



Notice of meeting of

Decision Session - Executive Member for City Strategy

To: Councillor Steve Galloway (Executive Member)

Date: Tuesday, 6 July 2010

Time: 4.00 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 Monday 5 July 2010 if an item is called in before a decision is taken, or

4.00pm on Thursday 8 July 2010 if an item is called in after a decision has been taken.

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

Written representations in respect of items on this agenda should be submitted to Democratic Services by **5.00pm on Friday 2 July 2010**.

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 - 12)

To approve and sign the minutes of the last Decision Session held on 1 June 2010.

3. Public Participation - Decision Session

At this point in the meeting, members of the public who have registered their wish to speak at the meeting can do so. The deadline for registering is **5:00pm on Monday 7 July 2010**.

Members of the public may register to speak on:-

- an item on the agenda;
- an issue within the Executive Member's remit;
- an item that has been published on the Information Log since the last session.

Please note that no items have been published on the Information Log since the last meeting.

4. Westminster Road Area Proposed 20mph Speed Limit Objections (Pages 13 - 16)

This report informs the Executive Member of objections received during the formal legal consultation on the 20mph Traffic Regulation Order for the Westminster Road area.

5. Six Monthly Review of Speeding Issues (Pages 17 - 78)

The Executive Member will consider an update on a collaborative Speed Review Process, set up in conjunction with the Police and Fire Service. The report also advises of the locations where concerns about traffic speeds have been raised with a progress report on their assessment.

6. Beckfield Lane - Alternative Cycling Improvements (Pages 79 - 106)

This report informs the Executive Member of the alternative proposals considered to provide a comprehensive cycle route along the whole length of Beckfield Lane.

7. Wigginton Road : Proposed Improvements for Cyclists (Pages 107 - 132)

This report asks the Executive Member to consider the outcome of further design work and public consultation in relation to proposed improvements for cyclists on Wigginton Road.

8. Orbital Cycle Route Scheme : Proposals for the Remaining Three Sections (Pages 133 - 166)

The Executive Member is asked to consider proposals for improving the following three key sections of the orbital cycle route:

- Clifton Green to Crichton Avenue
- James Street to Heslington Road
- Hob Moor to Water End

9. Future Operation of Bus Route 21 (Pages 167 - 196)

This report informs the Executive Member of the results of the trial re-routings of bus 21 to serve Temple Lane in Copmanthorpe following an ongoing and thorough review of passenger use.

10. Future Operation of Bus Route 55 (Pages 197 - 202)

This report draws the Executive Members attention to the unsatisfactory financial performance and poor patronage of bus route 55, which is procured by the Council under competitive tender.

11. Haxby Station Update (Pages 203 - 214)

This report provides the Executive Member with an update on progress of the Haxby Road Station project and the need for a further Line Speed Improvement Study prior to Network Rail providing the necessary support for the scheme.

12. York Transport Model Upgrade (Pages 215 - 222)

This report considers options for the updating and upgrading of York's transport model.

13. City Strategy Capital Programme - 2010/11 Consolidated Budget Report (Pages 223 - 248)

This report identifies proposed changes to the 2010/11 City Strategy Capital Programme to take account of the budget cuts identified by the Government, carryover of funds from 2009/10, additional funds received since the budget report and variations to developer contribution budgets.

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

Democracy Officer:

Name: Jill Pickering

Contact details:

- Telephone – (01904) 552061
- E-mail – 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

About City of York Council Meetings

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.

A leaflet on public participation is available on the Council's website or from Democratic Services by telephoning York (01904) 551088

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.**

Access Arrangements

We will make every effort to make the meeting accessible to you. The meeting will usually be held in a wheelchair accessible venue with an induction hearing loop. We can provide the agenda or reports in large print, electronically (computer disk or by email), in Braille or on audio tape. Some formats will take longer than others so please give as much notice as possible (at least 48 hours for Braille or audio tape).

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.

Every effort will also be made to make information available in another language, either by providing translated information or an interpreter providing sufficient advance notice is given. Telephone York (01904) 551550 for this service.

যদি যথেষ্ট আগে থেকে জানানো হয় তাহলে অন্য কোন অর্ধাতে তথ্য জানানোর জন্য সব ধরনের চেষ্টা করা হবে, এর জন্য দরকার হলে তথ্য অনুবাদ করে দেয়া হবে অথবা একজন দোঅবী সর্ববরাহ করা হবে। টেলিফোন নম্বর (01904) 551 550।

Yeteri kadar önceden haber verilmesi koşuluyla, bilgilerin terümesini hazırlatmak ya da bir tercüman bulmak için mümkün olan herşey yapılacaktır. Tel: (01904) 551 550

我們竭力使提供的資訊備有不同語言版本，在有充足時間提前通知的情況下會安排筆譯或口譯服務。電話 (01904) 551 550。

اگر مناسب وقت سے اطلاع دی جاتی ہے تو ہم معلومات کا ترجمہ مہیا کرنے کی پوری کوشش کریں گے۔ ٹیلی فون (01904) 551 550

Informacja może być dostępna w tłumaczeniu, jeśli dostaniemy zapotrzebowanie z wystarczającym wyprzedzeniem. Tel: (01904) 551 550

Holding the Executive to Account

The majority of councillors are not appointed to the Executive (40 out of 47). Any 3 non-Executive councillors can 'call-in' an item of business from a published Executive (or Executive Member Decision Session) 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;
- Public libraries get copies of **all** public agenda/reports.

