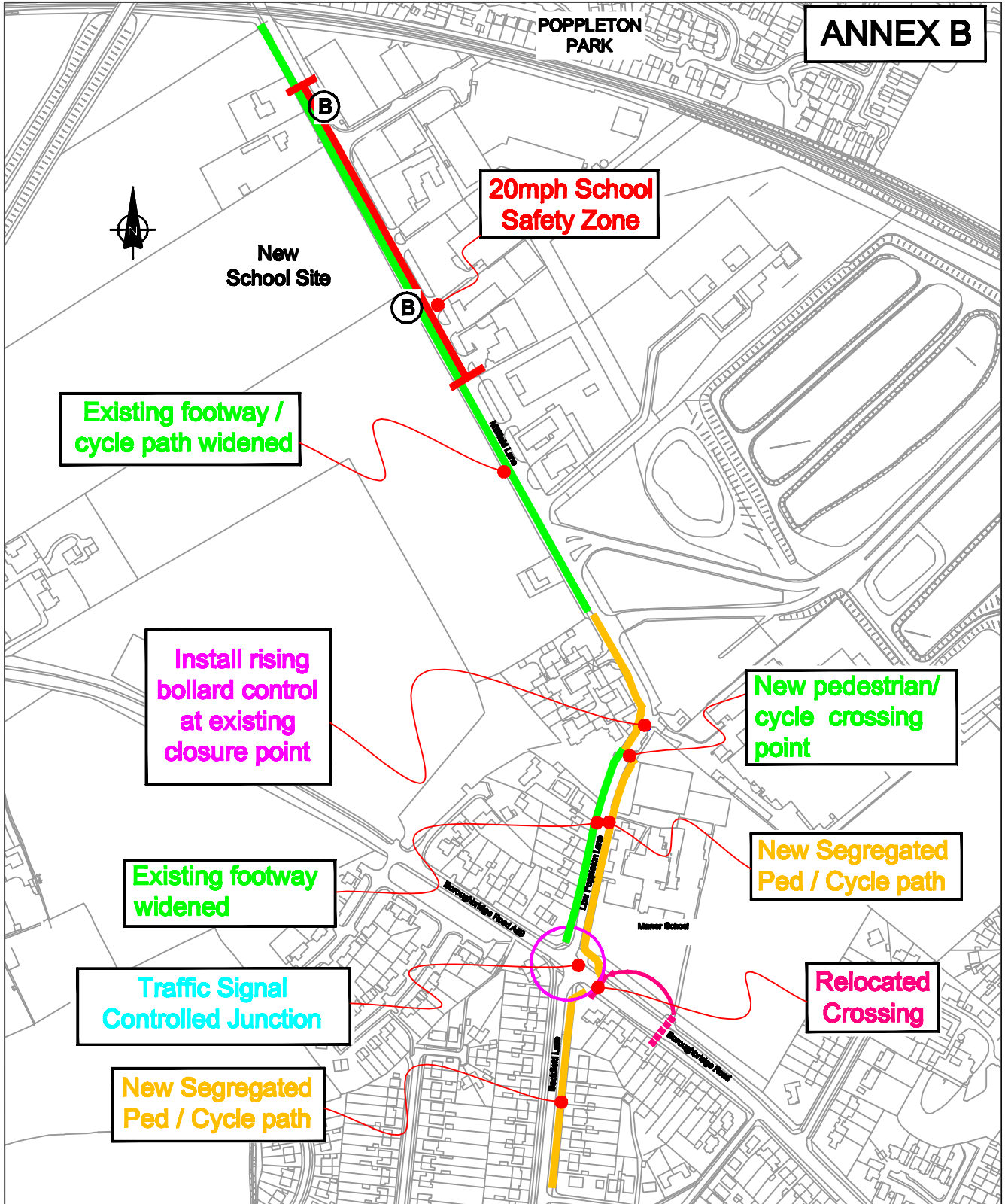
Manor School Redevelopment  
Highway improvements overview

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REV	AMENDMENTS	DATE	SCALE	NTS
			DATE	20/02/2007
		Drawn	BP	Checked
				MD

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ANNEX B



KEY

- TWO-WAY CYCLE ROUTE
- WIDENED FOOTWAY/CYCLE ROUTE
- SCHOOL SAFETY ZONE (20mph)
- NEW TRAFFIC SIGNAL JUNCTION
- RELOCATE CROSSING
- NEW PUBLIC ROAD STOP

RELATED DRAWINGS

- DRAWING 1: OVERALL SCHEME PLAN
- DRAWING 2: BECKFIELD LANE WORKS
- DRAWING 3: A50/BECKFIELD LANE JUNCTION WORKS
- DRAWING 4: LOW POPPLETON LANE WORKS
- DRAWING 5: MILLFIELD LANE/ LOW POPPLETON LANE INTERFACE
- DRAWING 6: MILLFIELD LANE SCHOOL SAFETY ZONE

The complete set of scheme drawings will be available on the Council's website at [www.york.gov.uk/council/consultations/current/highways/](http://www.york.gov.uk/council/consultations/current/highways/)

**York Consultancy**  
Consultants of first choice

**CITY OF YORK**  
COUNCIL

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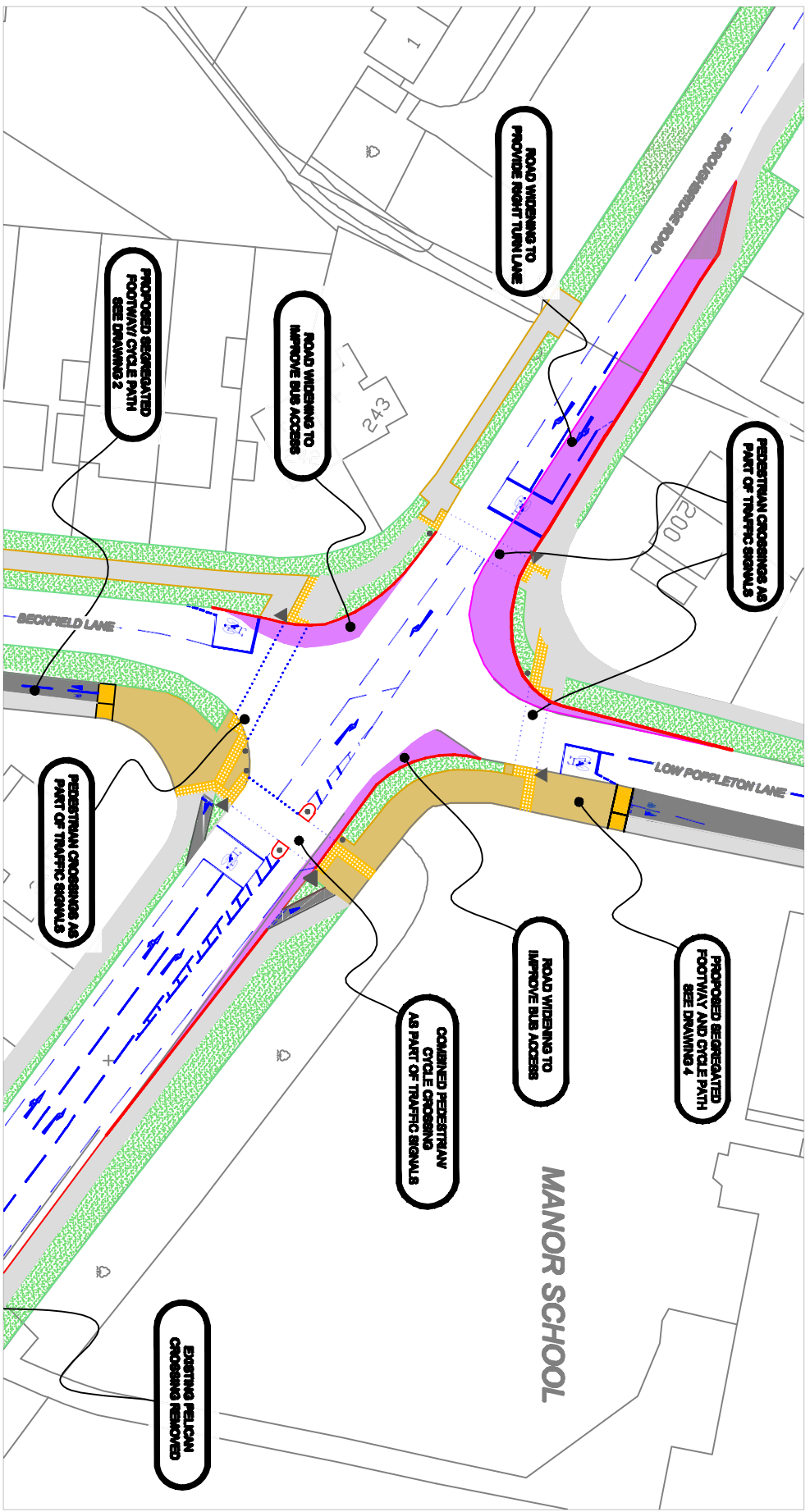


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MANOR SCHOOL RELOCATION : SAFER ROUTE TO SCHOOL WORKS

BECKFIELD LANE / A59 TRAFFIC SIGNAL JUNCTION DRAWING 3



- KEY**
- BARRIER FENCE
  - TROTTER CHALK
  - ROADWORK
  - PEDESTRIAN CROSSING
  - CYCLEWAY
  - TROTTER CHALK
  - PEDESTRIAN CROSSING
  - PEDESTRIAN CROSSING

- RELATED DRAWINGS**
- DRAWING 1: OVERALL SCHEME PLAN
  - DRAWING 2: BECKFIELD LANE WORKS
  - DRAWING 3: A59 BECKFIELD LANE JUNCTION WORKS
  - DRAWING 4: LOW POPPLETON LANE WORKS
  - DRAWING 5: WIDENED LANE/LOW POPPLETON LANE INTERFERENCE
  - DRAWING 6: WIDENED LANE SCHOOL SAFETY ZONE

The complete set of scheme drawings will be available on the Council's website at [www.york.gov.uk/transport/roadworks/roadworks/roadworks/](http://www.york.gov.uk/transport/roadworks/roadworks/roadworks/)


  
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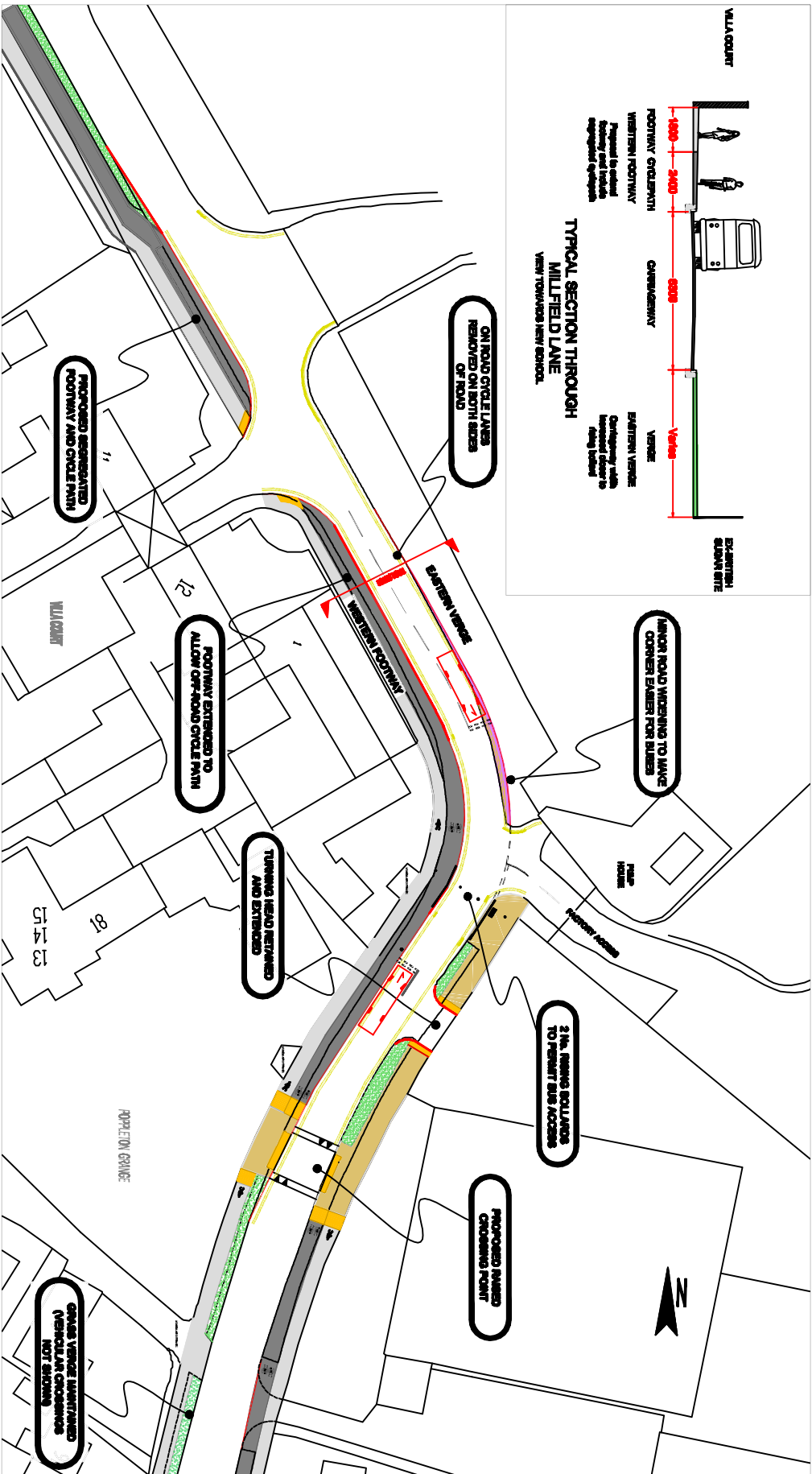
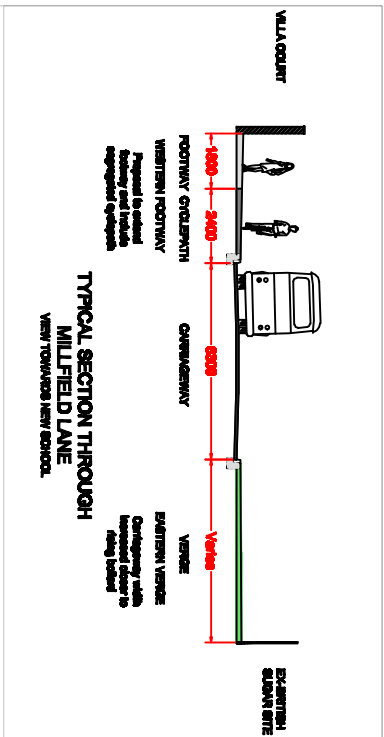


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MANOR SCHOOL RELOCATION : SAFER ROUTE TO SCHOOL WORKS

MILLFIELD LANE LOW POPELTON LANE JUNCTION WORKS

DRAWING 5



**KEY**

- SHARED USE AREA
- EXISTING FOOTWAY
- PROPOSED FOOTWAY
- EXISTING VERGE
- PROPOSED VERGE
- EXISTING ROAD
- PROPOSED ROAD
- EXISTING DRIVE
- PROPOSED DRIVE
- EXISTING CYCLEWAY
- PROPOSED CYCLEWAY
- EXISTING FENCE
- PROPOSED FENCE
- EXISTING LIGHTING
- PROPOSED LIGHTING

- RELATED DRAWINGS**
- DRAWING 1: GENERAL SCHEME PLAN
  - DRAWING 2: REVERSED LANE WORKS
  - DRAWING 3: LOW POPELTON LANE WORKS
  - DRAWING 4: LOW POPELTON LANE WORKS
  - DRAWING 5: MILLFIELD LANE LOW POPELTON LANE INTERCHANGE
  - DRAWING 6: MILLFIELD LANE SCHOOL SAFETY ZONE

The complete set of scheme drawings will be available on the Council's website at [www.york.gov.uk/council/consultations/current/highways/](http://www.york.gov.uk/council/consultations/current/highways/)

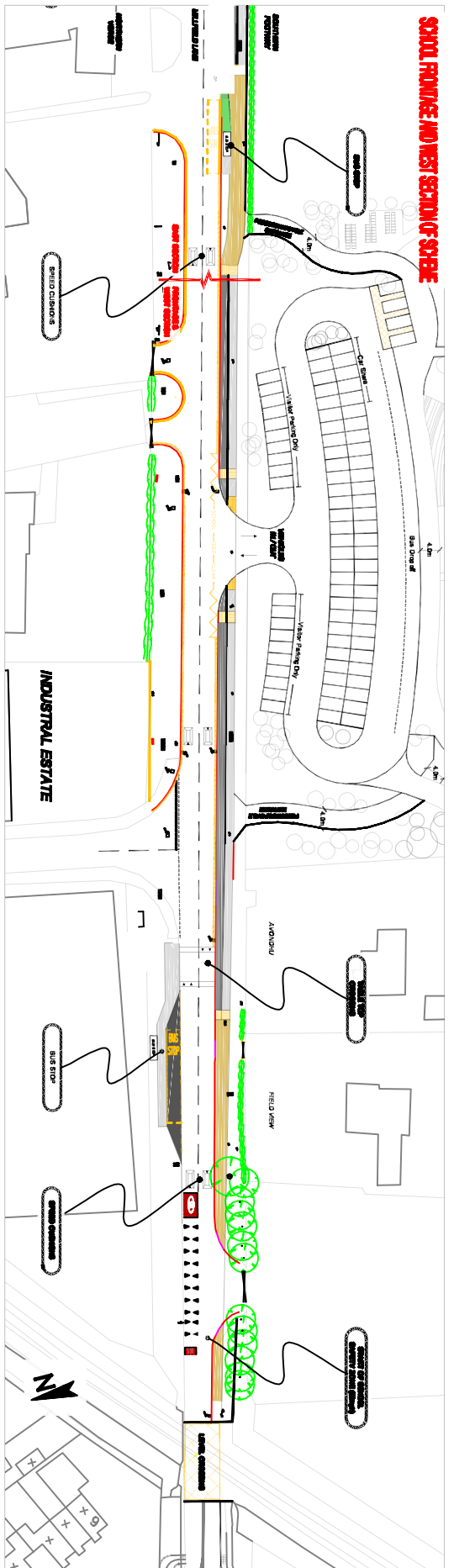
YORk Constabulary  
 City of York Council  
 City of York Councillors

BARRING BOLLARDS TO PERMIT BUS ACCESS  
 MANOR ROAD WIDENING TO MAKE CORNER SAFER FOR BUSES  
 TURNING HEAD RETAINED AND EXTENDED  
 ON ROAD CYCLE LINES REMOVED ON BOTH SIDES OF ROAD  
 PROPOSED RAISED CROSSING POINT  
 GRASS VERGE MAINTAINED (VEHICLE ANCHORS NOT SHOWN)  
 FOOTWAY EXTENDED TO ALLOW OFF-ROAD CYCLE PATH  
 PROPOSED SEPARATED FOOTWAY AND CYCLE PATH

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**MANOR SCHOOL RELOCATION : SAFER ROUTE TO SCHOOL WORKS**

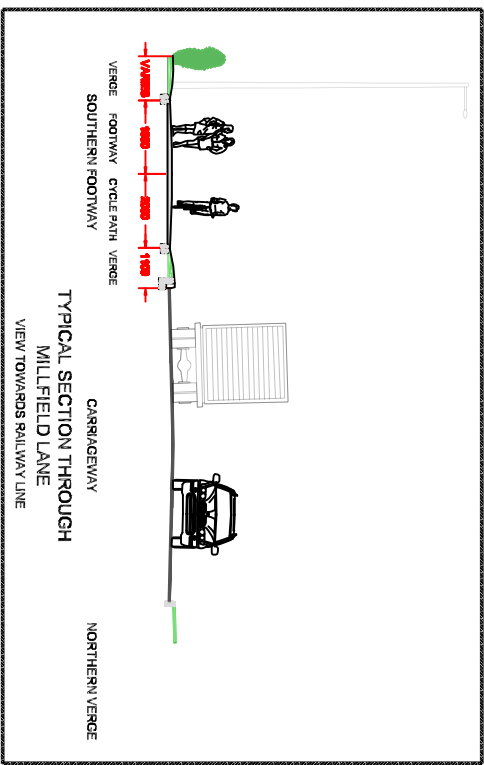
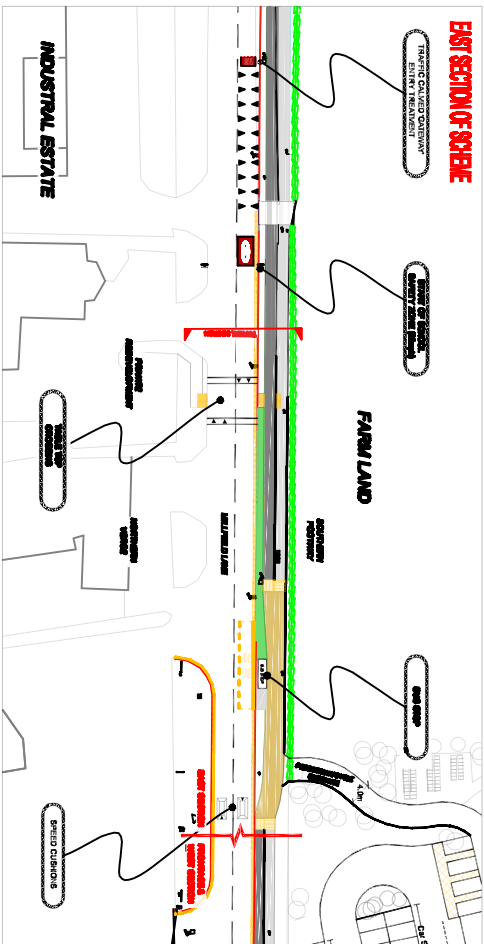
**SCHOOL FRONTAGE AND WEST SECTION OF SCHEME**



**MILLFIELD LANE WORKS**

**DRAWING 6**

**EAST SECTION OF SCHEME**



**KEY**

[Yellow Box]	PROPANE AREA
[Grey Box]	TRUNK CABLE DUCT
[Light Blue Box]	ASBESTOS REMEDIATION
[Light Green Box]	ASBESTOS REMEDIATION
[Green Box]	ASBESTOS REMEDIATION
[Dark Green Box]	ASBESTOS REMEDIATION
[Light Green Box]	ASBESTOS REMEDIATION
[Dark Green Box]	ASBESTOS REMEDIATION
[Light Green Box]	ASBESTOS REMEDIATION
[Dark Green Box]	ASBESTOS REMEDIATION

- RELATED DRAWINGS**
- DRAWING 1: OVERALL SCHEME PLAN
  - DRAWING 2: REPROVED LANE WORKS
  - DRAWING 3: NEW REPROVED LANE JUNCTION WORKS
  - DRAWING 4: LOW PROFILE TOLL LANE WORKS
  - DRAWING 5: MILLFIELD LANE LOW PROFILE TOLL LANE INTERFACE
  - DRAWING 6: MILLFIELD LANE SCHOOL SAFETY ZONE

The complete set of scheme drawings will be available on the Council's website at [www.york.gov.uk/development/development/development/](http://www.york.gov.uk/development/development/development/)

Millfield Lane to be subject to a change from right hand to left hand Proprietary Lane with the exception of the Single school safety zone.

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York City Council

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MANOR SCHOOL RELOCATION HIGHWAY WORKS  
RESIDENT COMMENTS FROM PUBLIC MEETING 10<sup>TH</sup> JUNE 2008

Resident Comment	CYC Comment/Action
<p>Due to proposed changes to the Route No. 10 bus the drop off point for Low Poppleton Lane would be a considerable distance to walk. Need a bus stop closer to Low Poppleton Lane</p>	<p>In order to ensure that the outbound lane functions unhindered the outbound bus stop on Boroughbridge Road adjacent to Beckfield Lane could be relocated. In order to maintain this facility for residents wishing to use the Harrogate/No. 10 services it is proposed to relocate the stop to the area of the pedestrian crossing at the existing Manor School entrance.</p>
<p>Comment received from a local business regarding the proximity of the raised crossing point on Low Poppleton Lane. The users are concerned that the level of vehicular usage of the entrance would pose a risk to users of the crossing.</p>	<p>The crossing is proposed to be relocated further towards the A59. In moving the crossing this should provide a clear space for vehicles using the adjacent business to interact safely with the crossing point. It is not possible to relocate the crossing point closer to the rising bollard as it would compromise the bus waiting area. Visibility of people using the crossing would be compromised should a bus be waiting in Low Poppleton Lane while another uses the gate from Millfield Lane, resulting in a safety risk to pedestrians.</p>
<p>Residents of Low Poppleton Lane commented on the existing issue of surface water run-off entering their properties from the adopted highway due to relative levels of the houses to the footway/ highway. They were concerned that further increasing the width of the footway and removing verge on the opposite side of the carriageway would increase the problem</p>	<p>This issue is more one of detailed design and this issue will be looked at in final preparation of the scheme. As the footway adjacent to the properties will have to be resurfaced it would be an ideal time to install some further preventative measures to eradicate the problem.</p>

Properties directly adjacent to the inbound lane on Boroughbridge Road could potentially have problems accessing their properties due to queuing traffic.	In order to minimise the land take and potential problems for local residents officers are looking into the extent of the road widening. The potential to widen the road on the opposite side of the carriageway is also being explored.
Residents of Beckfield Lane feel they have been misled about cycle path proposals through the planning process, and feel the cyclists should be on the road.	Where possible the council prefer to provide off road facilities to aid the journey of younger road users. The proposal was put forward as part of the planning process and has been agreed as a condition of the granted approval.
Residents raised concerns over the existing traffic congestion and stated that the need to improve the A59 roundabout should be a priority for the council.	The council are in the process of preparing proposals for upgrading the roundabout and the construction of a Park & Ride scheme, both of which would help to ease congestion on Boroughbridge Road. It is envisaged that these two proposals will be realised within a three year timescale
Residents of Millfield Lane commented on the safe operation of the bus stop on Millfield Lane on the inbound side.	Officers have considered several options for location of this bus stop. It is the view of officers that the proposed location of the bus stop provides the safest crossing point for children using the public bus service.
Residents of Millfield Lane raised concerns over noise/vibration linked to traffic calming on Millfield Lane	As part of the design process the speed table would be constructed with 'S' shaped ramps in order to minimise any impact forces generated by vehicles using the speed tables.
Residents raised concerns regarding the failure of the level crossing barriers which could results in them being land locked by the barrier and rising bollard.	As part of the design brief for the rising bollard the suppliers have been asked to provide some form of remote access which would allow residents to contact the Council's 24hr contact centre who would in turn be able to automatically lower the bollard.



<p>A larger roundabout instead of traffic lights would be more beneficial to traffic flow</p>	<p>The installation of a large roundabout would do little for the safe passage of pedestrians/ cyclists at the junction. In order to facilitate adequate crossing points for children who will now use the junction as a result of the school relocation it is the view of officers that a traffic signal junction would be a far superior option.</p>
<p>Move the Low Poppleton Lane access away from the junction to create a staggered junction.</p>	<p>The relocation would reduce the efficiency of the traffic signals. The cost of creating an additional road in private land would be prohibitive. Therefore on a cost benefit basis the proposal could not be progressed.</p>
<p>Safety concerns over cycle path going across Vila Court access on Millfield Lane. Currently poor visibility exists across the entrance and cyclist don't slow down.</p>	<p>Additional signage/ road markings would be installed to alert cyclists of the access.</p>
<p>Against the rising bollard proposals, and Low Poppleton Lane should be reopened to alleviate traffic congestion in the area.</p>	<p>Opening the restriction is likely to lead to significant traffic flows in low Poppleton Lane and encourage large vehicles to cut through residential areas to access the industrial estate. EMAP have already considered objections to the TRO for this proposal and agreed it to be implemented.</p>
<p>Residents raised concerns over the number of vehicles using Low Poppleton Lane as a result of incorrect information on satellite navigation systems.</p>	<p>The officers have completed online forms for both 'TomTom' and Garmin who are the two major players in the UK satellite navigation industry. After speaking to both companies the changes should start to be rolled out to new and existing clients within approximately three months. Over time this change should help ease the problem but will require existing users to update their existing maps which is outside the influence of the Council. In addition to this the Network Management team are preparing proposals to improved signage to ensure drivers are made aware that it is a 'no through road' before they enter it.</p>

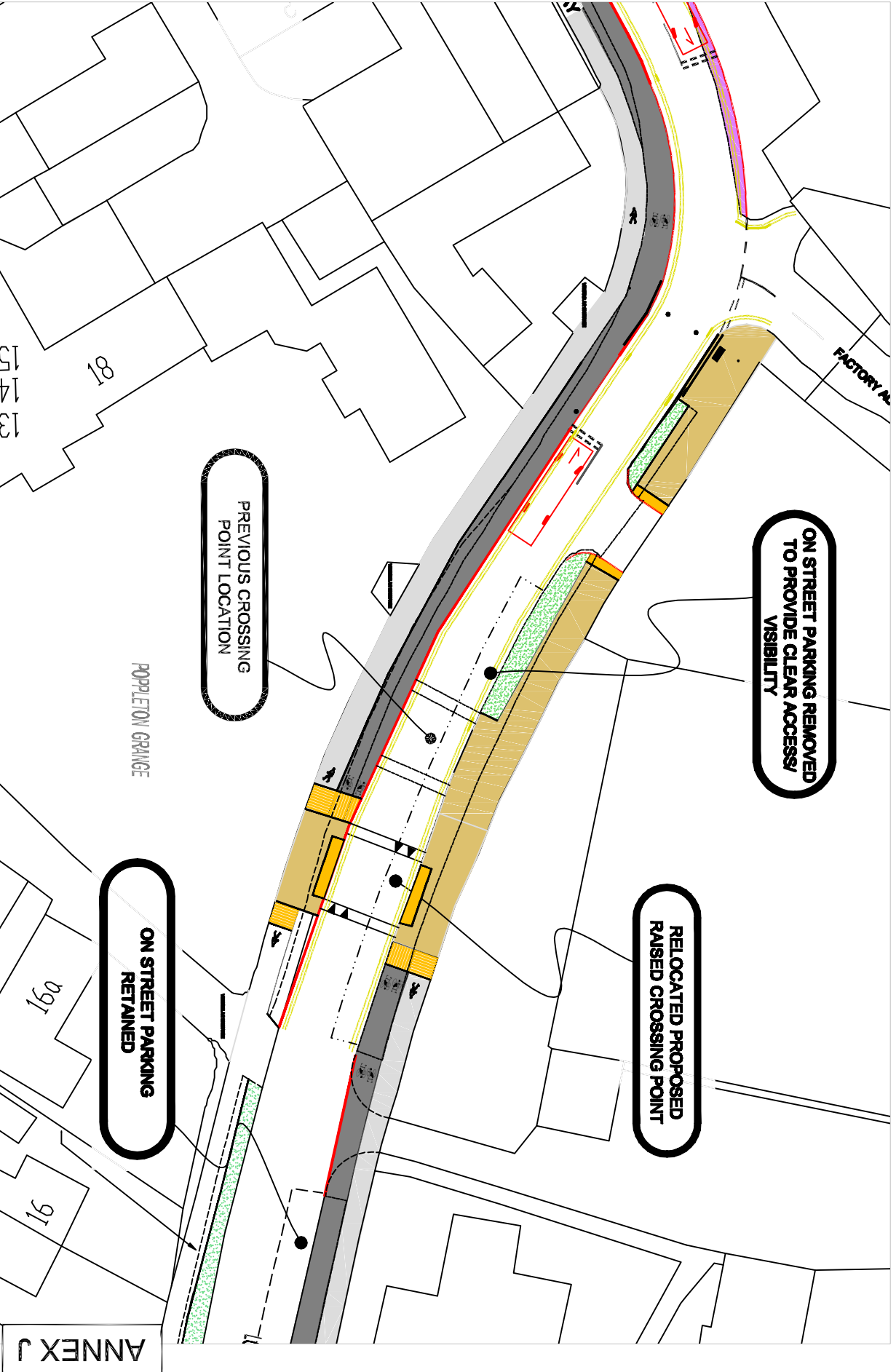
Low Poppleton Lane needs to be resurfaced in order to cope with buses	Low Poppleton Lane carriageway is generally in a good condition and will be monitored as part of the Council's annual resurfacing and reconstruction programme. At this moment in time it is felt unnecessary to carry out any reconstruction works to Low Poppleton Lane
Consultation materials criticised for minor inconsistency relating to Low Poppleton Lane.	Minor amendments to the consultation plan Key have been carried out.
Query received whether double decker buses would be able to use the underpass at the B1237 to access Poppleton.	Network management have confirmed that adequate clearance exists for this manoeuvre.
Concerns raised over costs	The majority of the works are being paid for by the school in order to facilitate safe movement of its pupils. The costs of the traffic signal junction are part of a wider commitment by the council to improve traffic flow within the area. As a result of the investment a considerable benefit for residents and visitors to the city would be evident and as such the scheme is viewed as acceptable on a cost/ benefit basis.
Scepticism over whether CYC take the consultation process seriously.	As a direct result of the feedback received amended proposals have been developed for Member consideration.
Residents felt that there was no need to widen the footway on the residential side of Low Poppleton Lane	As part of the planning consent the widening is required to provide an adequate facility for the increased pedestrian movements expected when the school relocates.
Residents are opposed to losing the grass verge on Low Poppleton Lane due to flooding concerns.	It is unlikely that removal of the verge would significantly increase drainage run-off. Steps will be taken address the existing drainage issue in this area as previously noted.

<p>Concerns raised over the potential for cyclists to use the footway on the residential side of Low Poppleton Lane</p>	<p>Cyclists will have high quality facilities provided on the opposite side of the road and are expected to find this more attractive to use because of its links to the cycle facilities at the new signals and down Beckfield Lane. Should cyclists choose to use this footway it would be viewed as a problem for the school or police to deal with and as such is outside the scope of any design.</p>
<p>Residents requested a 'yellow box marking' to ensure they can exit from Low Poppleton Lane</p>	<p>At this moment in time the installation of such a marking is not preferred but the situation will be monitored once the junction is in operation.</p>
<p>Existing Millfield Lane roundabout on A1237 needs a 'yellow box marking' or signals to ensure vehicles can exit Millfield Lane without being blocked by queuing traffic.</p>	<p>Network management have already received the same complaint and are in the process of installing 'KEEP CLEAR' markings at the location.</p>
<p>The hedge on Millfield Lane adjacent to the proposed inbound bus bay is protected and must not be removed or lowered</p>	<p>Sufficient space exists to the rear of the existing kerb to install a bus bay and shelter without having to compromise the hedgerow.</p>
<p>A 'jug handle' exit lane for cyclists travelling north on Beckfield Lane is needed for those cyclists who have been unable to move safely across to access the off-road facilities on the east side of the road before reaching the junction in order to allow cyclists to use the signalised crossing.</p>	<p>This is considered a good idea and will be included as part of the final design.</p>

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EXTRACT: MILLFIELD LANE/LOW POPPLETON LANE JUNCTION WORKS

DRAWING 5: REVISED



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Councillor Tracey Simpson-Laing  
Acomb Ward

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Mike Durkin  
City of York Council  
9 St Lenoards Place  
York

15<sup>th</sup> June 2008.

Dear Mike

**Ref: Highway plans associated with the new Manor School**

Firstly can I say thank you for arranging the open evening, at Manor School on Tuesday 10<sup>th</sup> June, 2008, so that all residents who may be affected by the proposals had an opportunity to view full scale plans of the design and had the opportunity to ask questions.

As I had expected the event was well attended and was one with much 'passion' from residents who feel that they have been very much kept uninformed by the Council. This is especially so as the Planning meeting was in March 2007, yet they have only found out about the highway implications 5 weeks before the meeting when a final decision is to be made.

Residents from both Acomb and Rural West Ward's, as you will know from the meeting, are extremely unhappy about the proposals and have asked that I express their views so that Councillors of the City Strategy EMAP meeting are aware of them when making their decisions.

With that in mind I would be grateful if this letter and the enclosed concerns are included in the Agenda Item for the meeting. Unfortunately I have my Housing and Adult Social Services EMAP at the same time that City Strategy EMAP is held and so will not be able to speak.

Yours Sincerely,

Cllr Tracey Simpson-Laing

## **Manor School Highway works.**

Due to the number of concerns that have been expressed by residents of Acomb and Rural West Ward's I am submitting the following for consideration by Councillors at the City Strategy EMAP Meeting.