City of York Council

Committee Minutes

MEETING	DECISION SESSION - EXECUTIVE MEMBER FOR CITY STRATEGY
DATE	1 JUNE 2010
PRESENT	COUNCILLOR STEVE GALLOWAY (EXECUTIVE MEMBER)
IN ATTENDANCE	COUNCILLORS D'AGORNE, HORTON AND SIMPSON-LAING

1. DECLARATIONS OF INTEREST

At this point in the meeting Members present were invited to declare any personal or prejudicial interests they might have in the business on the agenda. None were declared.

2. MINUTES

RESOLVED: That the minutes of the last Decision Session – Executive Member for City Strategy, held on 11 May 2010 be approved and signed by the Executive Member as a correct record subject to the following amendments:

- i) Inclusion of Cllr Merrett as 'In Attendance' at the Session.
- ii) Minute 99, in the seventh line of the third paragraph the amendment of the word 'path' to 'paths'.
- iii) Minute 101, in the sixth paragraph, following the words 'He went onto' the following additional wording *'say that Cllr Gunnell, had also been present at the last briefing with officers, when they had seen an earlier version of the current proposal, but they had not been given the detailed traffic figures, only a verbal summary. He said that at the briefing they had raised 9 issues of concern on the then plan, and the majority of these had not been reported in the Officers report. He hoped the smaller ones could be picked up in the promised further local consultation. In terms of the proposals overall, he felt the traffic studies highlighted the short-comings of the piecemeal approach to tackling problems at single locations in the city centre, where the traffic consequences of doing the right thing at that location, like here at Blossom Street of providing separate cycle lanes, gave unacceptable traffic consequences. A comprehensive approach to*

reducing traffic in and around the city centre was required to free up space for alternative measures, and was going to be the only way of improving safety for cyclists.’ and the deletion of the following ‘raise a number of concerns including that no separate cycle lanes were proposed on the Blossom Street approach and that a comprehensive traffic solution was the only means of improving safety for cyclists.’

- iv) Minute 102, the addition of the words ‘ Wigginton Road Park and Ride’ prior to the words ‘ bus service’ in the fourth paragraph.

3. PUBLIC PARTICIPATION - DECISION SESSION

It was reported that there had been five registrations to speak at the meeting under the Council’s Public Participation Scheme. Details of the speakers are set out under the individual agenda items.

4. A19 FULFORD ROAD AND FISHERGATE GYRATORY IMPROVEMENTS STUDIES

The Executive Member considered a report, which identified the transport issues to be addressed, and potential improvement measures in the following areas on the A19 Fulford Road corridor:

- Cemetery Road junction
- Cemetery Road to Fishergate School
- Fishergate Gyratory
- Piccadilly junction

Details of the various options for these areas were set out in the Officers report.

The Executive Member reported receipt of two additional representations from a resident whose child attended Fishergate Primary School and from a Parent Governor in support of a 20mph in the vicinity of the school.

Officers updated that additional points had also been received by email from Councillor Merrett in relation to the northern section of the A19 Fulford Road Corridor and the Fishergate Gyratory. The Executive Member confirmed that he would ask Officers to examine these issues at the next stage of the process.

Representations were received from a member of the Cycling Touring Club (CTC) who confirmed that they were broadly in favour of the scheme and welcomed further opportunity to comment on the proposals at the detailed design stage. He also raised a number of points in relation to possible options for light controlled crossings at Blue Bridge Lane/Melbourne Street, liaison with Cycling England re timescales, a new right turn facility linked to an advisory southbound route through St Georges Field car park and recommended widths for traffic islands.

Representations were also received from a Fishergate resident who was also the parent of a child who attended Fishergate School. He highlighted the benefits of lower vehicle speeds in relation to pedestrian accidents and to the speed of traffic in the vicinity of both Fishergate and St George's Primary Schools. He pointed out that a petition signed by nearly 300 residents had been collected in support of a 20mph limit outside these schools and that it would be better to carry out this work during the present improvements rather than delay.

Councillor D'Agorne, as Ward Member for Fishergate, confirmed that he welcomed the proposals for the gyratory system including the widening of the footway in front of Fishergate School. However he strongly urged that consultation should include the options for a 20mph limit from Grange Street/Howard Street to Fishergate School as both schools were working hard to promote walking and cycling to school. He confirmed that there was clear public support for a 20mph limit and that he felt the proposed alterations without the lower speed limit would fail to meet the objectives of the strategy and in some cases make it worse for the safety of cyclists.

Officers responded to the comments and confirmed that the ultimate aim of the scheme was to reduce traffic speeds. They pointed out that they were aiming to carry out speed surveys prior to public consultation to gain support for the proposals from both the Police and consultees.

The Executive Member confirmed that generally the officer proposals had been well received with the exception of the treatment of the speed limit outside Fishergate School. He acknowledged that there appeared to be an anomaly at this point, as most schools now had a 20mph zone outside their entrances, and confirmed that he would be amending the recommendation to allow for public consultation on a proposal to establish this.

The Executive Member also confirmed that Officers would examine the detailed issues raised by those who had made written and verbal representations as they developed the details of the scheme.

- RESOLVED:
- i) That the Executive Member for City Strategy agrees to:
 - i) Note the contents of the report and its annexes.
 - ii) Note that proposals to improve the safety of the Cemetery Road junction are still being developed and to agree to receive a further report in due course.
 - iii) The proposals as shown in Annex A, including option 1A, should form the basis for the proposed improvements between Cemetery Road and Fishergate School.
 - iv) The proposals shown in Annex B should form the basis of the proposed improvements to Fishergate Gyratory.

- v) Note that it is not proposed to amend the junction with Piccadilly at the current time and to agree to further investigations into a staggered crossing in the vicinity of this junction.
- vi) Carry out public consultation on the proposed improvements.
- vii) Advertise any Traffic Orders associated with the proposed improvements.¹
- viii) Commence detailed design on the basis of the proposals shown in Annexes A, including option 1A, and B to review the proposals to take due account of any issues raised during the consultation process and to address any outstanding written and verbal representations, made to this meeting as part of that exercise.²
- ix) Implement the proposed reduction in carriageway width and associated changes in lane use at the southern end of the Fishergate gyratory on a trial basis and monitor its implications pending implementation of the permanent scheme.