### **Beckfield Lane**

There is great upset from residents of Beckfield Lane who feel that they have been kept in the dark about the proposed 'Off Road Cycle Route' due to the confusion, lack of public information and consultation, which resulted from the 'Planning Application' for Manor School.

As Councillors may be aware there was confusion at both the first and suspended planning meeting and at the reconvened meeting over which side of the road the 'Off Road Cycle Path' was to go on and a lack of consultation with residents. Cllr's Horton and McDonald tried to have the 'principle' of the route taken out of the planning application, but this was refused by Officers and the Chair.

Residents who live on the east side of Beckfield Lane have now found that the 'Cycle route is to be on their side of the road, and until they received notification about the meeting held on the 10<sup>th</sup> June had had no prior knowledge of this proposal. These residents feel that this short section of 'Cycle Path' is an inappropriate use of funds and believe that there is the potential for conflict between vehicles exiting driveways and cyclists. There is also concern that cyclists will not go on to the road at Newlands Drive but will continue on the path, causing a conflict with vehicles exiting driveways further down the road and with pedestrians.

Residents also question why a 'Off Road Cycle Route' is required for such a short distance on a road that is not viewed as 'fast' – although there is some evidence of occasional vehicles ignoring the 30 mph limit even with the 'Vehicle Activated Sign'. There is a belief that cyclists do require help to get across Boroughbridge Road and so there is support for the 'Cycle crossings'. However the feeling is that to access/exit the crossings a short section of perhaps 5m could be provided such as the 'Cycle crossing on Thanet Road by the Acorn Rugby Club.

Residents of then requesting the following:

- That a 'On Road Cycle Route' is provided on Beckfield Lane to ensure that there is no conflict between vehicles and pedestrian which will occur with an 'Off Road cycle Route'.
- That access/exit points to 'Cycle Crossings' are provided on both sides of Beckfield Lane but only within 5-10 metres of the junctions
- That both sides of Beckfield Lane's footpaths are clearly marked that cycling is prohibited.



### **Boroughbridge Road**

Concern has been expressed by residents of, Albion Avenue, Boroughbridge Rd, Beckfield Lane, Low Poppleton Lane, Millfield Lane and Portal Road over the suggested position of the new bus stop on Millfield Lane and the distance between the previous stop at Wheatland's.

Currently residents who use the No 10 bus from the City Centre leave the bus at the stop that is 10 metres north of Beckfield Lane at the end of the 'snickets' from Albion Avenue and Portal Road. This stop is also used by the No 142 & 143 but these are limited running hourly services that do not run on an evening, Sunday or Bank Holidays. There is a stop 10 metre into Beckfield Lane but this is for service No 26, which again is a limited running service with no evening, Sunday or Bank Holidays.

The solution I feel is to place a bus stop near to and opposite the inward bound bus stop outside Manor School on Boroughbridge Road Map, ref: E457014 N452929. This is where the current pedestrian crossing is, which is to be moved closer to the junction with Beckfield Lane, and there is a large area of 'hard standing', which would ideally suit a bus stop. This would then provide an accessible bus stop on a 30 min route that is serviced on an evening, Sunday and Bank Holiday. Although this would be approx 60 metres back from its current location residents feel that this would give them the best option.

Residents of then requesting the following:

- An outbound bus stop is located opposite or near to the current inbound stop on Boroughbridge Road

### **Low Poppleton Lane**

There is a very real concern from a number of residents of flooding to their gardens from the proposals for both sides of Low Poppleton Lane.

On the current school side of the road the proposal is to remove the grass verge and tarmac over to form an 'off road' cycle path. The treatment proposed for the residential side of the road is to widen the footpath from around 1.5m to 2m, which will require the removal of the grass verge.

Residents believe that such works will add to the run off they already receive from the road during periods of heavy rain. It is clearly noticeable that the properties lie below the level of the road and so water runs down the CYC drives and paths onto the private driveways and results in ponding both on CYC paths and private property.

I have been asked whether there is a need for an 'Off Road Cycle Path' on Low Poppleton Lane. The only traffic on the road will be to the 11 houses and the office and a 30 min service. Residents note that Low Poppleton Lane is a wide road and see no reason why the cycle path cannot be an 'On Road' mandatory route.

A final concern is the conflict of the new bus service and the vehicles services both the Factory and the British Sugar site. Residents on average experience 4 vehicles for the factory a day trying to access both of the aforementioned sites via Boroughbridge Road. Vehicles have been known to take up to 20 mins to back out onto Boroughbridge Road as they are too big to turn in the road. A more recent occurrence is vehicles for British Sugar using the road. When residents have asked the drivers why they have used the route they say that their 'Sat Navs' have sent them that way. Residents feel that CYC could help stop this by ensuring that at both the A1237 roundabout and at the junction of Low Poppleton Lane large signs are erected for no entrance. There is a concern that the number of vehicles will rise if buses are seen to be using the road

If it is decided that an 'off road' route is required then the following is requested:

- Drainage ducts are placed at the boundaries to the driveways of the properties on Low Poppleton Lane
- That a permeable surface is looked at for the cycle path.
- That signs are erected on the A1237 roundabout and at the junction of Low Poppleton Lane for 'No Access'
- That the footpath on the residential side of Low Poppleton Lane is clearly marked as a pedestrian route only

### **Millfield Lane**

Residents of the properties opposite the inbound bus stop, opposite the school are very concerned about the location this bus stop. I have been told that there is a concern of vehicle and pedestrian conflict, which will be caused from large vehicles exiting Parcel Force, the raised table and the bus stop. Residents report that the Parcel Force vehicles often use the whole of the road and the junction kerbs to access and exit. They fear that any bus sat at this location will cause a visual obstruction, which will be added to at both ends of the school days from buses bring pupils from the villages out of the York area. Whilst there is indicated on the plan a 'bus drop off point' within the grounds residents feel this will be ignored. The evidence they feel for this is the fact that the buses for the current school do not use Low Poppleton Lane but park along Boroughbridge Road causing a visual obstruction.

A further concern is the bus stops relation to the 'Railway Level Crossing'. There is a feeling that this could cause tailbacks and disruption on the crossing. This then would have a knock on affect of restricting access/exit to the 2 houses located opposite the bus stop when a bus is stationary

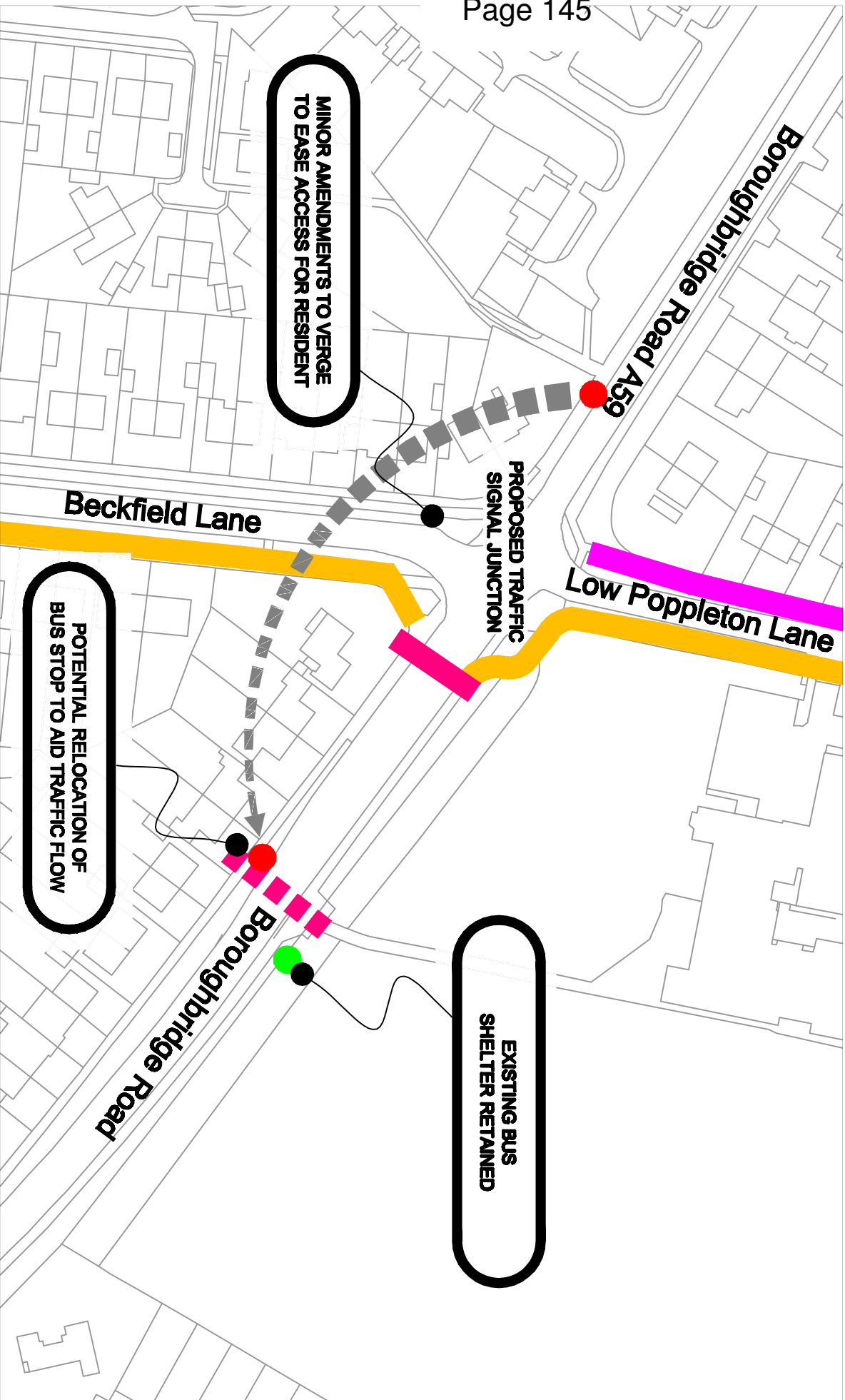
Residents request:

That the bus stop is relocated on Millfield Lane on the grounds of safety

**Councillor Tracey Simpson-Laing**  
**Acomb Ward**  
**15<sup>th</sup> June 2008**

EXTRACT : IMPROVEMENTS OVERVIEW

DRAWING 1 REVISED



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## Meeting of Executive Members for City Strategy and Advisory Panel

14 July 2008

Report of the Director of City Strategy

### VIBRATION SURVEY RESULTS FOR NORTH MOOR ROAD (WITHIN HUNTINGTON PRIMARY SCHOOL SAFETY ZONE)

#### Summary

1. This report advises Members about the results of vibration monitoring surveys conducted inside residents' properties close to the speed cushions on North Moor Road, within the existing 20mph School Safety Zone. Members are asked to consider options on the way forward.

#### Background

2. A 20mph School Safety Zone with traffic calming measures has been in place outside Huntington Primary School since 2002. The layout of this scheme is shown in **Annex A**. Speed surveys conducted within recent years indicate that average speeds through the Safety Zone are around 23mph compared to around 33mph before the measures were introduced.
3. Residents first raised concerns about vibration levels in summer 2004. An assessment conducted by Officers at that time concluded that the situation was not a significant problem. Residents felt that things could be improved if motorists were made more aware of the traffic calming measures through the use of additional road markings and improved signing. Despite some doubts over effectiveness, Officers agreed to mount school warning signs on yellow backing boards, and paint square road markings on top of speed cushions. This was done as part of a wider review of the existing School Safety Zone, which also led to the introduction of some additional parking restrictions to manage parking congestion outside the school. These measures were introduced early in 2005.
4. Following these scheme improvements, no further complaints or concerns were raised by residents about vibration levels until early September 2007, when a previous complainant contacted Officers claiming that vibration levels had become significantly worse. This coincided with the receipt of a residents' petition, which was reported to Members at the EMAP meeting on 10<sup>th</sup> December 2007. At that meeting, Members instructed Officers to undertake a scientific method of assessing the levels of vibration affecting residents.

## Assessment Methodology

5. Vibration monitoring surveys were carried out by the Council's Environmental Protection Unit (EPU) at the two properties closest to the speed cushions: one at No.13 North Moor Road; and the other at No.7 Garth End (see **Annex B**). The surveys were undertaken on 9<sup>th</sup> and 10<sup>th</sup> April 2008 respectively over three hours between 6am and 9am. Officers agreed with residents to conduct the surveys during this period, because this was the time that gave them the most concern.
6. Vibration levels are measured by the monitoring equipment in two ways. The first method measures the Peak Particle Velocity (PPV), which is used to assess the likelihood of vibration damage to adjacent properties. Measured levels of vibration were compared with the threshold level for vibration induced building damage as detailed in BS 7385 Part 1: 1990; and Part 2: 1993, whereby a PPV measurement of 10mm/second is recognised as the level at which cosmetic damage to buildings may start to occur.
7. The second method measures the Vibration Dose Value (VDV), and this is used to evaluate residents' exposure to vibration within their properties, and provide an indication of the effect that vibrations have on the quality of life of residents living nearby.
8. BS 6472: 1992 provides guidance on the evaluation of human exposure to vibration within buildings. **Table 2** from BS 6472 defines three ranges of VDV which are likely to generate different degrees of adverse comments from residents as a result of their exposure to vibration within their properties. The table differentiates between the effects that vibration can have on people within buildings during the daytime, and also during the night. This is because the effects of vibration at night are usually more perceptible, given that most people will sleep during the hours of darkness, and the levels of background noise are somewhat reduced in comparison to daytime levels, meaning that any peaks are more noticeable.

**BS 6472 – Table 2: Summary of VDV levels and the likelihood of receiving adverse comment from residents.**

<b>Vibration Dose Value (m/s<sup>1.75</sup>) above which, various degrees of adverse comment may be expected in residential buildings.</b>			
<i>Place</i>	<b>Low probability of adverse comment</b>	<b>Adverse comment possible</b>	<b>Adverse comment probable</b>
Residential Buildings (16 hour day – 7am to 11pm)	0.2 to 0.4	0.4 to 0.8	0.8 to 1.6
Residential Buildings (8 hour night – 11pm to 7am)	0.13	0.26	0.51

9. In addition to the detailed vibration surveys carried out by the EPU, a vehicle speed survey was also carried out at the same time. This focused on the speed of the larger vehicle types (including buses), as these were the main cause of concern for residents. A record of each vehicle's alignment with the speed cushions was also made to assess whether not straddling the measures centrally produced any increase in the severity of vibration levels. Another benefit of this survey was that it also enabled some non-traffic related incidents during the survey to be identified (such as closing doors or cupboards within the properties), which needed to be removed from the traffic vibration data. The results of these surveys are contained within the EPU's Technical Report (see Background Papers). The main findings are presented below.

## **Survey Results and Conclusions**

### *Vibration Monitoring – PPV Analysis*

10. The highest traffic related PPV values recorded from both properties are 1.004mm/second at No.13 North Moor Road, and 1.976mm/second at No.7 Garth End. These values are well below the threshold level for cosmetic damage in buildings (10mm/second).

### *Vibration Monitoring – VDV Analysis*

11. The values recorded at No.13 North Moor Road were measured at 0.12 in the night-time period and 0.14 in the daytime hours. Correspondingly, the values recorded in the surveys at No.7 Garth End were measured at 0.1 in both the night-time and daytime periods. Therefore, at both properties the VDV levels actually fall below the lowest of the three defined categories: 'low probability of adverse comment', as set out in **Table 2** of BS 6472.

### *Vehicle Alignment Surveys*

12. The vehicle alignment monitoring showed that taking a poor alignment over the speed cushions can produce a slightly higher level of vibration than taking a good alignment (i.e. straddling the cushion), at similar speeds. Nevertheless, the levels of vibration are still below the lowest category of **Table 2** in BS 6472.

### *Speed Surveys*

13. The surveys which monitored the speed of larger vehicles during the course of the noise and vibration surveys (i.e. between 6am and 9am) indicate an average speed of 25mph. This is slightly above the average speed of 23mph (as referred to in paragraph 2) for all types of traffic, but is still significantly below the average speed of 33mph for all traffic types prior to the School Safety Zone's introduction.

## **Member Views**

### **Ward Members**

14. Councillors Keith Hyman, Keith Orrell and Carol Runciman have been made aware of the results of the vibration monitoring and the EPU's conclusions, and

asked for their views on the matter. At the time of writing this report, the only comments received have come from Cllr Hyman, who said:

*"...residents will be disappointed with the findings as they still perceive that vibration that affects their lives is happening and by not carrying out some changes to the humps nearest their homes they will continue to suffer. They have been patient in waiting for these tests to be carried out and are fully supportive of the School Safety Zone but still feel that there are certain movements through the zone that cause excessive vibration even if these were not picked up during the tests. Whilst accepting the scientific nature of the tests I am disappointed that no action is recommended."*

Should we receive any other comments following submission of this report, they will be reported as an update at the meeting.

### **Other Members**

15. Councillors Ian Gillies and Ruth Potter have also been made aware of the results of the vibration monitoring and the EPU's conclusions, and asked for their views on the matter. Again, at the time of writing this report, no comments have been received. Should we receive any comments following submission of this report, they will be reported as an update at the meeting.

### **Options on the Way Forward**

16. There are two basic options for Members to consider:

Option One – make no changes to the existing School Safety Zone;

Option Two – remove the School Safety Zone or make alterations to the traffic calming measures in an attempt to reduce the current traffic vibration levels.

### **Analysis of Options**

17. The residents have already stated that they accept the principles of the School Safety Zone and the associated traffic calming measures. Officers consider that the speed cushions in question are an important feature, which is needed to control entry speeds into the Zone. The resultant reduction in speed at this point is crucial, given that it prepares motorists in advance of the speed table, which the School Crossing Patrol Warden uses to assist children in crossing the road.
18. The results from the vibration monitoring surveys show that at both properties, the VDV is very low. The conclusion of the EPU report is that current vehicle speeds are producing acceptable levels of vibration, which should not adversely affect the quality of life of residents living nearby to any significant degree.
19. However, it is recognised that some people are perceptive to low levels of vibration, and minor effects can be alarming and irritating. Nevertheless, this is a drawback that must be balanced against the benefits that the traffic calming measures provide outside the school. Under these circumstances, there is little



justification for making changes to the existing School Safety Zone. The nature of any changes that would seek to reduce the already low vibration levels would be likely to compromise the effectiveness of the existing traffic calming measures.

20. A number of alternative measures have been considered, but Officers feel that none would provide an adequate level of speed reduction that would maintain an effective School Safety Zone. These were discussed in the previous EMAP report, dated 10<sup>th</sup> December 2007 (see Background Papers).
21. The suggestion in the petition of finding an alternative measure to replace the speed cushions has thus been considered, and although there are obviously strong feelings held by nearby residents about the negative aspects in relation to traffic induced vibration, Officers consider that the vibration effects are not at a high enough level to warrant making changes to the existing layout. Therefore, Option One is recommended.

### **Corporate Priorities**

22. Retaining the existing measures that help to reduce the speed of traffic outside Huntington Primary School, and particularly on the approach to the speed table crossing point, would help meet the Council's Corporate Priorities for improving the health and lifestyles of York's residents. In particular, it should continue in encouraging local people to walk and cycle.

### **Implications**

#### **Financial/Programme**

23. No funding provision would be required, assuming that the Officer's recommendation is approved (in accordance with Option One above). Funding provision, perhaps up to £15,000 would need to be made within the Capital Programme, if Members consider that Option Two (removing or modifying the scheme) should be supported. It is likely that funding of this level could be accommodated within the 2008/09 Capital Programme. Proposals to fund any changes to the zone would be presented to Members at the Monitor 2 reporting stage in September if required.

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

24. There are no human resources implications.

#### **Equalities**

25. There are no equalities implications.

#### **Legal**

26. There are no legal implications.

#### **Crime and Disorder**

27. There are no crime and disorder implications.

**Information Technology (IT)**

28. There are no information technology implications.

**Property**

29. There are no property implications.

**Risk Management**

<b>Risk Category</b>	<b>Impact</b>	<b>Likelihood</b>	<b>Score</b>
Physical	Very High	Remote	5
Financial	Low	Possible	6
Organisation/Reputation	Low	Highly Probable	10

30. In compliance with the Council's risk management strategy, the main risks that have been identified in this report are physical harm linked to road traffic accidents (Physical), higher than expected construction costs (Financial), or damage to the Council's image and reputation because the proposals may remain unpopular with many people (Governance). Measured in terms of impact and likelihood, the risk scores have all been assessed at less than 16. This means that at this point the risks need only to be monitored, as they do not provide a real threat to the achievement of the objectives of this report.

**Recommendations**

31. That the Advisory Panel advise the Executive Member to approve Option One (make no changes to the existing School Safety Zone) and authorise Officers to formally notify the residents of the decision taken.

**Reason:** The levels of vibration recorded do not warrant making any changes to the existing layout. Making no changes to the existing School Safety Zone means that an effective form of traffic calming can be retained outside the primary school in order to maintain low vehicle speeds and control traffic speeds on the approach to the speed table crossing point, thereby maintaining a safer environment for school children and village residents.

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**Chief Officer Responsible for the report**

Damon Copperthwaite  
Assistant Director of City Strategy

Report Approved



Date 30 June 2008

**Specialist Implications Officer(s)**

There are no specialist implications.

**Wards Affected:** Huntington & New Earswick

All

**For further information please contact the author of the report**

**Background Papers:**

“An Assessment of Vibration Due to Traffic Calming Measures at North Moor Road, Huntington” – report from Environmental Protection Unit, June 2008

“Petition From Residents of North Moor Road Re Huntington Primary School Safety Zone” – report to the Meeting of Executive Members for City Strategy and Advisory Panel on 10 December 2007

“Huntington 20mph School Safety Zone” – report to Planning and Transport (North-East Area) Sub-Committee meeting on 14 October 2004

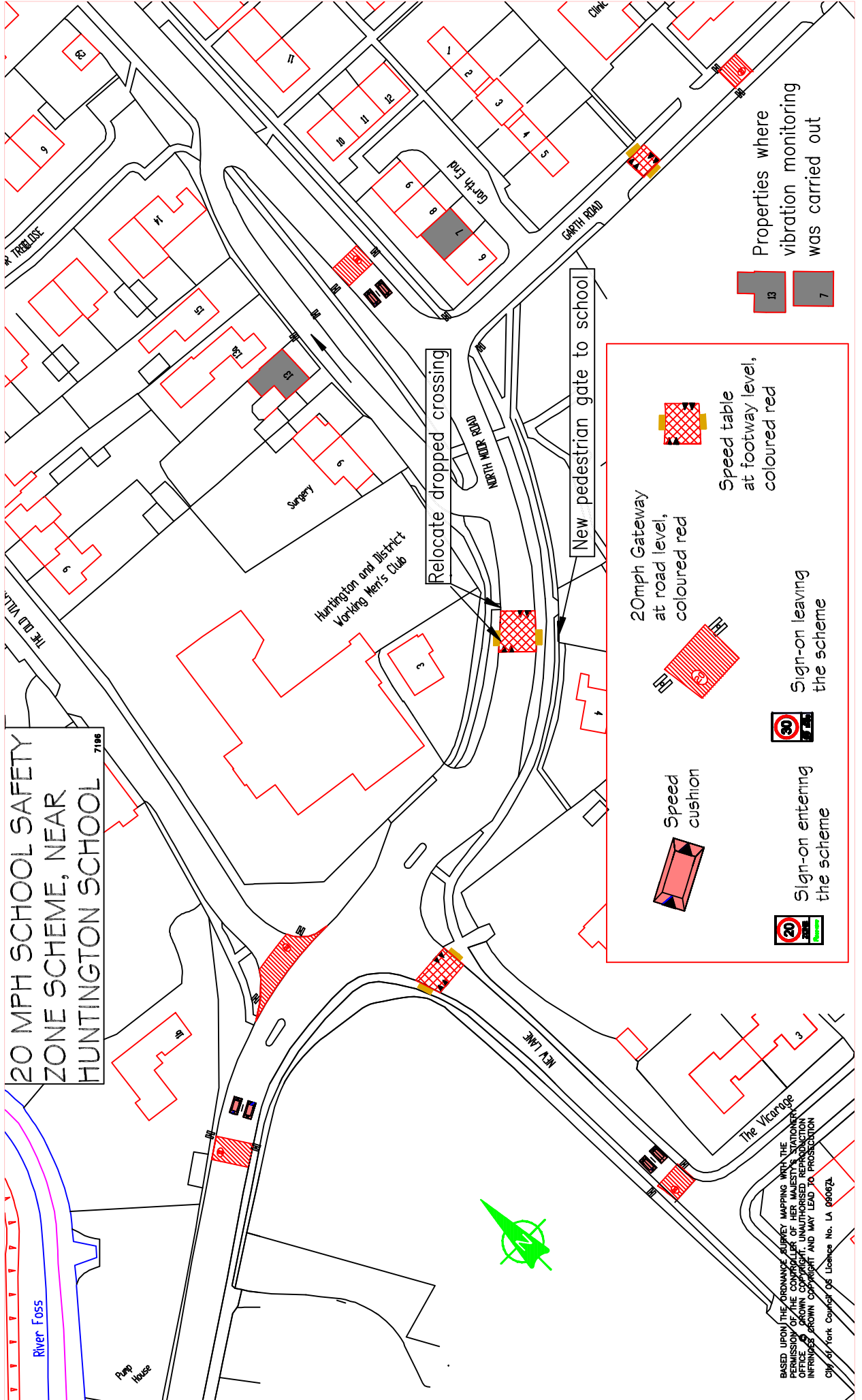
“Huntington 20mph School Safety Zone” – report to Planning and Transport (North-East Area) Sub-Committee meeting on 3 December 2001

**Annexes:**

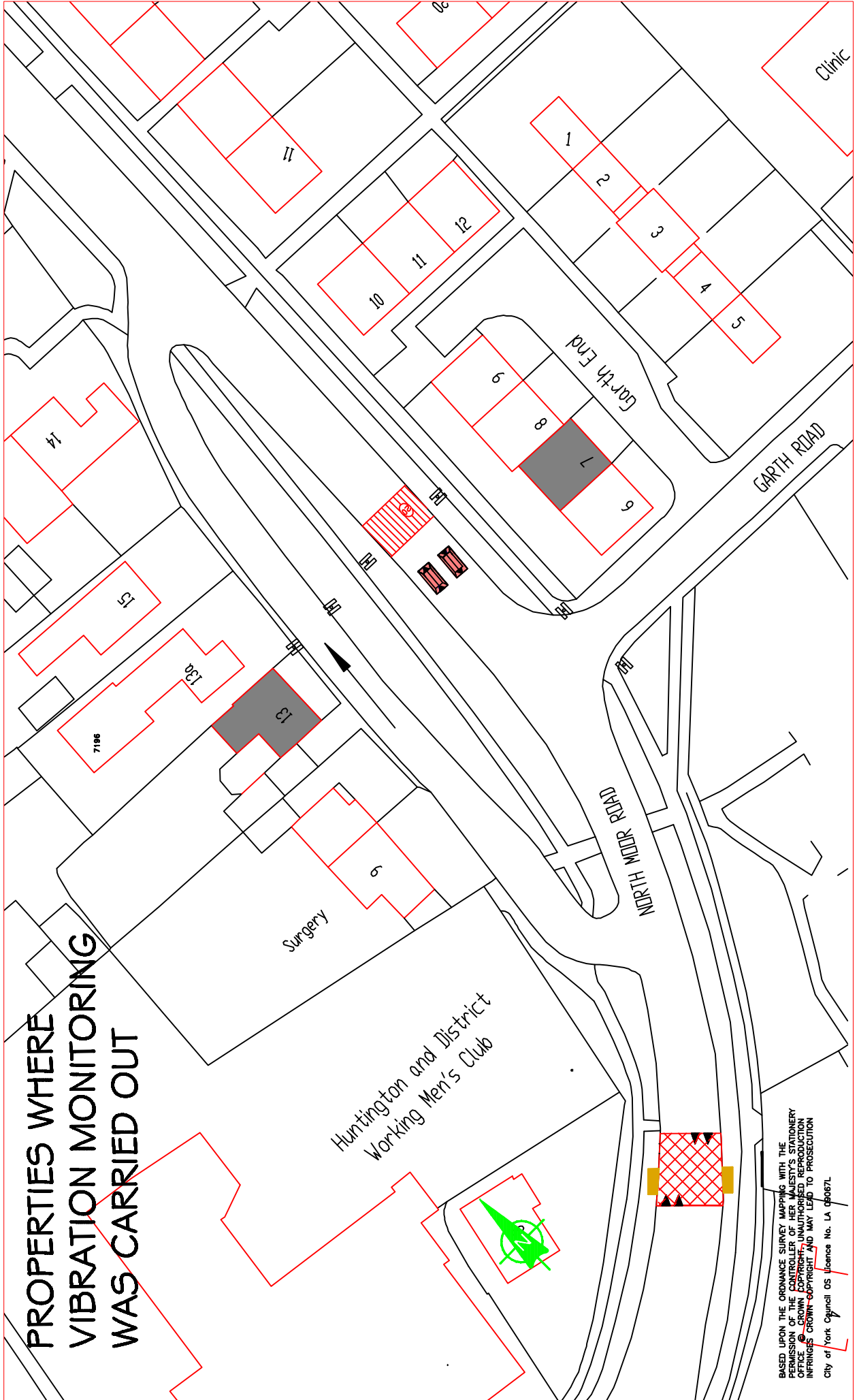
Annex A - Layout of Huntington School Safety Zone

Annex B – Properties where vibration monitoring was carried out.

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## Meeting of Executive Members for City Strategy and Advisory Panel

14 July 2008

Report of the Director of City Strategy

### Knapton Traffic and Road Safety Review

#### Summary

1. This report advises Members of the outcome of a study into traffic and road safety issues in Knapton. The report concludes that there are no significant problems to be addressed, and recommends that no further action is taken.

#### Background

2. In October 2007 this Executive Members and Advisory Panel (EMAP) considered a report on the receipt of two petitions from residents of Knapton. One petition requested the closure of Main Street at its junction with the A1237, and the other opposed the idea. Both petitions had a similar number of signatories. At the EMAP meeting Officers also presented some feedback from a consultation exercise the Parish Council had subsequently undertaken with local residents, which covered a wider range of traffic issues and possible actions. From all this information it was clear that many residents had concerns about traffic levels and speeds through the village, but there was a diverse range of views on what should, or should not, be done about it. Therefore Members asked officers to do a more technical appraisal to assess the scale of the problems raised and feasibility of possible measures to tackle these.
3. Following on from this, Halcrow were commissioned to carry out the requested traffic study. This was undertaken during January/February 2008. Their full report is available for viewing (see list of Background Papers at the end of this EMAP report), but the main study findings and conclusions are summarised below:-

#### Study Findings and Conclusions

4. Key Findings/Conclusions
  - Traffic flows through the village are light, and rarely exceed a two-way flow of 50 vehicles per hour. This level of flow is thought to be consistent with that likely to be generated locally by a settlement the size of Knapton, and suggests that no significant “rat-running” problem exists.

- Turning movements in and out of the Main Street/A1237 junction are low. In a survey of the morning peak hour 45 turning movements were recorded, and in the evening peak hour only 27 movements were observed.
- During these surveys, there was queuing on the A1237 towards the A59 roundabout, but only three right turn manoeuvres from the A1237 towards Knapton were observed. This provides further evidence that a significant rat-running problem does not exist.
- Police records show that there have been three injury accidents at the Main Street / A1237 junction over a three year period. Normally a history of at least four injury accidents over three years is needed to trigger consideration of a Local Safety Scheme.
- A full road closure, or banned right turn scheme, could help to reduce potential conflicts and lead to an improved safety situation at this junction. However, the re-routing of traffic would have the potential increase in conflicts in other locations, such as at the Bland Lane/Wetherby Road junction. The estimated cost of either option is approximately £25,000 - £30,000, allowing for physical works, traffic regulation orders, and professional fees.
- A full closure would also increase journey times and distances for people travelling to and from the north part of the village of Knapton. A demountable bollard system could be provided to facilitate emergency vehicle access, but would cause a slight increase in response time.
- The idea of banning right turn movements would not fully resolve the safety issues at the junction, and the Police have concerns over potential abuse and enforcement problems. This option would cause less inconvenience than a full closure for local residents in the northern part of the village, but would still result in increased travel times and distances for some journeys.
- An average traffic speed of around 26mph was recorded in the built-up section of the village. On Ten Thorne Lane, which is more rural in character, average speeds were 29mph. This level of speed, along with the low traffic flow, gives little justification for traffic calming measures to be introduced in the village (a scheme could cost £15,000 - £20,000 to implement).

- Although there is known to be local concern about increased pedestrian activity linked to the creation of a new playing field, it is expected that pedestrian numbers linked to this new facility will be low, and the volume/speed of traffic should provide ample opportunities to cross the road safely.
- On the basis of the evidence gathered within this study, Halcrow's overall conclusion is that there is little justification for making any changes to the existing highway arrangements in Knapton.

## **Consultation**

5. A copy of the Halcrow report was sent for information and comment to the local Ward Councillors, the Shadow Executive Member for City Strategy (Cllr T Simpson-Laing at that time) and the Parish Council. The feedback received is summarised below.
  - Cllr B Hudson (Ward Councillor) is aware that there are mixed views on traffic matters within the village, as evidenced by the original petitions, and is happy that the Halcrow report clearly sets out the analysis of the problems. Therefore he is content with the conclusion that no action is justified, and hopes that this will put residents' minds at rest.
  - Mrs S Warden (Clerk to Rufforth and Knapton Parish Council) confirmed that the Parish Council have considered the Halcrow report and are happy to accept the conclusion that the existing highway arrangements should remain as existing. It was also noted that the Parish Councillors are aware of the mixed views in the village on traffic matters, and that this probably presents a no-win situation because some residents will be unhappy with whatever decision is reached.

## **Options**

6. The following two options are put forward for Members to consider:
  - Option One - Do nothing (as recommended by Halcrow).
  - Option Two - To support some of the possible actions put forward in the Halcrow report, and seek the necessary funding for them to be taken forward.

## **Analysis**

7. The technical assessment carried out by Halcrow led to the conclusion that there are no significant traffic or road safety issues in Knapton, and therefore little justification for changing the existing highway arrangements. This overall conclusion is accepted by the Parish Council and Ward Councillor B. Hudson.

8. Given this situation, and the fact that it is known that residents' views are very mixed on the issue of local traffic problems and possible solutions, Option One appears to be the most obvious route to follow.

### **Implications**

9. **Financial** – There are no financial implications with Option One. As mentioned earlier in the report, there could be significant costs if any of the schemes looked at within the Halcrow report were to be taken forward. In this situation, funding would need to be secured within Local Transport Plan capital programme, and this would require a more detailed value for money assessment to be carried out on any detailed proposals.
10. **Human Resources (HR)** - No implications.
11. **Equalities** – No implications
12. **Legal** - no implications.
13. **Crime and Disorder** – no implications.
14. **Information Technology (IT)** - no implications.
15. **Property** – no implications.

### **Risk Management**

16. In compliance with the Council's Risk Management Strategy, there are not thought to be any risks associated with the recommendations of this report.

### **Recommendations**

17. That the Advisory Panel advise the Executive Member to accept Option One (maintain the existing highway arrangement in Knapton) as the best way forward.

**Reasons:** To respond to the findings of the technical assessment of traffic and road safety issues in Knapton, and to take account of feedback from the Ward and Parish Councillors.

**Contact Details**

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Tel No. 01904 553459

**Report Approved**  **Date** 30 June 2008

**Specialist Implications Officer(s)**

There are no specialist implications

**Wards Affected: Rural West**

**All**

**For further information please contact the author of the report**

**Background Papers**

“Petitions concerning the junction of Main S, Knapton with the A1237” -- report to the Executive Members and Advisory panel on 29 October 2007.

“Knapton Traffic and Road Safety Review” -- report by Halcrow Group Limited (March 2008)

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## Meeting of the Executive Members for City Strategy and the Advisory Panel

14 July 2008

Report of the Director of City Strategy

### **PUBLIC RIGHTS OF WAY – PETITION SEEKING THE ADDITION OF CHAPEL ALLEY, FULFORD TO THE LIST OF STREETS MAINTAINABLE AT THE PUBLIC EXPENSE: PRESENTATION OF SURVEYS AND COSTS**

#### **Summary**

1. This report follows up a request made by the Advisory Panel in January 2008, to identify the cost to the Council of adding Chapel Alley, Fulford to the List of Streets Maintainable at the public expense (LOS).
2. The report seeks approval for Option B so that the alleyway can be added to the LOS with immediate effect and the surface of the path be maintained to a standard commensurate with its use.