REASON: To improve conditions at these key locations and sections of the corridor and to give the public an opportunity to comment on the proposed improvements.

Action Required

- 1. Commence public consultation and advertise traffic orders on the agreed scheme DW
- 2. Commence detailed design on agreed scheme. DW

5. WATER END CYCLE SCHEME EVALUATION

The Executive Member considered a report, which advised him of the outcome of monitoring of the Water End cycle scheme and the effectiveness of the scheme in encouraging increases in cycling levels. The report also considered the purpose of the scheme, traffic and cycling data and the impacts of the scheme on other parts of the highway network, specifically Westminster Road and The Avenue. He also considered details of the option contained in a previous report to implement a road closure with reference to the draft recommendations from the Councillor Call for Action Task Group.

Representations were received from the Cyclists Touring Club who confirmed that it was not possible for York to build its way out of congestion and that the Water End scheme showed the need to consider other transport options, without which they felt future gridlock would

become a certainty. They also pointed out the Scrutiny Committee's findings revealed some useful learning points for future schemes.

Representations were also made by a resident of Westminster Road who confirmed that there had been a 97% increase in through traffic volume in Westminster Road/The Avenue. He stated that this increase was as a result of the changes made to the Water End junction. He referred to the table of Comparative Traffic Volumes in the Officers report and pointed out that these were not due to the action of the Council elsewhere. He pointed out that some anecdotal information had been omitted from the notes of the CCfA Task Group meetings. He pointed out that nothing had been proposed to assist the problems that residents were encountering in the area.

Officers pointed out that the report had not been intended as a response to the recommendations of the Task Groups report and that all the Groups findings would be examined by the Executive at their meeting on 6 July.

The Executive Member confirmed that he could not ignore the Scrutiny Committees deliberations and while it would be inappropriate to agree implementation of their proposals before the Executive had discussed the issue to aid clarity he would be endorsing the recommendations in relation to future capital programme modelling work and the timescales etc for review of future schemes. He referred to the "new, comprehensive proposals for the Water End junction" as referred to by the Scrutiny Committee and questioned the type of options the Committee had in mind.

The Scrutiny Officer confirmed that the Task Group had now held its last meeting but that it had intended that all possible options should be considered to gain improvements at the junction and reduce traffic flows in Westminster Road/The Avenue.

The Executive Member confirmed that improvements in the area had proved to be controversial and that when agreed members had appreciated that there would be some negative implications. However, the scheme had been successful in increasing the number of cyclists using the corridor and any increase in the number of people cycling was an advantage to all road users. He did point out that the volume of vehicles now using Westminster Road was less than on many other streets where residents complained of "rat running". He stated that it was now clear that, after a settling down period, the length of time taken to get through the Water End junction was broadly comparable to the situation before the cycle lane was established although some queue lengths had changed.

The Executive Member then went on to express his appreciation to Officers for the work they had put into addressing the problems at this junction .

- RESOLVED: That the Executive Member for City Strategy agrees to:
- i) Note the success of the scheme in achieving its main objective of delivering increased levels of cycling.

- ii) Note that a road closure in the Westminster Road area would generate increases in traffic queues, and delay, at the Clifton Green junction would potentially significantly impact on the operation of the junction and other parts of the network.
- iii) Instruct officers to give further consideration to altering the signal timings during the AM peak and weekend operation ¹.
- iv) Instruct officers to give further consideration to linking the crossing points to optimise traffic flow heading towards the Clifton Green junction. ².
- v) Note the recommendations of the Scrutiny CCfA review to the Executive on 6 July and
 - Suggests to the individual members of the Scrutiny Committee that, in light of officer concerns about the limited options available to them, they should make clear precisely what changes they would expect to see covered by their recommendation for “new, comprehensive proposals for the Water End junctions to improve the current junction and reduce greatly traffic flows in Westminster Road/The Avenue”? and ³.
 - Endorses the following scrutiny recommendations:
 - a. That the Council should, in future, use traffic models which incorporate side streets when assessing and designing junction improvements
 - b. That the present policy of reviewing new highway schemes only after a period of twelve months should be modified to enable a review after three months when unforeseen consequences have arisen and when Ward Members request it.

REASON: To retain the benefits of the cycle scheme without causing additional delay to the network and to alter the signal timings in order to improve traffic flow travelling towards and through the junction, which is intended to reduce the amount of traffic diverting through Westminster Road and The Avenue.

Action Required

- 1/2. Examine suggested changes in resolutions iii) and iv) RS
- 3. Request Scrutiny Committee members for further details TW

6. 20MPH SPEED LIMIT PETITIONS FOR SOVEREIGN PARK AND DODSWORTH AVENUE

Consideration was given to a report, which advised the Executive Member of the proposed response to the receipt of two petitions requesting 20mph speed limits at Sovereign Park and Dodsworth Avenue. Both petitions had been considered under the criteria set out and agreed

at the December 2009 Decision Session and the report included an updated prioritisation table which included the data for both these petitions.

Representations in support of the 20mph speed limit at Sovereign Park were received from a representative of the Sovereign Park Residents Association. He confirmed that a petition supporting the reduction in speed limit had been signed by 223 residents, which represented 87.1% of the households in the area. He referred to the prioritisation table and to the factors affecting prioritisation many of which he felt the area met. He stated that the estate had a lot of young families with children and that there had already been two vehicle collisions involving a child on the estate roads as vehicles often drove too fast for the conditions. He pointed out that the signage required would be minimal and requested the Executive Member to support local residents and prioritise a 20mph speed limit at Sovereign Park.