#### **Background**

3. The petition to adopt Chapel Alley was considered by the Executive Member for City Strategy and the Advisory Panel in January 2008, with the decision taken to progress the request to adopt the path and authorise officers to carry out the necessary surveys and costing required to bring Chapel Alley up to an adoptable standard.

#### **Consultation**

4. The Ward Member, joint Definitive Map Modification Order applicant and Lead Petitioner (Cllr K Aspden) has been consulted and offers the following: *“As Ward Councillor for Fulford, can I strongly recommend that members accept Option B - to accept the presented costing of the scheme and add the path to the LoS with immediate effect. As my petition to Council showed, Chapel Alley is a very well used pathway, between the busy areas of Main Street and School Lane, for a variety of residents in Fulford. The fact that our local Ward Committee, as voted by local residents, allocated £2,000 as a contribution towards this scheme, shows the local strength of feeling. I know that the pedestrians who use this path will be delighted to see any improvements.”*

## Options

5. Option A – Do not accept the presented costing of the scheme, but continue to progress the Definitive Map Modification Order application method, to add the path to the Definitive Map, as and when resources allow.
6. Option B – Accept the presented costing of the scheme and add the path to the LoS with immediate effect.

## Analysis

7. Option A – This option was discussed in detail in the original EMAP report. In summary, Cllr Aspden and Fulford Parish Council submitted a DMMO Application to add the path to the Definitive Map in April 2007. The path is likely to be, barring the production of any evidence to the contrary, recorded as a public right of way (PROW).
8. Notwithstanding this, it is not always the case that a PROW is maintainable at public expense. For a PROW to be maintainable at the public expense it must be proved to have been in existence prior to the Highways Act 1959. If it were proven that public rights did exist then the Council's PROW Team would take on maintenance liability, although not up to the standard of a normal footpath/footway due to budgetary constraints. PROWs such as this are now maintained by Highways Infrastructure out of the existing Highway Maintenance budget.
9. The DMMO Application for Chapel Alley is currently bottom of a list of 19 DMMO Applications received by the Council. DMMO Applications are currently dealt with in the order in which they are received. At current resource levels the PROW Team are determining one DMMO application per year.
10. Given the present poor state of repair of the path coupled with the predicted lengthy timescale involved in processing the DMMO Application, this option is not recommended.
11. Option B – As approved at the original meeting in January 2008, the Council's Engineering and Consultancy Team were requested to carry out the surveys and costings required to investigate the cost to the Council of adopting Chapel Alley. Two estimates were prepared:

Estimate 1 assumed that the existing construction of the path was inadequate and that a new sub-base would be required. **Grand Total £6756.26** (+ £2600 for manufacture and installation of cycle barrier at School Lane end of path).

Estimate 2 assumed that the construction of the path was adequate and that a new sub-base would not be required. **Grand Total £4426.51** (+ £2600 for manufacture and installation of cycle barrier at School Lane end of path).



12. It was not possible to determine whether or not the sub-base was adequate without digging test holes at intervals along the path. Additionally any test holes would only give indicative results of the particular section tested, not the whole route. Quote 1 therefore presents the worst case scenario with regards to the cost of bringing the alley up to an adoptable standard.
13. However, bearing in mind the age of the path and it's sketchy maintenance history it is highly likely that the sub-base will be inadequate along its full length or at least along sections of it. So, although Quote 1 is the most expensive, the reconstruction of the path including relaying a new sub-base would, in fact, provide best value for the Council in the long run as the work would be guaranteed to last longer and the path should not require any maintenance within the near future.
14. Should this option be approved and the path be added to the LoS with immediate effect it would be surveyed by Highways Infrastructure and then ranked along with others, within the network, that require improvement and/or maintenance.
15. The list of approved planned works for 2008/09 has already been determined by Members (3rd March 2008) and the ranking of works for Chapel Alley would form part of the forward programme assessment for 2009/10 or beyond. The exact timing of any works cannot be predicted at this stage as it is dependent on the ranking of other competing schemes and the budgets available.
16. Additionally, should the alley be added to the LoS, it would be included within the Council's routine, cyclic, sweeping regime.
17. With regards to street lighting, the lighting column located within the alley is currently owned and maintained by CYC street lighting. Should this option be approved there would be little or no change in its current status. As the lighting is at the relevant standard from when the original unit was installed there would be no obligation to upgrade the levels at this location. The only change that would come about is if the Ward wished to fund an improvement scheme should the alley be added to the LoS, which, as the alleyway is currently not adopted, is presently not permitted.
18. Notwithstanding the above, if this option were to be approved, the Council still has a statutory duty to record all such paths on the Definitive Map. The outstanding Definitive Map Modification Order application to determine the legal status of the path would therefore have to continue to be processed by PROW as and when resources allow.
19. This option is recommended.

### **Corporate Priorities**

20. As both options would ultimately have the same outcome, both link in to the Council's Corporate Strategy (2007 – 2011) Priority for Improvement Statement:

No 3 “Increase the use of public and other environmentally friendly modes of transport”; and

No 4 “Improve the actual and perceived condition and appearance of the city’s streets, housing estates and publicly accessible spaces”.

21. The *hierarchy of transport users* is firmly embedded within the second Local Transport Plan (LTP2), with pedestrians and cyclists being given priority when considering travel choice. The adoption of Chapel Alley as a highway maintainable at public expense would encourage use and therefore fits soundly within Council transport policy. The encouragement of travel by sustainable modes also corresponds with other ‘wider quality of life objectives’ as contained in the Community Strategy, such as those relating to health and also ties in with Objective 1.3 to: *Make getting around York easier, more reliable and less damaging to the environment*

## **Implications**

### **Financial**

22. Both options would have the same financial implications in that the Council as highway authority would ultimately become liable for the maintenance of the surface of Chapel Alley, albeit through different processes.
23. Approval of either option would result in the cost of the reconstruction of the path, and any subsequent maintenance of it, coming out of the existing Highway Maintenance budget, held by Highways Infrastructure.
24. This is because PROW does not hold a budget large enough to maintain paths with a tarmac surface (the initial reconstruction of the path would equate to approximately 30% of the PROW annual budget), so the maintenance of the path would be transferred to Highways Infrastructure in accordance with a decision made by Members in September 2004, where it was determined that those paths recorded on the Definitive Map, but which lie within the urban areas of York, be maintained out of the Highways Maintenance budget.

**Human Resources (HR)** - none

**Equalities** - none

**Legal** - none

**Crime and Disorder** - none

**Information Technology (IT)** - none

**Property** - none

**Other** – none

## Risk Management

25. In compliance with the Council's Risk Management Strategy, there are no risks associated with the recommendations of this report.

## Recommendations

26. That the Advisory Panel advise the Executive Member to select **Option B** and authorise the addition of Chapel Alley to the LoS with immediate effect.

**Reason:** In order that Chapel Alley may be maintained to a standard commensurate with its use and to ensure that the works are carried out on a needs and 'worst-first' basis.

## Contact Details

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### Chief Officer Responsible for the report:

Damon Copperthwaite  
Assistant Director  
City Development and Transport

Report Approved

Date 30 June 2008

### Specialist Implications Officer(s)

#### Financial

Patrick Looker (Finance Manager) 01904 551633 – none received

#### Legal

Martin Blythe (Senior Assistant Solicitor) 01904 551044 – para 18

#### Other

Fred Isles (Maintenance Manger – Highways Infrastructure) 01904 551444

#### Wards Affected:

All   
Fulford

For further information please contact the author of the report

### Background Papers:

- PROW(R)/030 Chapel Alley, Fulford
- Executive Member for Planning and Transport Report (01/09/04) *Public Rights of Way - Budgets*
- Highways Act 1959
- Local Government Act 1972 s101
- Highways Act 1980 s50(2)
- Wildlife and Access to the Countryside Act 1981
- Public Rights of Way Statement of Priorities

### Annexes

None

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## Meeting of Executive Members for City Strategy and Advisory Panel

14 July 2008

Report of the Director of City Strategy

### SIX MONTHLY REVIEW OF SPEEDING ISSUES

#### Summary

1. This report advises Members of the many locations where concerns about traffic speeds have been raised, and provides an update on progress towards assessing these against the agreed prioritisation framework.
2. Based on this assessment process, a number of priority sites are identified and discussed, leading to the development of proposals for possible future speed management actions.
3. The report also gives an over view of the proposed Speed Strategy, which is being created in collaboration with the Safer York Partners. In particular the introduction of a Community Speed Matrix Programme.

#### Background

4. Casualty reduction is a principle objective of the Council's Local Transport Plan (LTP) and its Road Safety Strategy. Speed can be a significant causal factor in 15% of accidents and therefore the targeted use of effective speed management measures has potential to contribute to this objective.
5. However latest research highlights that while 25% of injury accidents occur at local specific accident sites, by far the highest percentage of accidents (67%) occurs through driver/rider error. This requires a change in driver behavior, which cannot be achieved by engineering alone; increasingly the emphasis has to be on education, training, publicity and enforcement. (Changing Lanes, Local Government National Report, Feb 07)
6. The council receives many complaints about speeding vehicles from a number of sources including residents, elected members and representatives of local groups, such as resident associations. To help manage this, a data led method of assessing all speeding issues in York was approved at the Meeting of the Executive Member for City Strategy and Advisory Panel on 30 October 2006. This established that speeding issues should be assessed against criteria considering first accident statistics (based on North Yorkshire Police data) and then if required collected speed data, as set out in that report.

## **Prioritisation of speeding issues raised**

7. This is the 3<sup>rd</sup> review of speeding issues (Dec 06, Jan 07). Since January 08 there have been a total of 94 speeding concerns raised about 63 roads by residents, elected members, Ward Committees, or Parish/Town Councils, all these roads are listed in **ANNEX A**, page 1. As the overall aim of the process is casualty reduction this criteria has been assessed first, and a decision made, by a committee of officers with representation from the Police, and Engineering Consultancy and Network Management as to which locations would also be subject to speed surveys. 12 roads have been forwarded for speed surveys; these are listed on page 2 of **ANNEX A**. Because of time scales, some of these speed surveys are still outstanding, and these roads will be reported on in the next review in January 09.
8. Gale Lane has also been added to the list, as it was reported in the last EMAP, January 08 that Gale Lane would be re-assessed, as traffic calming measures had just gone in.
9. The out come of the data analysis on the 12 road (14 speed survey sites) are categorised and shown in **ANNEX B**. This shows that out of the original 63 roads 8; reach the criteria to be considered for engineering intervention. The other 55 locations will be offered the Community Speed Matrix (mobile flashing speed sign) scheme, or a visit from the existing Fire Service Speed Matrix. (Where the site is in a 40 or lower area).
10. The speed surveys consistently show that there is a small section of our society who insists on speeding, whatever the conditions, or engineering measures put in to prevent this. This anti-social element to our driver behaviour would be best tackled through education, publicity and enforcement.
11. From the initial accident analysis it was also noted that although some of the roads did not have accident records to indicate a speed issue, some did have recorded accidents on junctions, It is proposed that these roads are forward for further investigation depending on the availability of funds and how they rank against other spending options priorities.

## **Community Flashing Speed Signs**

12. As the information in **ANNEX A** documents, we clearly have issues around perceived speeding. The Safer York Partnership, which includes CYC, North Yorkshire Police and North Yorkshire Fire and Rescue, has been working together to create a Speeding Strategy. This strategy will be evidence and data led and should help how we categorise speed and perceived speed issues. As part of this process it is proposed to implement a "Community Speed Matrix Programme", this would provide a flashing speed sign, as detailed in **ANNEX C**, which could be loaned, and staffed by Community Groups to take a hands on approach to perceived local speeding issues. CYC Road Safety Dept and the Fire Service will work together to provide training, risk assessment and information to Community Groups who wish to be involved. It is hoped to purchase 2 of the machines, which can be used by community groups in areas of 40mph or lower.

## 95 Alive Partnerships

13. The 95 Alive Partnership is a partnership set up with City of York Council, North Yorkshire County Council and other agencies, such as the Police, Fire Service and Highway Agency to work together towards reducing killed and seriously injured on our roads (the aim is to save an extra 95 lives between its concept in 2004 and 2010). The Partnership is about to begin a feasibility study to look at speed camera technology and its relevance for York and North Yorkshire. The Feasibility Study results are due in January 09 and should give a good insight as to whether speed camera technology should be implemented throughout North Yorkshire and York. Depending on the outcome of this study it may be the case that substantial funding for the setting up and long term running of a Safety Camera Partnership would need to be found.

## Vehicle Activated Signs

14. One of the speed management tools that have quite recently become available to the Council is the use of Vehicle Activated Signs (VAS). The Council has already installed a number of these around the City, generally in places where other forms of physical traffic calming would not be appropriate. A review was given in the last EMAP report, (14<sup>th</sup> January 08); it is proposed that speed surveys should be carried out, before the next report (January 09) to assess if these VAS signs are still having the desired effect on speed.

## Speed Management Proposals for 2008/09

15. Proposal A. The Transport Capital Programme for 2008/09 was presented to EMAP in March 08 and a block allocation of £65K for speed management work was approved. This should provide sufficient funding to ensure all roads detailed in the last Speed Management Review (Annex B Jan 14<sup>th</sup> 08) could be investigated by Engineering Consultants and a significant number of them to be implemented. These will be done on the criteria based assessment scores, thus those with a rating of 1, very high and 2 high will be worked on first. Consideration for sites from this report will be considered alongside those from Jan 08 and should any of the current roads score 1 or 2, they would take precedence over roads that scored a 3 at EMAP in Jan 08. Sites not progressed in 2008/9 will be put forward for consideration from the Capital Programme 2009/10.
16. Proposal B, To ensure the list of junction sites, although not speed related are considered under the appropriate criteria, and put forward for action out of The Transport Capital Programme 2008/9 2009/10 if appropriate.
17. Proposal C. To continue to develop the Speed Management Review System, and to work towards a Speed Strategy, which can deliver a criterion based system for ensuring that roads with high speeds and or accident statistics are recognised and measures implemented to improve the situation. This speed strategy is being developed in collaboration with outside agencies that make up the Safer York Partnership.

18. From a recent national report, *Changing Lanes, Evolving Roles in Road Safety, Local government National report, Feb 2007* It should be noted that in a lot of cases, hard engineering measures will have little impact on the issue of speeding. It is being recognised that changing road user behavior is the key to reducing speeds. Public attitudes to road use are mixed and personal behaviors can be contradictory depending on the circumstances. While road safety is often a concern for residents, this is not necessarily reflected when the same people are themselves driving. Whilst changing behavior is a challenge it is one that can be achieved with time and persistence and will require not just engineering but also education, training, publicity and enforcement. All elements we hope to include in the Speed Strategy.

### Options/Analysis

19. Proposal A provides a continuation of the Speed Management Review System put in place in October 06, and ensures that the greatest rate of return from funding streams is achieved.
20. Proposal B ensures that, although not speed related the issues around junctions that the process has highlighted are progressed through the appropriate channels
21. Proposal C provides partnership working to work towards a speeding strategy that should include a proactive approach as well as the reactive approach that already exists through the Speed Management Review process. This should ensure ownership of the issues, across the board at all levels. It also gives a co-ordinated way forward for implementing any further education, publicity or enforcement, which should support the Speed Management Review Process.

### Corporate Priorities

22. The Council's Improvement Priority to increase the use of public and other environmentally friendly modes of transport is relevant to this report. Fears of being a casualty are a real deterrent to more people walking and in particular cycling. By implementing a robust programme of speed management measures to reduce excessive speeding, which targets the minority of drivers whose driving behaviour poses the greatest risk to others, overall safety can be improved and an increase in active transport use achieved.

### Implications

#### Financial

23. A proportion of the 2008/09 Capital Programme has been allocated to enable the council to take forward a number of speed management schemes, Any not funded in this financial year will go forward for funding from the 2009/10 Capital Programme.
24. Depending on the outcome of the 95 Alive feasibility study – Substantial funds may be required to progress any implementation and running costs of a Safety Camera Partnership.



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

25. There are no HR implications, since activities linked to this work area can be accommodated within existing staffing levels and be funded via the Local Transport Plan funding stream.

### **Equalities**

26. There are no equality implications.

### **Legal**

27. There are no legal implications.

### **Crime and Disorder**

28. Speeding is a criminal offence and the Council has a responsibility to deliver an effective Speed Management Strategy.

### **Information Technology (IT)**

29. There are no IT implications.

### **Property**

30. There are no property implications.

### **Other**

31. There are no other implications.

### **Risk Management**

32. In compliance with the Council's risk management strategy the risks arising from the recommendations have been assessed.

### **Strategic**

33. There are no risks associated with the recommendations of this report.

### **Physical**

34. Road accidents by their very nature are unpredictable and it is always possible that an injury accident will occur on a route that has been assessed where no action was taken. The evidence and data led method of assessing speeding issues ensures that routes with a casualty record are prioritised.

### **Financial**

35. There is a potential risk that demand for speed management treatments outweighs the capacity to deliver. All potential speed management-engineering treatments will be subject to budget allocation.

## Organisation/Reputation

36. Following assessment, there could be opposition to a recommendation, of education, training or publicity (community speed watch or community flashing speed sign). However, the evidence and data led method of assessing speeding issues enables one to justify instances when no action, or education, training or publicity is deemed appropriate.
37. Measured in terms of impact and likelihood, the risk score for all these risks has been assessed at less than 16 (see table below). This means that at this point the risks need only to be monitored, as they do not provide a real threat to the achievement of the objectives of this report.

<b>Risk Category</b>	<b>Impact</b>	<b>Likelihood</b>	<b>Score</b>
Strategic	Very Low	Remote	2
Physical	Very High	Remote	5
Financial	Medium	Possible	9
Organisation/Reputation	Medium	Probable	12

## Recommendations

38. That the Advisory Panel advise the Executive Member to:
- (i) Note the outcome of the junction/speeding issue assessments carried out by Officers, and give in principle support to an appropriate funding allocation being made within the 2008/09 and 2009/10 Transport Capital Programme for speed management proposals.
  - (ii) Give support to the proposal to create a Speed Strategy to ensure speed issues are considered in a proactive as well as reactive and structured way.
  - (iii) Note the feasibility study being undertaken by the 95 Alive partnership and understand that should this recommend the implementation of speed cameras within York and North Yorkshire funding will have to be found for implementation and continuing running costs.

Reason:

<b>Authors:</b>	<b>Chief Officer Responsible for the report:</b>
Trish Hirst Road Safety Officer City Strategy 01904 551331	Damon Copperthwaite Assistant Director (City Development and Transport)

	<b>Report Approved</b>	✓	<b>Date</b>	30 June 2008
	Ruth Egan Head of Transport Planning			
	<b>Report Approved</b>		<b>Date</b>	
<b>Specialist implications Officer(s)</b>				
<b>Financial</b> Patrick Looker Finance Manager, City Strategy 01904 551633				
				tick
<b>For further information please contact the author of the report</b>				

## Background Papers

### Speed Management Report

Meeting of Executive Members for City Strategy and Advisory Panel, October 2006

Meeting of Executive Members for City Strategy and Advisory Panel, January 2007

Second Local Transport Plan 2006 –11  
(Including Road Safety Strategy and Speed Management Plan)

Changing Lanes, Evolving roles in road safety, Local government National Report  
February 2007

TRL Report 548 Vehicle Activated Signs – a large-scale evaluation.

TRL Report 323 *A New System for Recording Contributory Factors in Road Accidents*

## Annexes

Annex A Speeding Issues - Assessment Results, pages 1 and 2

Annex B Community Speed Matrix Information

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SPEEDING ISSUES - ASSESSMENT RESULTS						ANNEX A
ID number	Road	Area	Accident Stats	casualty score	Request from	Other info
08/U/YO32/0001/1	Oaken Road	Haxby	none	0	public/Cllr enq	
08/U/YO26/0002/1	Millfield Lane	Nether Poppleton			public/Cllr enq	
08/U/YO32/0003/1	Stockton Lane/ The Village	Stockton on Forest			public/Cllr enq	Requested more information
08/U/YO31/0004/1	Lowfield Drive	Acomb			public/Cllr enq	Requested more information
08/U/YO24/0005/6	Moorgate	Acomb	none		public/Cllr enq	
08/U/YO31/0006/2	New Lane	Brockfield Drive to Hunt Rd	5 slights	5/ Also junctions	public/Cllr enq	3 involving cycles? 1 serious and 4 slights also at junction
08/U/YO31/0007/1	Bell Farm Ave/Bull Ring	Heworth	1 slight	1	public/Cllr enq	Also 1 serious at junction, but not speed related
08/B/YO19/008/1	B1222 Naburn Grange	Naburn	3 slights	3	public/Cllr enq	1 at junction, 1 on ice.
08/A/YO19/0009/7	A1079 Four Lane Ends, in 60	Dunnington	1 serious 2 slights	6	public/Cllr enq	
08/U/YO24/0010/1	Foxwood	Acomb	3 slights (non speed related)	3	public/Cllr enq	
08/U/YO32/0011/1	York Road, VAS sign wants moving	Haxby Village			public/Cllr enq	
08/U/YO23/0012/1	Temple Lane	Copmanthorpe	none	0	public/Cllr enq	
08/U/YO24/0013/5	Hamilton Drive	Acomb	3 slights (non speed related)	3	public/Cllr enq	
08/U/YO24/0014/1	Nursery Drive	Acomb			public/Cllr enq	Requested more information
08/U/YO26/0015/1	Northfield Lane (would like a 40 limit)	Upper Poppleton	none along road (some at junction)	0	public/Cllr enq	
08/U/YO31/0016/1	Laythorpe, full length		3 slight( 7 at junction with Mill Lane)	3/ Also junctions	public/Cllr enq	
08/U/YO23/0017/1	Bishopthorpe Rd	Campleshon Rd to Terrys	none	0	public/Cllr enq	
08/A/YO10/0018/1	A19 Fulford				Police	need more detail to check specifics
08/U/YO23/0019/1	Acaster Lane	Bishopthorpe	1 serious 1 slight (2 slight discntd)	5	Police	Serious 1 incident (2 cas), on junction with Main St, slights 2 incidents (4 cas). 1 discounted
08/U/YO24/0020/1	Alness Drive/Askham Bar	Acomb	1 slight	1	public/Cllr enq	Failed to stop at junction
08/U/YO24/0021/1	Appleton Road	Bishopthorpe	2 serious 2 slight	all junction	Police	2 Serious on junction with Moor Lane, 2 slights on junction with Sim Balk Lane - junction issue
08/U/YO23/0022/2	Bishopthorpe Rd	Butcher Terr to Town	1 slight 1 serious	5	Public	Looked at before, 2006 detail
08/U/YO31/0023/1	Build out, chicanes Huntington Rd	By sessions, Huntington Rd	None	0	public/Cllr enq	
08/U/YO32/0024/1	Chicane in Eastfield Ave -removal	Haxby	None	0	public/Cllr enq	
08/U/YO /0025/1	Church Lane	Weldrake	None	0	Police	1 serious on bend outside village
08/U/YO30/0026/1	Eastholme Drive	Rawcliffe	1 slight	1	Police/Cllr email	included EMAP 2007 info 2006
08/U/YO30/0027/1	Green Lane	Clifton Without	None	0	Police/Cllr email	included EMAP 2007 info 2006
08/U/YO10/0028/1	Heslington Lane	Heslington	2 slights	2	Cllr email	looked at before June 06
08/U/YO31/0029/1	Highthorn Road	Heworth	1 slight	1	Public/cllr enq	HGV Rat running, passed to police. Slight on junction with Huntington Rd
08/U/YO32/0030/2	Hopgrove South	Heworth	5 slight 1 serious	all junctions	Public	Looked at before,2006 detail. 1 slight jn Stockton La. Others jn Malton Rd.
08/U/YO30/0031/1	Howard Link	Rawcliffe	none	0	public/Cllr enq	
08/U/YO24/0032/1 *	Huntsman Walk	Acomb	1 slight 1 serious	5	public/Cllr enq	Looked at before,2006 detail. Slight in snow. Both on junction with Beagle Ridge Drive
08/U/YO19/0033/1	Intake Lane,	Acaster, Selby Rd	none	0	public/Cllr enq	
08/U/YO32/0034/2	Jockey Lane	Haxby	6 slights	all junctions	Cllr email	Looked at before, June 2006. All on junctions. 1 an New Lane end others with Kathryn Av or large roundabout.
08/U/YO23/0035/1	Keble Park North	Bishopthorpe	None	0	public/Cllr enq	
08/U/YO26/0036/1 *	Knapton Village	Knapton	4 slights 1 serious			HALCROW report request to commence 29.01.08. 3 slight 1 ser, jct A1237. 1 slight jct Back Lane
08/U/YO26/0037/4	Longridge Lane	Nether Poppleton	3 slights on junction	3	public/Cllr enq	Looked at before, cat 3. GK responded. Slights at junction with Millfield Lane
08/U/YO10/0038/1	Low Moor Avenue	Fulford	None	0	public/Cllr enq	request for a camera
08/U/YO23/0039/1	Main Street	Bishopthorpe	3 slight 2 serious	11	Police	4 casul from 2 serious 4 cas from 3 slights
08/U/YO /0040/1	Wetherby Road	Rufforth	1 serious	4	Police	On junction of Maythorpe, details to be confirmed 3 serious casult.
08/U/YO23/0041/1	Main Street	Askham Bryan	1 slight	1	Police	On the bend.
08/U/YO30/0042/1	Manor Park Road	Rawcliffe	None	0	Police/Cllr email	included EMAP 2007 info 2006
08/U/YO30/0043/1	Melton Avenue	Rawcliffe	None	0	Police/Cllr email	included EMAP 2007 info 2006
08/U/YO24/0044/1	Middlethorpe Drive	Acomb	none	0	Public/cllr enq	
08/U/YO19/0045/1	Murton Lane	Murton	1 slight	1	Parish Council	Junction with livestock centre (2 casualts). Another 4 slights from 3 acc on junction with A166
08/U/YO /0046/1	Naburn Village	Village	2 Slights	2	Police	VAS to come from Ward committee funds 09/10
08/U/YO24/0047/1	Park Street	Off Blossom Street	none	0	Public/cllr enq	
08/U/YO26/0048/1	Poppleton Road	Holgate	7 slights	junctions	public/Cllr enq	4 at jct Linsey Ave. 2 at Jct How Hill Rd. 1 ped getting off a bus. Possible junction issue?
08/U/0000/0049/1	Removal of all speed humps	York		0	public/Cllr enq	
08/U/YO26/0050/1	Salsbury Terrace/ Garfield Terr		None	0	public/Cllr enq	
08/U/YO31/0051/1	Second Avenue	Heworth	None	0	Public/cllr enq	
08/U/YO23/0052/3	Sim Balk Lane (country section)	Bishopthorpe	3 slights, 1 serious	7	Public/ Police/Cllr	slights 4 injurys from 3 incidents, 1 in a blizard.
08/U/YO24/0053/1	Speeds at Ralph Butterfield School	Acomb	1 slights	1	public/Cllr enq	2 casualts from 1 incident, not outside school
08/U/YO31/0054/1	St.John's Street	off Lord Major's Walk	None	0	public/Cllr enq	
08/U/YO31/0055/1	Stockton Lane	bend nr Rosedene	1 serious in 7 years	4	Public	Re checked TF, looked at before 2006
08/U/YO32/0056/1	Strensall Rd	South of ring road	2 slights	2	Public/cllr enq	Looked at before, Jan 08 EMAP
08/U/YO32/0057/1	Strensall Rd	North of ring road Earswick	2 slights in village	2	Public	Rural section of Strensall Rd has more accident stats
08/U/YO32/0058/1	Usher Lane (Whole length)	Haxby	3 slights, 1 serious,	7	public/Cllr enq	Reported on EMAP Jan 08. But only built up area. Serious had 2 casualts
08/U/YO31/0059/1 *	Walney Road	Heworth	none	0	public/Cllr enq	ask engineering to look at bend.
08/U/YO24/0060/1	White House Estate	Pulleyn Drive	none	0	Public	checked by MD in my adsence
08/U/YO19/0061/2	York Street	Dunnington	None	0	public/Cllr enq	Looked at before, 2006 detail. Just 1 slight on junction with Pear Tree Lane
08/U/YO24/0062/1	Zebra Acomb Road	Acomb	1 slight on or near crossing	1	Public/cllr enq	Acomb Rd and York Road, very high acc stats, these roads gone forward for review in next round.
08/U/YO19/0063/7	Common Road, in 30 area	Dunnington	1 serious, not speed related	4	Public/cllr enq	
08/U/YO19/0064/7	Common Road, in 40 area	Dunnington	1 serious, not speed related	4	Public/cllr enq	
08/U/YO19/0065/7	York Road (near Derwent Estate, 30)	Dunnington	1 slight,	1	Public/cllr enq	1 serious, 1 slight on junction, not speed related
08/U/YO /0066/2	Elvington Village	Elvington	16 slight 3 serious		Public/cllr enq	
08/U/YO24/0067/RS	Acomb Road	Acomb	6 slights, 4 serious, 1 fatal		Road Safety Officer	
08/U/YO24/0068/RS	York Road	Acomb	10 slights, 3 serious		Road Safety Officer	

SPEEDING ISSUES - ASSESSMENT OF RESULTS													ANNEX A	
ID number	Road	Area	Speed Data/ All 7 day 24 hour.					3 yr Casualty Record			Category			
			Location	Direction	Limit	Mean	85th pecentile	Fatal	Serious	Slight	Speed (H,L)	Casualty (H,L)	Overall (1 - 4)	
08/U/YO32/0001/1	Oaken Grove	Haxby	Nr. No 86	to Moor Lane	30	28	33	0	0	0	High	low	3	
			Nr. No 86	from Moor L	30	32	38							
08/U/YO26/0002/1	Millfield Lane	Nether Poppleton	Nr Laxton Cottage	to A1237	40	40	45	0	0	2	Low	Low	4	
			in 40 area	from A1237	40	37	43							
08/U/YO32/0005/5	Moorgate	YO24	Nr No 24	To Acomb	30	25	28	0	0	0	Low	Low	4	
				From Acomb	30	25	30							
08/U/YO31/0006/2	New Lane	Huntington	South of Jockey In	To Jockey In	30	33	38	0	0	5	high	low	3	
				From Jockey	30	32	36							
	New Lane	Huntington	North of Jockey In	To Jockey Ln	30	31	37	0	0	5	high	low	3	
				From Jockey	30	30	35							
08/B/YO19/0008/1	Naburn Grange	B1222 beyond village		To Naburn	60	45	53	0	0	3	low	low	4	
				From Naburn	60	44	53							
08/A/YO19/0009/5	A1079	Four Lane Ends		To York	60	34	42	0	1	2	low	high	2	
				From York	60	37	45							
08/U/YO19/0064/7	Common Rd	Dunnington	in 40 area	To village	40	34	43	0	1	0	low	low	4	
				from village	40	34	41							
08/U/YO19/0063/7	Common Rd	Dunnington	outside medical	to village	30	28	35	0	1	0	high	low	3	
			centre	from village	30	29	35							
08/U/YO19/0065/7	York Road	Dunnington	By Derwent	to village	30	39	46	0	0	1	high	low	3	
			Estate	from village	30	42	50							
08/U/YO24/0010/1	Foxwood Lane	Acomb		To Beg Ridge	30	22	26	0	0	0	low	low	4	
				From Beg Rid	30	20	24							
08/U/YO23/0017/1	Bishopthorpe Rd	From Capleshon Rd	Opp 286	To City	30	28	35	0	0	0	high	low	3	
		to Bish		From City	30	29	35							
08/U/YO31/0016/1	Layerthorpe		nr James St	to City	30	28	33	0	0	3	high	low	3	
				from City	30	32	38							
08/U/YO23/0039/1	Main Street	Bishopthorpe						0	2	3		high		
08/U/YO23/0052/3	Sim Balk Lane	Bishopthorpe						0	1	3		high		
	country section													
08/U/YO32/0058/1	Usher Lane							0	1	3		high		
	whole length													
	Gale Lane	Acomb (from Jan 08)	Nr Tudor Rd	To Tudor	20	22	26	0	1	1	high	low	3	
			Nr Tudor Rd	From Tudor	20	23	27							

**Table showing Categorisation of 12 Sites where speed surveys were carried out.**

<b>Category</b>	<b>Definition of category</b>	<b>Location</b>	<b>Action</b>
<b>1</b>	High speed / High accident record	None	
<b>2</b>	Low speed / High accident record	A1079 Four Lane Ends Dunnington	Considered for potential local Safety scheme or Danger reduction.
<b>3</b>	High speed/ Low accident record	New Lane, Huntington Common Road, Dunnington (30 area) York Road, Dunnington (30 area) Bishopthorpe Road (from Campleshon Rd, to Terrys) Layerthorpe Oaken Grove, Haxby Gale Lane, Acomb	Considered for further investigation for possible traffic calming measures, depending on available funding and ranking against other spending priorities.
<b>4</b>	Low speed / Low accident record	Millfield Lane Moorgate Naburn Grange Common Road, Dunnington (40 area) Foxwood Lane	Not considered for traffic calming. Driver education will be offered in form of mobile flashing speed sign. Either Fire Service of Community Scheme.

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## **Community Speed Awareness Scheme**

### **Frequently Asked Questions**

Many communities are concerned about the speed of traffic in their local area and in some cases this has a significant effect on their quality of life. The Road Safety Promotion Unit, through publicity and education, endeavour to help tackle this problem as part of the overall aim to reduce road casualties across the city.

#### **Does SID work?**

Primarily, SID is a device which provides members of the local community with the opportunity to address anti social behaviour and influence motorists' style of driving through education.

SID is particularly beneficial when tackling the casual speeder who may not have realised that they are driving too fast or breaking the speed limit. SID notifies them of their speed and helps to make them more aware of potential hazards in the area and the appropriate speed at which they should be travelling.

A year long evaluation in Dorset showed that speed reduction was achieved where S.I.D.s were activated. Speeds of more than 325,000 vehicles were recorded following 70 deployments at 35 sites and results revealed that the average speed decrease was 5.26mph when compared with average speeds before deployment. A similar, but smaller scale survey carried out in Leeds at two locations during 2005 backs up this evidence, showing that where SIDs were deployed there was a noticeable reduction in the speed of traffic.

#### **Why do I have to be a member of a 'Community Group'?**

We ask that volunteers represent a group such as a tenants and residents association or Parish Council in order that the broader feelings of the community can be represented, rather than the feelings of one individual. It also means that there will be more volunteers on hand to operate the SID when deployed at the selected survey sights.

#### **Why can't we have a permanently fixed SID sign?**

SIDs relative portability is often an advantage, meaning that it can be used at a number of different locations throughout the community and set to work on roads with different speed limits. The very fact that the machines are located on a temporary basis means that road users notice their presence and respond accordingly.

Fixed installations may be seen as a target for vandalism and drivers may develop 'sign blindness' to SIDs that are placed in fixed locations, particularly once they realise that the machines are not a camera and will not be used for prosecution.

### **Why doesn't SID record data or number plates?**

SID has not been designed to automatically collect data for you, the idea of the machine is to educate drivers about the speed at which they should be travelling and to raise motorists' awareness in a positive way.

### **Can we record our own data?**

Yes, you may find it beneficial to record your own data. This can be used for your own information, or in certain cases be passed on to the local police or Road Safety Unit.

We would not recommend taking down number plates or even individual speeds except in exceptional circumstances. Data tends to be most useful when recorded in tally or tick form on a simple chart.

### **Why does SID have an upper speed threshold?**

SID has an upper threshold limit set 15mph above the official speed limit of the road where it is being used. This is in order to minimise the chance that a minority of individuals may see the device as a target to see how fast they can travel though the area, using the roads as a race track.

### **How do we know that the machine is accurate?**

Smiley SIDs rely on radar technology and are regularly calibrated by the Road Safety Promotion Team. This means that the machines remain fully accurate when placed at the roadside.