Councillor Simpson Laing referred to the large amount of local support for the Sovereign Park petition. She stated that the estate design was flawed with blind bends, no footpaths and a central play area with no barriers to prevent children wandering onto the roads, which aggravated the dangers of speeding traffic.

Councillor Horton went through the prioritisation criteria explaining how the request for a 20mph speed limit at Sovereign Park met all the criteria. He confirmed that residents had witnessed two accidents on the estate but as the estate roads had only recently been adopted these accidents had not been recorded which affected prioritisation of the scheme. He also referred to errors in the report and to unnecessary delays relating to the LTP3 consultation and requested the Executive Member to progress this scheme without delay.

Officers confirmed that they would have to examine Police records to ascertain whether details of accidents were collected in respect of unadopted roads. She stated that it had not been suggested that Sovereign Park did not meet the criteria but that, together with other requests across the city, it had not been allocated a higher priority than some other schemes.

The Executive Member pointed out that the priority list had been agreed in December without any disagreement. He stated that Sovereign Park had traffic speeds of 14mph which was the lowest of any street or group of streets suggested for a limit change and that it was unlikely that the provision of signs would result in further speed reductions. He referred to the residents survey as part of LTP3 to be undertaken later in the year, which meant that no additional 20mph speed limits would be implemented prior to receipt of these results. He confirmed that the request from Sovereign Park residents had been added to the priority list and that it would be progressed as resources became available.

The following options were considered:

Option one – Agree the prioritisation for both petitions and await the outcome of the LTP3 consultation before undertaking any further

implementation in relation to Sovereign Park and await the outcome of the Speed Review Process in relation to Dodsworth Avenue.

Option two – Do not agree the current prioritisation but still await the outcome of the LTP3 consultation process.

RESOLVED: That the Executive Member for City Strategy agrees to:

- i) Note the relative priority of the petitions set out in the table (annex A) in relation to other petitions and requests received.
- ii) No further action being taken at the current time in relation to Sovereign Park but that it is retained on the list for possible implementation when higher priorities have been addressed and resources become available. ¹.
- iii) Note that Dodsworth Avenue is currently being considered through the speed review process, requests officers to provide an update on progress at a future Executive Member Decision Session meeting and to update residents on the progress being made by including a briefing note in the next Heworth Ward Committee newsletter. ².

REASON: To progress requests and petitions against the agreed criteria and in priority order and to enable those requests that do not comply with key elements of the criteria to be considered through other processes.

Action Required

1. Inform lead petitioner of decision. RS
2. Provide update on progress to future meeting and include details in Ward newsletter. RS

7. CITY STRATEGY CAPITAL PROGRAMME - 2009/10 OUTTURN REPORT

Consideration was given to a report which informed the Executive Member of the outturn position for schemes in the 2009/10 capital programme, including budget spend to 31 March 2010 together with details of progress of schemes in the year. Information was also provided of any variations between the outturn and budget and the report sought the Executive Members approval for funding to be carried forward to 2010/11 subject to Executive approval.

The report confirmed that changes had resulted in a current approved capital programme for 2009/10 of £5,233k with an outturn of £4,737k. In relation to carry over of funding, it was proposed to carry over £92k for the continued repair of the city walls together with the £13k underspend on the Regional Funding Allocation.

The Executive Member reported receipt of a request from Councillor Potter in relation to the possible option of using compulsory purchase powers for the joining up of the James Street Link Road owing to traffic problems in the area.

Officers confirmed that there were a number of issues to solve with the developer in relation the Link Road including contaminated land.

The Executive Member recorded his thanks to officers for the work they had undertaken in implementing the agreed capital investment programme over the year.

RESOLVED: That the Executive Member agrees to:

- i) Note the progress achieved delivering schemes in the Capital Programme as indicated in the Annexes to the report.
- ii) Approve the proposed carryovers as outlined in paragraphs 21 to 23 of the report, subject to the approval of the Executive. ¹.
- iii) Request an officer update on the options available for progressing the James Street link road scheme. ².

REASON: To enable the effective management and monitoring of the Council's Capital Programme.

Action Required

- | | |
|---|----|
| 1. Refer to Executive. | TC |
| 2. Provide update for a future meeting. | TC |

Cllr Steve Galloway, Executive Member for City Strategy
[The meeting started at 4.00 pm and finished at 5.05 pm].

This page is intentionally left blank



**Decision Session –
Executive Member for City Strategy**

6 July 2010

Report of the Director of City Strategy

Westminster Road Area Proposed 20mph Speed Limit Objections**Summary**

1. This report brings to the attention of the Executive Member for City Strategy the objections received during the formal legal consultation on the 20mph Traffic Regulation Order proposal and requests the Executive Members instructions on how to proceed.

Recommendation

2. That the Executive Member considers the options outlined in paragraph 7 below.

Reason: Because of the number of objections received to this proposal and the wider issues in this area that have been subject to reports previously.

Background

3. During the initial investigation of traffic issues in the Westminster Road area following the introduction of the Water End cycle scheme the possibility of introducing a 20mph speed limit was put forward because the existing average vehicle speeds qualified the area for the lower speed limit and there was a logic in consulting local residents on this matter at the same time rather than having to revisit the area at a later date. It was fully acknowledged at the 5th January 2010 meeting that the introduction of a 20mph zone was unlikely to have an impact on the volume of through traffic in the Westminster Road area. An evaluation report on the Water End cycle scheme was considered at the June meeting of this Decision Session.
4. Although there is an initial cost outlay in changing the signs in the area (in the order of £600 to £700), because the new signs do not have to be illuminated and are less susceptible to damage there are ongoing maintenance and power supply cost savings to be gained for the authority that will pay for the scheme within about 5 years.