**Road Safety Promotion  
Unit  
Tel:**



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**Meeting of Executive Members for  
City Strategy and Advisory Panel****14 July 2008**

Report of the Director of City Strategy

**York – Harrogate - Leeds line Tram-Train Feasibility update****Summary**

1. This report provides an update on work undertaken to assess the feasibility of proposals to introduce a tram-train service in the Leeds City Region, with particular reference to the operation of such a service on the York to Harrogate to Leeds line, including options considered for developing tram-train within the York area its potential impacts. In addition it details the national trial of tram-train technology that has recently been announced

**Background**

2. The York-Harrogate-Leeds line is a key part of the MetroTrain and North Yorkshire rail network serving the prosperous commuter market North West of Leeds and the Harrogate to Leeds/York markets (parallel to the congested A59 and A61 roads).
3. In April 2003 a consortium comprising METRO, North Yorkshire County Council and City of York Council appointed Faber Maunsell to undertake a study to devise the 'Harrogate Line Route Strategy' for the York-Harrogate-Leeds rail line. The main aim of the study was to understand the reasons why the line carries fewer rail passengers into Leeds and York than comparative lines in West Yorkshire. Once this had been established the study was to determine the optimum rail journey times and frequency as part of a holistic programme of infrastructure, signalling and rolling stock improvements to provide a "step change" in quality.
4. This study demonstrated that there is significant opportunity to both encourage transfer from road to rail as well as increasing trip making levels by current rail users. Furthermore, through developing an holistic approach to upgrading the route, the Harrogate route rail market will be in a strong position to expand significantly.
5. One of the key recommendations for the York – Harrogate section of the line was to investigate the potential for increased rail frequencies to two trains per hour between Knaresborough and York (together with 3 trains per hour between Leeds and Knaresborough).

6. Following on from this, Arup was commissioned in April 2005 by the same consortium to undertake a further study entitled 'Harrogate Line Development, Delivery Plan' reviewing the current and future operation of the Leeds – Harrogate – York heavy rail line, including the future use of alternative technologies. This study suggested a series of short, medium and long-term improvements to the line, encompassing:
  - Timetabling and Operations;
  - Track Infrastructure;
  - Rolling Stock;
  - Station Infrastructure, and
  - Alternative Technology
  
7. The report considered improvements to the conventional 'heavy rail' service and the potential benefits of using Tram-Train as an 'Alternative technology'. The key benefits of tram train over heavy rail were felt to be:
  - Lower costs overall, particularly in the short term, as vehicles can be introduced without major infrastructure changes;
  - The opportunity to incrementally develop the desired network;
  - Any new link to Leeds Bradford International Airport (LBIA) is likely to be cheaper than heavy rail;
  - It allows better penetration of Leeds (and York) centre(s); There is possible future connectivity across identified employment zones;
  - There is possible future connectivity across identified employment zones;
  - Likely to be lower maintenance costs in the long run as the vehicles are 'lighter' on the track and station infrastructure is not so onerous to maintain, and
  - It would form part of a longer term vision of a transport network between the key centres in West Yorkshire, supporting the economic growth aspirations of the Leeds City Region (of which, City of York Council is a member authority).
  
8. In March 2007, the Leeds City Region published the Leeds City Region Transport Vision and Investment Plan. It realised that committed schemes, as well as those currently planned by local authorities, would not fully meet the anticipated travel needs of the city region. Therefore, it includes additional measures that, amongst others, seek to
  - Develop packages of rail, road, bus and integration measures on corridors to increase capacity or to provide greater choice, and
  - Improve existing services, by introducing new modes, such as tram-train replacing heavy rail (under the scope offered to local authorities in the Rail White Paper in 2006).
  
9. Following the publication of the Transport Vision and Investment Plan a fact-finding visit to look at existing tram-train services in Germany was made by selected officers of the Leeds City Region authorities and representatives of Network Rail to ascertain some of the operational issues of such services.

10. Subsequent to this visit in November 2007, Arup were, again, commissioned to undertake the Leeds City Region Tram-Train Feasibility Study to consider the potential for introducing tram-train technology onto routes set out in the Leeds City Region Transport Vision.
11. The study considered the high-level feasibility of introducing tram-train onto the following routes:
  - Leeds – Harrogate – York;
  - Leeds – Lower Aire Valley – Five Towns;
  - Horsforth – Leeds Bradford International Airport (– Guiseley);
  - Bradford Forster Square – Guiseley; and
  - Five Towns – Wakefield.
12. Whilst the study was on-going, the Government announced, on 18<sup>th</sup> March 2008, it had “given the green light for a pilot service featuring ‘tram-trains’ along the 37-mile Penistone Line” (Huddersfield-Barnsley-Sheffield). Consequently, this report also gives details of this national trial of tram-train technology.
13. In addition to supporting improvements to provide a “step change” in quality on the York-Harrogate-Leeds line, City of York Council have had aspirations to re-open local rail stations for approximately eleven years. At a meeting of the Council on 30<sup>th</sup> June 2008 the Motion by Councillor Gillies From Cllr Gillies *“That this Council instructs officers to investigate, and report back through City Strategy EMAP, with the appropriate agencies the feasibility of developing a dedicated rail service to run between York Railway Station and Strensall, with intermediate stops at York District Hospital and Haxby, utilising the existing railway infrastructure.”* and “The Council also registers its support for future light railway/tram train systems for the City of York.” Restated this aspiration.
14. A brief history of the endeavours made to secure the introduction of new stations in the York area is, therefore, contained at Annex A.

### **The Leeds City Region Tram-Train Feasibility Study and its findings**

15. A draft final report for this study, which was also partly funded by City of York Council and Leeds Bradford International Airport, has now been completed. It has considered the following key issues:
  - Current and future levels of demand on each line (see paragraph 11);
  - Operational feasibility of tram-train services on each line;
  - Physical feasibility and cost of conversion to tram-train on each line; and
  - Evaluation of different types of tram-train rolling stock that are currently available.
16. The draft findings of the study, with particular reference to the York-Harrogate section of the York-Harrogate-Leeds line and links from York to LBIA, are summarised below:

*Passenger Capacity*

17. The Harrogate Line services are severely overcrowded in the peak and the volume of trips that could transfer from car/bus indicates a suppressed demand;

*Operational and Physical Feasibility*

18. The findings are:
  - The Harrogate Line has been identified as being the most suitable line for the initial introduction of tram-train technology in operational and infrastructure terms;
  - Alignments into development sites in York and residential areas have also been identified, but there are some operational constraints that affect their feasibility. These are outlined below and described further in paragraphs 20 – 25:
    - Implementation of a rail-based park & Ride on the A59 at Poppleton would need to be closely coordinated with any bus-based scheme;
    - Links into York Northwest (York Central and British Sugar) would need to cross rail lines;
    - A city-centre loop would require on-street running on a route that is somewhat remote from the city centre attractions;
    - A Park & Rail service for the potentially relocated Askham Bar Park & Ride will need to be compatible with the operation of East Coast Main line and York-Leeds services. In addition track layout for the station would be affected by any extension to Copmanthorpe;
    - A station at Copmanthorpe may be attractive to walk-on passengers in the area, but would not be suitable for Park & Rail services due to the access and environmental disbenefits to local residents, and
    - Providing a connection at York station for stations north of York without adversely affecting links into York Central or other inter-city traffic would be difficult.
  - A link between LBIA and the Harrogate Line is feasible (at an estimated cost of £17-£25m) and would provide a direct connection from the Airport to Leeds City Centre. An initial frequency of 2 services per hour is considered feasible. However, a direct link between York/Harrogate and LBIA is not considered feasible and therefore interchange at Horsforth will be required for these journeys;

*Rolling stock evaluation*

19. A number of different types of tram-train rolling stock have been considered to assess their suitability for introduction into the Leeds City Region. The work has considered the suitability of different types of energy sources suitable for operating on both the heavy rail network and over on-street routes.
20. In light of issues relating to the cost of electrification on heavy rail routes where there are tunnels and other structures, diesel-electric vehicles (as

operated in Kassel, Germany) may provide the most cost effective solution. Scope exists for electric operation in Leeds city centre.

#### *Costs*

21. The estimated capital costs for the York related elements of the potential tram-train strategy are shown at Annex B. It should be noted that these costs are indicative at present, showing a £2-4m range between the lowest and highest estimate for each element. It is expected that the national tram-train trial (see paragraph 21) will establish greater certainty of the costs for implementing tram-train technology.

#### *Implications for York*

22. **A59 Park & Ride** – In February 2008, City of York Council submitted its bid for 'Access York Phase 1: Park & Ride Development' to the Regional Transport Board for it to be included in the Regional Funding Allocation programme. The bid, for three park and ride sites, including one on the A59 to the west its junction with the A1237 Outer Ring Road (ORR) was accepted for inclusion in the programme and a Major Scheme Business Case is to be submitted by the Council to the Department for Transport later this year. The proximity of the site, (depending on which of the two potential sites is taken forward) may be sufficiently close to enable a spur off the York-Harrogate-Leeds line to the Park & ride site, thereby offering a 'Park & Rail' service. However, significant infrastructure (see also Annex B for cost estimate) will need to be put into place to realise this. Any such service will also need to be closely coordinated with bus-based Park & Ride services.
23. **York Northwest** – The strategic development of the area encompassing the former British Sugar site and the York Central site (largely railway land west of York station) is the subject of the York Northwest Area Action Plan, which forms part of the city's Local Development Framework (LDF). The public consultation on the 'Issues and Options' relating to York Northwest has been recently undertaken and is currently being evaluated. Depending on the outcome of this process, the opportunities for integrating tram-train within the development can be more rigorously investigated to ascertain its contribution to reducing the potential resultant traffic impacts of developing these sites. It would appear at this stage that train-tram access to these sites would require crossings of the existing rail lines to avoid conflict with existing rail services through York.
24. **York City Centre** – The feasibility of developing a city centre loop or spur to a terminus in North Street was examined. The report indicates that the North Street terminus is not feasible due to the operational risks and the potentially expensive connection to York station. The city centre loop, (chosen to avoid detracting from the attractive pedestrian environment in the city centre) requires extensive running on road space currently serving as the inner ring road and, therefore, has limited attractiveness, as it is relatively remote from the city centre. In addition construction of the route would cause considerable disruption and could suffer from delays due to road traffic once operational.

25. **Askham Bar Park & Ride** – Access York Phase 1 also includes the relocation of the Askham Bar Park & Ride to a former landfill site, south-west of its current location. The new site is adjacent to the East Coast Mail line and the York to Leeds line and would appear to be suitable for operating Park & Rail services. However, initial findings are that there is insufficient space to install a new dedicated track to York and, therefore, train-tram services would need to run along the York-Leeds line, which although possible, will require engagement with Network Rail to assess the performance risks of amending various train services to accommodate them. Furthermore, the station/halt would need to be constructed on the west side of the lines, necessitating a step free footbridge for passengers to get to the Park & Ride site. Any such service will also need to be closely coordinated with bus-based Park & Ride services.
26. **Copmanthorpe link** – A potential station in Copmanthorpe would provide greater access to York for residents in this area and would be attractive to walk-to passengers from the village. This location would not be suitable for Park & Ride, since the access roads would not support a significant volume of traffic, and would (in addition to the performance risks referred to in paragraph 23) create access and environmental problems for local residents. In terms of siting the station/halt, a location in the centre of the village would be the most effective to serve the local catchment. However, this could create a number of adverse environmental problems, in terms of lighting, visual intrusion and noise, particularly for the residents adjacent to the playing fields. This halt would be developed as a terminus, so the land take required would be higher, compared with a halt only used for through services. Alternatively, the terminus halt could be located at either the northern or southern end of the village. Whilst these locations would reduce the environmental impact, the remote locations would reduce the attractiveness of tram-train for the walk-in catchment.
27. **Routes north of York** – The two main issues considered are the examining the potential demand for the service and the technical constraints of establishing a route from the west of York station to the north / east. Extending a tram-train service to Haxby and Strensall may be attractive for the local population catchments and may also be a way of improving access to the District Hospital. It may also complement the proposed 'Clifton Moor' Park & Ride service on the B1363 Wigginton Road as part of Access York Phase 1. However, when considered with the availability of existing Park & Rides at Monk's Cross and Rawcliffe Bar and the lack of other trip generators along the B1363, it could limit the demand for a Park & Rail service, particularly among longer-distance drivers. Other options for improving access on this corridor may be more cost effective and the council is currently consulting with Network rail and First Transpennine Express to ascertain the viability of introducing a new station at Haxby for heavy rail services to call there. With regard to the technical constraints, the two options for connecting into York station (or York Central) could either limit the potential for running tram-train within York Central or require significant remodelling of the rail lines and/or platforms at York Station, in addition to potential rail performance risks.



*National trial of Tram Train technology*

28. The national trial of tram train referred to in paragraph 12 is due to start in 2010. The main points to note are:
- The overall aim is to determine the suitability of tram-train technology for the UK environment. Areas that will be covered include:
    - Technical feasibility;
    - Environmental benefits;
    - Operating costs, and
    - Passenger perceptions
  - Network Rail will contribute £15 million for track and station alterations with the DfT contributing £9 million for the operation of the trial;
  - It is intended, through discussions with stakeholders involved in the trial, to consider ways in which information on establishing a programme for developing feasibility and business cases for routes, and other findings, such as procurement of vehicles, can be more widely shared, and
  - The anticipated timescale is two years, but may be extended to incorporate a second stage for testing tram-trains on the Sheffield Supertram network.

*Recommendations*

29. The Arup report details the potential route through to delivery of tram-train operation for prioritised options. For reasons covered below (in paragraph 30), the report does not provide timescales for delivery but focuses more on the sequencing of activity to achieve the identified milestones and outcomes. These are set out below in terms of the York-Harrogate-Leeds Line issues:
- Replacement of existing heavy rail vehicles with tram-train vehicles on a like-for-like timetable;
  - Enhanced frequency of operation between Knaresborough and York;
  - Construction of on-street alignment in Leeds City Centre to resolve platform constraints at Leeds City Station and operational thresholds west of the station, and
  - LBIA link implementation; and Enhanced frequencies, initially from LBIA to Leeds, providing additional passenger capacity through this section
30. More detailed work relating to the cost and capacity trade-offs on other potential corridors is required to confirm the most appropriate technology for future operation.

*Suggested next steps*

31. Ahead of further development of tram-train proposals, a clear picture of the perspectives of key stakeholders (in particular, Network Rail, Northern Rail and the other 'Open Access train operating companies) will need to be established. This is critical since there are significant dependencies relating to the current tram-train trial.

32. In light of the timescales relating to the trial, there is a need to consider the process for developing tram-train proposals for the Leeds City Region, since it is unlikely that the DfT would accept any Major Scheme Business Cases for tram-train schemes until the trial had been fully evaluated (i.e. post 2012 and possibly no earlier than 2014).
33. The next stage in the process will be, together with other members of the consortium (see paragraphs. 3 and 6), to hold discussions with Northern Rail, Network Rail and DfT Rail (who are partners in the tram-train trial) to establish the extent to which Metro as consortium's lead authority are involved in the trial, and to agree a protocol for the sharing of knowledge as information emerges from the trial. Ongoing dialogue with other current tram-train promoting authorities should also be maintained to take advantage of synergies that may exist.
34. The developed programme of activity for the delivery of tram-train on identified corridors will need to be embedded within the overall Leeds City Region Transport Vision 'refresh'. Work will also be required through the City Region Engagement Strategy to lobby key industry players for the early introduction of tram-train in the Leeds City Region.

### **Corporate Objectives**

35. A tram-train scheme, would, subject to confirmation from the results of a national trial, appear to contribute to the following Corporate Priorities:
  - Reduce the environmental impact of council activities and encourage, empower and promote others to do the same. *There is considerable scope for encouraging a shift from car use to rail travel for people located along or near the York-Harrogate-Leeds line. The use of tram-train technology could provide a more energy efficient and less polluting and attractive (to passengers) option than conventional heavy rail for improving rail services on this line to achieve the potential shift.*
  - Increase the use of public and other environmentally friendly modes of transport. *There is considerable scope for encouraging a shift from car use to rail travel for people located along or near the York-Harrogate-Leeds line. The use of tram-train technology could provide a highly attractive service to achieve this potential shift.*
  - Improve the economic prosperity of the people of York with a focus on minimising income differentials. *The potential improvements to the service on the York-Harrogate-Leeds line would enable people to reach job opportunities within York and the wider Leeds City Region that would have otherwise been unreachable due to lack of available and affordable transport.*
  - Improve the health and lifestyles of the people who live in York, in particular among groups whose levels of health are the poorest. *The potential improvements to the service on the York-Harrogate-Leeds line would enable people to reach job opportunities within York and the wider Leeds City Region that would have otherwise been*

*unreachable due to lack of available and affordable transport, thereby (through increased income) improving their ability to buy more healthy food. Good quality pedestrian and cycle routes to stations/halts on the line would widen opportunities for people to exercise on the way to and from them.*

- Improve our focus on the needs of customers and residents in designing and providing services. *The potential improvements to the service on the York-Harrogate-Leeds line would enable people to use attractive and more frequent services reach job opportunities within York and the wider Leeds City Region that would have otherwise been unreachable due to lack of available and affordable transport.*
  - Improve the way the Council and its partners work together to deliver better services for the people who live in York. *The council has contributed to studies undertaken to date, through guidance and /or funding, as one of the members of a consortium that commissioned them. It is anticipated that any future work will be commissioned by the consortium, which will work with the rail industry to devise the optimum solution for meeting the aspirations of the Leeds City Region.*
36. Local Transport Plan 2006-2011 (LTP2): The scheme would contribute to several of the aims of the recently submitted LTP2, namely:
- To reduce the need to travel, especially by car, and encourage essential journeys to be undertaken by more sustainable modes;
  - To improve economic performance in a sustainable manner;
  - To reduce the levels of actual and perceived safety problems;
  - To enhance opportunities for all community members, including disadvantaged groups, to play an active part in society;
  - To improve the health of those who live or work in, or visit, York, and
  - To reduce the impact of traffic and travel on the environment, including air quality, noise and the use of non-renewable resources.

## Implications

37. This report has the following implications:
- **Financial** - There are no financial implications for the council at this stage. Once the outcomes of the national tram-train trials become clearer, future work may need to be commissioned, but the exact scope and scale of this is yet to be determined.
  - **Human Resources (HR)** – There are no HR implications for the council.
  - **Equalities** - The potential improvements to the service on the York-Harrogate-Leeds line would enable people to reach job opportunities within York and the wider Leeds City Region that would have otherwise been unreachable due to lack of available and affordable transport.

- **Legal** – There are no legal implications at present.
- **Crime and Disorder** – There are no legal implications at present.
- **Information Technology (IT)** – there are no IT implications at present.
- **Property** – No comments.
- **Sustainability** – No comments.
- **Other** – No comments.