Consultation

5. The proposed 20mph speed limit was advertised in the local press, on street furniture in the area and details delivered to each property in the affected area. 14 written representations were received (see Annex A, 13 against and 1 in favour) and the common themes of objection together with officers comments are as follows:
 - The proposed speed limit does not tackle the problem of through traffic.
Officer's response – This was not the aim of proposing the 20mph zone.
 - The proposal is a waste of money.

Officer's response – There are longer term on going financial savings achievable for the authority due to reduced electricity costs and reduced signage.

- The proposal is a diversion from the real issues.

Officer's response – The issues raised by residents have been considered at previous meetings and an evaluation report prepared on the Water End scheme. This issue is not directly connected with the Water End scheme and is being considered for the reasons set out in paragraph 3 above.

6. No comments were received from Ward councillors during the consultation process.

Options

7. The options available are:
 - A. To implement the proposed 20mph speed limit as advertised.
 - B. To implement a lesser restriction (in this case that would be over a reduced area).
 - C. Take no further action with regards to implementing the 20mph zone.

Corporate Strategy

8. Considering this matter does not impact on the corporate strategy.

Implications

- 9.

Legal	There are no legal implications.
Financial	Because there is no illumination required for the replacement signs there will be an annual cost saving of approximately £125.
Human Resources	There are no HR implications
Crime and Disorder	There are no Crime and Disorder implications
Sustainability	There are no sustainability implications
Equalities	There are no equalities implications
Property	There are no property implications

Risk Management

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

Contact Details:

Author

Alistair Briggs
Traffic Engineer
Tel No. (01904) 551368

Chief Officer Responsible for the Report

Richard Wood
Assistant Director City Development & Transport

Report Approved Date 5/6/2010

Wards Affected: Clifton

All

For further information please contact the author of the report

Annex A – Précis of representations received during the consultation process

Annex A

Précis of representations received during the consultation process

No.	Address	Comment	Officer response
1	Westminster Road	This proposal will not reduce the volume of traffic. The Water End scheme was ill thought out and not having closed Westminster Road has allowed traffic to divert through.	The proposal was not intended to tackle this issue. Comment noted.
2	Westminster Road	It has nothing to do with the original issue of increased through traffic. It will do nothing to address the problems created by the change. It is a public relations diversion aimed at pacifying some local residents. It is a waste of council funds.	The proposal was not intended to tackle this issue. The proposal was not intended to tackle this issue. Comment noted. There are longer term cost saving that this proposal will achieve for the authority.
3	The Avenue	It will not reduce the volume of traffic. Council funds will be wasted. The signs could encourage more traffic flow. The existing speed bumps are effective at limiting speeds to 20mph. This is a token gesture to divert attention from the real issue.	The proposal was not intended to tackle this issue. There are longer term cost saving that this proposal will achieve for the authority. This is very unlikely. Comment noted. Comment noted.
4	Westminster Road	The issue is the volume of traffic not the speed. A 20mph zone is unnecessary as the humps keep most vehicles to that speed.	The proposal was not intended to tackle this issue. Comment noted.
5	Westminster Road	The volume of vehicles is the principal concern and this proposal is a waste of money.	The proposal was not intended to tackle this issue. There are longer term cost saving that this proposal will achieve for the authority.

6	Westminster Road	Speed is not the issue, it is the volume of traffic following the work on Water End. Enforcement is unlikely. Waste of funds.	The proposal was not intended to tackle this issue. Comment noted. There are longer term cost saving that this proposal will achieve for the authority.
7	Ousecliffe Gardens	This is irrelevant to the problem of through traffic. The cost is a waste of money.	The proposal was not intended to tackle this issue. There are longer term cost saving that this proposal will achieve for the authority.
8	Westminster Road	In my opinion this is a pointless exercise. The volume of traffic is the problem and the root of the problem is the redesign of Water End. It is a waste of time.	Comment noted. The proposal was not intended to tackle this issue. There are longer term cost saving that this proposal will achieve for the authority.
9	The Avenue	The speed limit seems like a public relations exercise. Speed is not the issue and this is a waste of public funds. The real issue on these roads is the increased traffic flow resulting from the works on Water End.	Comment noted. The proposal was not intended to tackle the issue of through traffic and there are longer term cost saving that this proposal will achieve for the authority.
10	Westminster Road	This proposal will not solve the problem of through traffic.	The proposal was not intended to tackle this issue.
11	Westminster Road	The speed restriction is seriously off target: it does not address the volume of traffic problem created. The 20mph speed limit is a diversion of resources and attention from the problem.	The proposal was not intended to tackle this issue. Comment noted.
12	Westminster Road	The problem is volume not speed of traffic.	The proposal was not intended to tackle this issue.
13	Westminster Road	The proposal will fail to impact on the problem of through traffic created by the ill planned Water End scheme. It is an inefficient use of public resources. This provides a "seen to be doing something" opportunity. The police have indicated that they do not have the resources to carry out enforcement.	The proposal was not intended to tackle the issue of through traffic and there are longer term cost saving that this proposal will achieve for the authority. Comment noted. The police will not be expected to carry out enforcement.
14	Water End	Supports the proposal.	Noted.