### **Risk Management**

38. In compliance with the Council's Risk Management Strategy the main risk that has been identified in this report could lead to the inability to meet the council's objectives (Strategic).
39. Measured in terms of impact and likelihood, the risk score for the recommendation is less than 16 and thus at this point the risks need only to be monitored as they do not provide a real threat to the achievement of the objectives of this report.

### **Recommendations**

40. That the Advisory Panel advise the Executive Members to:
  - i. Note this report (including, at Annex A, the brief history of endeavours to re-open local rail stations in the York area);
  - ii. Endorse the approach to the further development of tram-train schemes as set out in paragraphs 31 – 34, and
  - iii. Support the development of future light railway/tram train systems for the City of York.

**Contact Details**

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Damon Copperthwaite  
Assistant Director of City Strategy

**Report Approved**



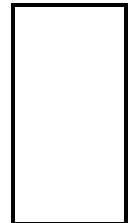
**Date** 30 June 2008

**Specialist Implications Officer(s)**

Patrick Looker  
Finance Manager, Resource & Business Management, City Strategy

**Wards Affected:**

All



Acomb, Holgate, Poppleton, Micklegate, Woodthorpe & Dringhouses, Rural West York, Huntington & New Earswick, Haxby & Wigginton and Strensall (directly by potential services running through wards)  
All others by potential travel benefits of new services if introduced

For further information please contact the author of the report

**Background Papers**

'Harrogate Line Route Strategy' for the York-Harrogate-Leeds rail line. *Faber Maunsell*

'Harrogate Line Development, Delivery Plan' - *ARUP*

Leeds City Region Transport Vision and Investment Plan *Leeds City Region*

Leeds City region Tram-Train Feasibility Study – *ARUP*

**Annexes**

**Annex A** - History of endeavours to secure the introduction of new stations in York

**Annex B** - Indicative costs of York related Train-train strategy element

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## Summary

City of York Council have had aspirations to re-open local rail stations for approximately eleven years and these aspirations were included in the City's Local Transport Plan 2001-2006.

The original North East York Rail Scheme comprised of a pre-qualification bid to the Strategic Rail Authority (SRA) for Rail Passenger Partnership (RPP) funding to build new rail stations at Strensall, Haxby and York District Hospital. In addition to this, the scheme also required revenue support to operate an independent shuttle service.

Despite approval of the pre-qualification bid by the SRA, requirements from Network Rail to upgrade key infrastructure to provide additional capacity en-route meant that scheme capital costs increased almost three-fold, from approximately £1.85 million to £4.5 million. These increased capital costs meant that it was not possible to demonstrate a robust business case for the scheme in its (then) current form.

Following advice from the Strategic Rail Authority, City of York Council Members approved revising the North East York Rail scheme into two phases. Under the revised scheme a Haxby only option would be progressed in the short-term utilising the existing Trans Pennine service between Scarborough, York, Leeds and the North West which eliminated the need for expensive infrastructure upgrades and ongoing revenue support for an shuttle train. In the longer term, City of York Council has aspirations for new stations at Strensall and York District Hospital.

## History

- A bid to the (then) Department for Environment Transport and the Regions (now Department for Transport) for construction of Haxby and Strensall rail halts, within the North East York Rail scheme (NEYRS), was included in the 1999 Transport Policies and Programme (TPP). However, the bid was unsuccessful, so City of York Council was directed to the Strategic Rail Authority (SRA) for Rail Passenger Partnership (RPP) funding.
- A Pre-Qualification Bid for RPP funding was submitted to the SRA in October 1999 and was, subsequently, approved.
- A Draft Formal Bid submission was made to the SRA in July 2001. Amendments to the bid, including a reduction in service frequency to an hourly service, were later requested by the SRA. Outstanding information from Railtrack (now Network Rail) on track access charges was also required to allow the 'Final Bid' to be submitted.
- Railtrack approved scheme timetable subject to agreement to upgrade route infrastructure – Scarborough Bridge / Bootham Level Crossing. Infrastructure upgrade too costly to be supported by scheme.
- City of York Council appoint Laing Rail to undertake review of infrastructure costs

- In January 2003, the SRA announced that funding for un-contractualised RPP schemes was to be suspended. As the Council's bid was not contractualised it was deemed that other funding options needed to be sought.
- In March 2003, following political / officer pressure, the SRA announced that it would reconsider RPP funding for NEYRS on the basis of a Haxby only option. The council was further advised by the SRA to wait until operator for new TPE franchise is announced, before progressing the bid.
- First is announced as the new operator for TransPennine Express Franchise, in September 2003. Steer Davies Gleave is appointed by the Council to revise the bid following a positive meeting with First.
- EMAP on 3<sup>rd</sup> September 2003 resolved to pursue NEYRS in two phases:
  - Phase I - bid for construction of Haxby station utilising existing Trans Pennine Express services
  - Phase II - bid for construction of Strensall station and provision of revenue support to operate new shuttle service. There would also be the potential to include York District Hospital Station within this bid, should an economic and social case be made.
- In December 2003 a RPP Bid Information Paper is sent to the SRA for consideration. The commercial case for the scheme also under consideration.
- The decision at EMAP 3<sup>rd</sup> December (in relation to consideration of Haxby Rail Station Update II) is to: *"Note current progress in developing schemes"*
- In January 2004, The SRA advised City of York Council to examine the commercial feasibility of scheme. Consequently discussions begin with Laing Rail / First regarding commercial viability of scheme that same month.
- In March 2004, Laing Rail is appointed by City of York Council to undertake a review of the scheme. The scheme review included station design, an engineering review and timetable performance modeling work.
- In April 2005, Laing Rail established its commercial case for part-funding Haxby station at Station Road. Also, in April 2005, Local members ask officers to consider relocating Haxby station to a new location outside the town with integrated bus link. Further work investigating this is to be undertaken.
- In December 2005, an Exceptional Scheme bid to the DfT for Haxby station was included in the City's Provisional Local Transport Plan 2006-2011. DfT later advised City of York Council that its final decision on this will be taken following full 'scheme sign-off' by Network
- The Decision at EMAP on 11<sup>th</sup> September 2006 (in relation to consideration of Haxby Rail Station Update III) is to: *"Note current progress in developing schemes"*



- Since September 2006, up to the present time, CYC Officers have been and are continuing to liaise with Network Rail and First Transpennine Express to confirm, or otherwise, the viability of trains calling at Haxby. Work is currently ongoing to reassess the business case in order to expedite the Department for Transport's decision on the Exceptional Scheme Bid. It is anticipated that a further progress report will be submitted to EMAP later this year.
- A report to EMAP on 14<sup>th</sup> July 2008 will consider the 'Leeds City Region Tram-Train Feasibility Study. The main points of this are, in relation to services between York and Harrogate:
  - Replacement of existing heavy rail vehicles with tram-train vehicles on a like-for-like timetable;
  - Enhanced frequency of operation between Knaresborough and York;
  - Implementation of a rail-based park & Ride on the A59 at Poppleton would need to be closely coordinated with any bus-based scheme;
  - Links into York Northwest (York Central and British Sugar) would need to cross rail lines;
  - A city-centre loop would require on-street running on a route that is somewhat remote from the city centre attractions;
  - A Park & Rail service for the potentially relocated Askham Bar Park & Ride will need to be compatible with the operation of East Coast Main line and York-Leeds services. In addition track layout for the station would be affected by any extension to Copmanthorpe;
  - A station at Copmanthorpe may be attractive to walk-on passengers in the area, but would not be suitable for Park & Rail services due to the access and environmental disbenefits to local residents, and
  - Providing a connection at York station for stations north of York without adversely affecting links into York Central or other inter-city traffic would be difficult.
  - Low levels of demand together with operational and Infrastructure constraints too significant to justify any further investment in Haxby to Strensall services.

### Current Situation

The table below details a summary of progress on the scheme to date.

<b>Work Undertaken</b>	<b>Haxby Station</b>	<i>Organisation Responsible for Completion of Works</i>
Public consultation	✓	CYC
Identification of preferred site	✓	CYC
Member agreement to preferred site	✓	CYC
Transport Impact Assessment	✓	CYC
Environment Impact Assessment	✓	CYC
Outline design and costing	✓	CYC
Development of scheme business case	✓	CYC
Development of timetable compliant with Network Rail Rules of the Plan	✓	CYC
Support of First for intermediate stop at Haxby *	✓	First
Support of SRA for intermediate stop at Haxby *	✓	SRA
3 <sup>rd</sup> Party Funding interest	✓	Laing Rail
Submission of 'Exceptional Scheme Bid' to department for Transport (decision awaited)	✓	CYC
Liaise with Network Rail (as Joint Funding agency for the scheme) to confirm viability of Haxby station	X (ongoing)	CYC / Network Rail
Detailed design (modular station)	X	Network Rail

✓ = Work Completed

X = Work to be undertaken

\* - Subject to resolution of train performance issues and re-evaluation of business case

### Indicative costs of York related Tram-train strategy elements

Infrastructure Scheme	Cost Range (£million)
A59 Poppleton Park & Ride	8.7 to 12.9
York Central	4.9 to 7.4
York city centre loop	4.7 to 7.2
(Relocated) Askham Bar Park & ride	5.9 to 8.9
Copmanthorpe (Park & Ride)	3.5 to 5.3
Haxby and other stations north of York	Not costed

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**Meeting of the Executive Member for City Strategy and Advisory Panel** **14 July 2008**

**Meeting of the Executive Member for Leisure and Culture and Advisory Panel** **15 July 2008**

Report of the Director of City Strategy and the Director of Learning Culture and Children's Services

## **Towards a Heritage Strategy for York**

### **Summary**

1. This report recommends the production of a Heritage Strategy for York. It suggests:
  - an overall aim for the Strategy
  - a definition of Heritage in York
  - a framework and timetable for the production of the strategy

Heritage is a cross-directorate subject. Hence this report will be taken to the Executive Members for City Strategy and for Leisure and Culture.

### **Background**

2. York is a special place. Its heritage is unique. It is valued by local residents, by people throughout the country and across the world. For the purposes of this framework, heritage includes archaeology, historic buildings and structures, historic landscape, cultural artefacts and memories, and written, visual and oral archives. It is about all those things that help us to understand what has made our communities and our City.
3. The City of York is one of the UK's premier historic cities. Each year some 4 million people visit the City. The City has been a continuously occupied site since 71AD. York Minster and York City Walls are two of the finest medieval monuments in Europe. There are some 2,000 listed buildings (1,800 list entries) of which 65 are Grade I, 156 Grade II\*, and 1579 Grade II; 22 scheduled ancient monuments; 35 designated Conservation Areas; 4 registered Historic Parks and Gardens; 1 Area of Archaeological Importance which is divided into 7 separate areas. The City maintains an Historic Environment Record and has recently made the monument data for York available on the internet through the Heritage Gateway site ([www.heritagegateway.org.uk](http://www.heritagegateway.org.uk)).
4. The City is actively considering the issue of whether York should apply for inclusion on a revised UK Tentative List of sites for World Heritage listing.

5. The York City archives contain civic records dating from the 12th century to the present day. There is a separate York Museums Trust which has responsibility for the care of the nationally designated collections in the Yorkshire Museum, the York Castle Museum and the York Art Gallery. In addition there is a wide range of ecclesiastical and private archives held within the City. The National Railway Museum is the largest railway museum in the world, showcasing the important role of York in the railway heritage of the country.
6. There is a thriving business and academic sector based in the City which delivers specialist heritage services both within the UK and internationally. York University Archaeology Department is a 5 star-rated research and teaching centre.
7. The City Council has a well-developed policy framework for the historic environment. The management and use of the historic environment for the benefit of residents and visitors to the City is an integral element of the Sustainable Community Strategy, the Council's Corporate Strategy, and the emerging Local Development Framework. However, the City lacks a Heritage Strategy - a document which will provide a strategic overview for the City's heritage. It is clear from guidance at national and regional level that authorities should produce a strategic framework which sets direction, provides guidance, allows priorities to be determined, and allows progress to be measured. Such a strategy would be approved by Without Walls, would both sit alongside and inform other strategies such as City of Culture, or Learning City.
8. Other external factors include:
  - The publication, in January 2008, of a draft Regional Heritage Strategy for Yorkshire and the Humber by the Yorkshire and Humber Historic Environment Forum
  - Concerns expressed during the Regional Cultural Commentary process last year by English Heritage that priorities for the historic environment and heritage are not being clearly articulated in York at a strategic level
  - The widely held view within the heritage community in York that the City of York Council should take a clear strategic position on heritage in the City

### **Consultation**

9. This report proposes a framework within which consultation on a heritage strategy can take place.

### **The Starting Point for a Heritage Strategy**

10. For the purposes of this report York's heritage is defined as:
  - a. the historic environment represented by the buildings, structures, and spaces we see all around us;
  - b. the rich archaeological deposits preserved beneath the City;

- c. the primary documentary archives, both public and private, and publications held in the collections of numerous institutions and individuals across the City;
  - d. the collections of objects, paintings, drawings, prints and photographs held by public and private organisations and by the general public;
  - e. the personal archives and memories, individual and collective, of the people who either live in or have lived in the City.
11. Most of all, heritage is about people. It is about people learning about and enjoying this special place; it is about people caring for and looking after this special place; it is about people using their heritage to ensure a vibrant forward-looking City.
12. The past, after all, does not have an independent existence. The past is represented through those places, objects, documents and memories (both tangible and intangible) which survive and are recognised in the present. The past is presented through the interpretations and stories that we create from this inheritance. We pass on this heritage through the decisions we make about which of these elements we will take with us into the future. An effective Heritage Strategy is an essential part of this process. It will help shape both the values we give these survivals and the decisions we make about how we use them and if we wish to conserve them. This process, therefore, is about shaping the future. In this respect, heritage is not about the past, it is about how we see the present and about the future we aspire to.
13. The starting point for a Heritage Strategy will be the Sustainable Community Strategy *York, A City Making History*. This sets out a shared vision for York over the next 20 years. The strategy identified seven themes: The Safer City; the Healthy City; A City of Culture; The Thriving City; The Inclusive City; The Learning City; The Sustainable City. Heritage runs through most of these themes. It is a key resource which supports initiatives within these themes, as well as being a key element within the Sustainable City strand.
14. The recently refreshed Corporate Strategy sets out key Direction Statements and Values for the period 2007-2011. These commit the Council to providing strong leadership for the City, to listen to communities, and to place environmental sustainability at the heart of everything we do. Again, heritage is a key element within these Direction Statements and Values.
15. The key themes of the heritage strategy are likely to be concerned with the contribution of heritage to:
  - Place making and managing change: sustainable approaches to the historic environment
  - Enhancing Local Cultural Activity
  - Encouraging Lifelong Learning
  - Improving Accessibility
  - Promoting Partnership Working and Accessing New Funding
  - Supporting and Developing Voluntary Involvement
  - Sustainable Tourism

16. The purpose of this report, however, is not to set out what a heritage strategy will be. Rather it sets out a process for producing a strategy, and asks the Executive Member to approve this process.

### **Options**

17. Two options are set out for the Executive Member to consider:
  1. Do not adopt a Heritage Strategy;
  2. Work with the heritage community through a series of workshops in order to produce recommendations which, after a review process, can be incorporated into a consultation draft Heritage Strategy.

### **Analysis**

18. The first option is a do-nothing option. It ignores current practice at both regional and national level. It is also not in line with the Corporate Strategy objectives. It would also mean that the Council had failed to provide adequate leadership in this important area. It is recommended that this be rejected.
19. For option 2, it is suggested that four workshops would be set up in September and October 2008. The workshops would examine the following themes:
  - Visitors and Tourism
  - Training and Learning
  - the Historic Environment
  - Cultural Involvement
20. Each workshop would be convened by the City Council. A position paper would be produced for each workshop theme. The position paper would be a short bullet point document setting out some of the opportunities and challenges that exist in each chosen area. It would guide and inform the discussion at each workshop session.
21. Each heritage organisation in the City will be invited to participate in the workshops. The workshop will be asked to consider what a strategic framework for each theme might contain. This process will allow these organisations to have an early input in framing a draft Heritage Strategy for consultation.
22. It is suggested that a consultation draft will be brought back to the Executive Members in December 2008, that the consultation period will run through January and February 2009, and that a final version will be brought back to the Executive Members for adoption in May 2009.
23. This option will allow the Council to make use of the expertise and experience present within the heritage community in the City. There is a huge amount of expertise resident in the City which if co-ordinated correctly can contribute at an early stage to the creation of a strategy. It will allow the organisations that operate in the heritage sector to have a positive input at a very early stage. It also represents a positive way of engaging with the many partner organisations with which the City works.



### **Corporate Priorities**

24. This proposal addresses the Direction Statements:
  - The council will provide strong leadership for the city using partnerships to shape and deliver the Community Strategy for the city
  - We will listen to communities and ensure that people have a greater say in deciding local priorities
25. It will also be a key strategic document in delivering a Sustainable City and a Learning City.

### **Implications**

26. **Financial:** There will be additional costs associated with Option 2 through the costs of organising the workshops. It is anticipated that the costs for Option 2 will be no more than £1,500. This can be funded from existing departmental budgets.
27. **Human Resources (HR):** There are no HR implications.
28. **Equalities:** There are equalities implications. The workshop and consultation process must give all sectors of the community and opportunity to engage in developing this strategy. The Equalities Officer will be consulted in order to ensure that the creation of a Heritage Strategy meets the Council's Equalities Policy.
29. **Legal:** There are no legal implications.
30. **Crime and Disorder:** There are no crime and disorder implications.
31. **Information Technology (IT):** There are no IT implications.
32. **Property:** There are no Property Implications.

### **Risk Management**

33. There is a risk of criticism in future assessments of the Council if a Heritage Strategy is not produced. Setting in motion the production of a Heritage Strategy will prevent this happening.

### **Recommendations**

34. That the Advisory Panel advise the Executive Member to approve the approach set out in Option 2 to produce a draft Heritage Strategy for the City.

Reason: To involve all stakeholders in the production of a draft heritage strategy for the city.

**Contact Details**

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**Chief Officers Responsible for the report:**

Chief Officer  
Bill Woolley  
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Report Approved  Date 30 June 2008

Report Approved  *tick* Date *Insert Date*

**Specialist Implications Officer(s)**

Wards Affected:

All

For further information please contact the author of the report

**Background Papers:**

Regional Cultural Commentary report – held by Charlie Croft