Decision Session
- Executive Member for City Strategy

6 July 2010

Report of the Director of City Strategy

SIX MONTHLY REVIEW OF SPEEDING ISSUES

Summary

1. This report gives an update on collaborative Speed Review Process, set up in conjunction with the Police and Fire Service. This ensures that speed concerns are considered, and acted on, through partnership collaboration, giving a stronger and more robust response to the issues raised.
2. The report advises the Executive Member of the locations where concerns about traffic speeds have been raised, and provides an update on progress towards assessing these against the agreed prioritisation framework.
3. This report recommends the Executive Member supports the continuation of a partnership approach to dealing with speeding complaints. Partners, including North Yorkshire Police, North Yorkshire Fire and Rescue and North Yorkshire Council. All agreed that this type of approach could improve the way speed complaints in York and North Yorkshire are managed. The scheme is currently running in York and Selby areas.

Recommendations

4. That the Executive Member for City Strategy is recommended to:
5.
 - Give support to a partnership approach to dealing with speed complaints, which results in, a wider, more in depth process to tackle speed issues in York (Speed Review Process, Option 1).
 - Give support to the partnership, in its acknowledgement that greater evaluation is required at locations, where action has been taken to reduce speeds, (either engineering or enforcement). The evaluation of interventions is dependant on staff resources being made available, namely one administrator and one member of survey staff possibly also extra survey equipment. A budget for replacement of batteries and maintenance of survey equipment would also be required after March 2011.

- Also to note the Road Safety Engineering reports at **Annex E**. This updates on feasibility work carried out, at sites forwarded to Engineering Consultants, as a result of the December 09 Decision Session. It should be noted that these are subject to confirmation of final budgets following Central Government reduction announcements.

Reason: To ensure that speed issues are considered with partnership collaboration to give a stronger and more robust response to issues raised.

If there are insufficient funds for Engineering work at all the locations they will be prioritised by one or all of the following criteria: -

Accident data

Mean and 85th percentile speeds

Proximity to schools and shops.

Background

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 certain criteria. The criteria for assessment are shown within **Annex A**.
7. In the past it was evident that many of these complaints were also reported to other agencies including the Police and the Fire Service, which resulted in an overlap of work that was not a cost effective or constant way of dealing with these community concerns. By working together in partnership we have been able to pool resources, knowledge and expertise to fully investigate all concerns raised.
8. A simplified diagram of how the process works is shown at **Annex B**.
9. The form for reporting issues is available on the council web site and is reproduced at **Annex C**. An electronic system for reporting issues is planned.

Progress on Speed Review Process and Partnership

10. Casualty Reduction is one of the key Local Area Agreement (LAA) Targets, NI 47, reduction in Killed and Seriously Injured (KSI) that this council has chosen to be measured against. Casualty reduction is also a principal objective of the Council's Local Transport Plan (LTP) and its Road Safety Strategy.
11. The last 3 years (to end of 2009) Killed and Seriously injured statistics for York are shown in the below table.

KSI	2007	2008	2009
Pedestrians	19	20	10
Pedal Cyclists	8	17	11
Motor Cyclists	28	22	11
Car Occupants	33	36	25
Other	5	0	3
Total	93	95	60

12. Road safety professionals should be tackling casualty reduction, as a priority. Assessment of speed complaints, through a data led process highlights that most of the locations complained about; do not have a speed related casualty problem. This suggests that a lot of community concerns around speed are of perceived danger or “accidents waiting to happen”.
13. There are no locations in this report (as there were none in the last 6 monthly report written in Dec 09) where high speeding traffic is causing a casualty issue. (That scores a one or two on the criteria, as per **Annex A**).
14. Although there will be locations like this in York, it would seem these locations are not where people live, thus we do not receive complaints about them. Very little work is done, to identify locations where casualties or patterns of casualties are happening because the road safety professionals spend such a large percentage of available time dealing with speed complaints, that this report forms part of.
15. It is acknowledged, however, that encouraging drivers to moderate their speed to suit the prevailing conditions is important, since driver error is the major contributory factor in many accidents. Lower speeds reduce the chances of a collision occurring, and the severity of resulting casualties.

Collaboration

16. As part of the Speed Review Process all locations are visited and risk assessed by CYC & Police Officers prior to speed surveys being undertaken, to assess the environment. This is only possible as a result of NYP resources.
17. Most complaints now result in a speed survey being done; this is as a result of Police and Fire and Rescue resources being made available. CYC will continue to fund speed surveys in areas highlighted (by Police Records) as “high” accident locations as part of the ongoing commitment to reduce killed and seriously injured (KSI’s) as detailed in National Indicator 47 (NI47).
18. However Partners now undertake speed surveys in areas identified as not having an injury issue, but where there are community or individual concerns about speed. As it is estimated that speed surveys cost c.£200 each to undertake the input of these resources by Partners helps to investigate in greater detail community concerns.

19. Once speed surveys are returned, these are analysed by the Partnership team, to determine, where they fall within the criteria, and what, if any further action could be taken. (A summary of the various initiatives can be found at the end of **Annex A**)

Prioritisation of Speeding Issues Raised

20. In the last 6 months between Dec 09 – July 10 there have been a total of 66 locations that have been investigated. As there is often more than one complaint about each location, this means upward of 400 letters and pieces of correspondence will have been written.
21. All are documented in **Annex D**. After analysis against the criteria the following actions have been advised.

Category 1 (high speeds and high accidents)

22. None of the current complaints fall within the category 1 criteria

Category 2 (low speeds and high accidents)

23. None of the current complaints fall within the category 2 criteria.

Category 3 (high speeds and low accidents)

24. Stockton Lane, (east of Hemplands). Refer to Engineering
25. Stockton Lane, (west of Hemplands). Refer to Engineering
26. Beckfield Lane (in 20 limit) – Please note the mean speeds recorded at this location are within the DfT criteria for a 20 limit (mean speeds of under 24mph – at this location mean speeds are 22 and 23mph, depending on direction travelled).
27. St Helens Road (in 20 limit) – Please note the mean speeds recorded at this location are within the DfT criteria for a 20 limit (mean speeds of under 24mph) – at this location mean speeds are 22 and 23mph, depending on direction travelled). Refer to Engineering.
28. Bishopthorpe Road (Crem to Palace). Refer to Engineering
29. Strensall Road, (Earswick, near Ilford Close). Refer to Engineering and Targeted Enforcement.
30. Tadcaster Road (Copmanthorpe). Refer to Engineering
31. Moorlands Road (Skelton). Refer to Engineering
32. Green Lane (Westfield). Refer to Engineering and Targeted Enforcement.
33. Broadway (Fulford, towards Heslington Lane Junction). Refer to Engineering.

34. Church Lane (Wheldrake). Refer to Engineering and Targeted Enforcement.
35. Long Ridge Lane, Nether Poppleton. Refer to Engineering.
36. Haxby Road, New Earswick (Hawthorn terrace shops to roundabout). Refer to Engineering
37. Hawthorn Terrace (New Earswick). Refer to Engineering.
38. York Road Strensall (nr Barley Rise). Refer to Engineering.
39. Naburn Lane (Fulford). Refer to Engineering.
40. Askham Lane (in 20 school zone) Please note the mean speeds recorded at this location are within the DfT criteria for a 20 limit (mean speeds of under 24mph – at this location mean speeds are 23 and 24mph, depending on direction travelled). Refer to Engineering.
41. Temple Lane (Copmanthorpe). Forward to Engineering and targeted enforcement.
42. Huntington Road (nr house no 567). Forward to Engineering and targeted enforcement.
43. Leeman Road. (Nr Martins Court) Forward to Engineering.

Category 4 (low speeds and low accident)

Tang Hall Lane (rail bridge to Fourth Ave). Offer SID.

44. Stockton Lane Nr A64 Flyover, no further action.
45. Campleshon Road. Offer SID.
46. Alness Drive. Offer SID.
47. Rawcliffe Lane (Eastholme Drive to Malton Way). Offer SID.
48. Rawcliffe Lane (Malton Way to Shipton Road). Offer SID
49. Main Street, Askham Fields (Askham Bryan). Offer SID
50. Strensall Road (Earswick, near the Lodge, 302). No further action (in 60 limit unsuitable for SID)
51. South Lane, Haxby. Targeted enforcement.
52. Avon Drive, Huntington. Offer SID
53. Church Close, Wheldrake. Offer SID
54. Boroughbridge Road. Education via Partnership Matrix temp VAS –

- implemented May/June 10.
55. Millfield Lane (Nether Poppleton). Targeted enforcement.
 56. Woodlands Grove (nr Stockton Lane). Refer to Engineering and targeted enforcement.
 57. Cotswold Way (Huntington). Offer SID
 58. Strensall Road (Huntington). Targeted Enforcement.
 59. Nunmill Street. Offer SID.
 60. Millfield Lane (Hull Rd)
 61. Hempland Avenue. Offer SID.
 62. Riverside Close (Elvington). Offer SID.
 63. Broadway (Fulford, near house 87). Refer to Engineering and targeted enforcement.
 64. Second Avenue (Tang Hall). Offer SID.
 65. A1036 Malton Road (Heworth). Targeted Enforcement.
 66. Wigginton Road. New Engineering currently happening – no further action.
 67. Little Hallfield Road. Offer SID.
 68. Gale Lane (in 20 limit) – Please note the mean speeds recorded at this location are within the DfT criteria for a 20 limit (mean speeds of under 24mph) – at this location mean speeds are 22 and 23mph, depending on direction travelled). Offer SID.
 69. Almsford Road. Offer SID.
 70. Kyle Way. Offer SID.
 71. A1079 Hull Road (Kexby). No further action, 60 limit so unsuitable for SID.
 72. Murton Way (Osballdwick). Offer SID.
 73. Field Lane (Heslington). No further action, building work will affect traffic flows.
 74. Osballdwick Lane. Offer SID.
 75. Haxby Road, New Earswick (Link Road to White Rose Ave). Offer SID.
 76. A19 Deighton Village. No further action. 60 limit unsuitable for SID.
 77. Huntsmanswalk (Foxwood, Westfield). Offer SID.

78. Danesfort Avenue (Westfield). Offer SID.
79. Bellhouseway (Foxwood, Westfield). Offer SID.
80. Askham Lane (between A1237 and Foxwood, Westfield) No Further Action – in 40 limit so cannot offer SID.
81. Horseman Lane, Copmanthorpe. Offer SID
82. Grange Lane (Acomb in 20) Please note the mean speeds recorded at this location are within the DfT criteria for a 20 limit (mean speeds of under 24mph) – at this location mean speeds are 18 and 19mph, depending on direction travelled. Offer SID.
83. Bramham Road (Westfield). Offer SID

Update on the last Decision Session Report Dec 09.

Electronic form for reporting

84. Currently this matter is being considered as part of the wider More For York initiative, following the cessation of the I.T. Development Team.
85. It should be noted that administration of the scheme was only being handled by NYP, pending transfer to a wider, regional (NYCC and CYC) scheme, with the potential to be managed under the governance of a “Safety Camera Partnership”.

Engineering

86. At the last 6 monthly Decision Session (Dec 09) the below sites were recommended to be considered by Engineering. **Annex E** contains the full reports on the locations and what if any, cost effective measures, could be taken at these sites.

From the Dec 09 Decision Session

87. B1228 Elvington (York Road to Bridge, within 20 limit)
88. North Lane, Huntington
89. Dodworth Avenue, in 20 & 30 limits
90. Holtby Village
91. Ox Carr Lane, Strensall
92. New Lane, Huntington
93. Church Balk, Dunnington
94. Rycroft Avenue

95. Tang Hall Lane in 20 limit
96. Windsor Drive
97. Beech Avenue
98. Eastern Terrace

From previous Decision Sessions (pre Dec 09)

99. York Road Dunnington
100. Common Road Dunnington
101. Bishopthorpe Road (Campleshon Road to Terry's Site)
102. Oaken Grove

SID training at locations identified at Dec 09 Decision Session

103. Of the twelve sites offered SID (Speed Indicator Device) and training, Holtby and Knapton have taken up the offer to use this form of community education in the last 6 months. Dunnington having being previously trained.

Police Enforcement at locations identified at Dec 09 Decision Session

104. Twelve locations were given to the Community Policing teams for targeted enforcement. It would be inappropriate to report on the numbers of tickets for speeding, given out at these 12 locations, as the whole point of the Police presence is speed compliance rather than speed enforcement. In most of the twelve given locations, it is highly likely that the presence of officers will result is traffic obeying the limit and few, if any tickets being issues.
105. However I can report that as a whole in 2009, North Yorkshire Police issued 10,900 tickets for speeding. This does not include those reported for summons, but does include around 1,100 from the A1 where cameras are in use by the Highways Agency because of the road works.
106. Under the present "Policing Pledge" feedback is given to communities, but purely in relation to the number of checks undertaken and tickets issued.
107. Whilst the Police acknowledge that it would be extremely valuable to evaluate the work done, in the current circumstances and with current staffing levels, this would be difficult to achieve. The requirement to validate incoming complaints has, at this moment in the life of the pilot, to take precedence.

Options and Analysis

Speed Review Process Options Proposals.

Option 1

108. To continue with the Speed Review Process, in Partnership with the Police and Fire Service. However Members do need to be aware that in the last 12 months over the last two reports, all complaints have scored criteria as three, (low accidents, high speeds) or four, (low accidents, low speed).
109. This means that the work being done on the speed review process cannot be considered as “casualty reduction work” as in the majority of complaint locations, there are no “speed related casualties”. Full criteria shown in **Annex A**.
110. The budget and action by the Council is limited where we cannot show a reduction in casualties. Priority for funds must go to road safety initiatives and locations that target casualty reduction. There is currently an expectation from the Department of Transport (DfT) that road safety budgets will be spent on casualty reduction.
111. Where speed has been evidenced as above the criteria (**Annex A**) it is recognised, by the Partnership, that evaluation could assess intervention effects. This evaluation could only be undertaken, given the necessary resources.

Option 2

112. To revert back to our own, independent, but smaller process, which would exclude the help from Partners with speed surveys, correspondence and analysis of data and targeted enforcement. This would leave agencies and systems running concurrently. It would also mean that the 118 sites looked at over the last year, which scored three and four on the criteria would not have been investigated.

Analysis

113. Option 1, enables us to fully investigate and collect data on every speed issue brought to our attention, this is because a partnership approach brings extra resources, expertise and time to provide a more in depth, data led investigation.
114. Option 2, would ensure that speed issues that had a high casualty record would be fully investigated, but speed issues that did **not** have a high casualty record would not be as fully investigated. Without partner help we would not be able to do as many speed surveys and without the Police input there would be a reduction in the time spend on analysis and administration, which would lead to a reduction in the locations that data led, targeted enforcement could be carried out.

Corporate Priorities

115. The Council's Corporate Strategy aim is 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. The recommendations therefore support the Safer City and Sustainable City priorities.

Implications

Financial

116. Delivered from the existing 2010/11 Capital Programme, subject to confirmation of central government budget reductions.

Human Resources (HR)

117. There are no HR implications at the present time, but if the volume of complaints were to increase because of a more robust system or evaluation after intervention was to be carried out, the current level of staff within the partnership would not be sufficient.

Equalities

118. There are no equality implications.

Legal

119. There are no legal implications.

Crime and Disorder

120. Speeding is a criminal offence and the Council has a responsibility to deliver an effective Speed Management Strategy, however it is a Police responsibility to enforce the appropriate speed limit.

Information Technology (IT)

121. There are no IT implications.

Property

122. There are no property implications.

Other

123. There are no other implications.

Risk Management

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

Strategic

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

Physical

126. 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 data led method of assessing speeding issues ensures that routes with a casualty record are prioritised.

Financial

127. 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

128. There is likely to be opposition to a recommendation to take no action following the assessment of a speeding issue. However, the data led method of assessing speeding issues enables justification to be provided in instances when no action is deemed appropriate.

Authors:	Chief Officer Responsible for the report:		
Trish Hirst Road Safety Officer City Strategy 01904 551331	Richard Wood Assistant Director (City Development and Transport)		
Ruth Stephenson Head of Transport Planning	Report Approved	✓	Date 23/06/10
	Ruth Stephenson Head of Transport Planning		
	Report Approved	✓	Date 23/06/10
Specialist implications Officer(s)			
Financial Patrick Looker Finance Manager, City Strategy 01904 551633			
			All <i>tick</i>

For further information please contact the author of the report	

Background Papers

Speed Management Report

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

Second Local Transport Plan 2006 –11

(Including Road Safety Strategy and Speed Management Plan)

Annexes

Annex A – Speed Review Criteria as set out in EMAP report October 2006.
Summary of options available

Annex B – Simplified diagram of protocol.

Annex C – Complaints form.

Annex D – List of sites, and data results.

Annex E – Engineering records from Dec 09 report.

ANNEX A**Criteria for assessing speed issues, as agreed at Meeting of Executive Members for City Strategy and Advisory Panel Oct 06:-**

This established that, speeding issues should be assessed against certain criteria:-

1. **a.Injury accident record** - based upon North Yorkshire Police data, for the preceding three years, and prioritised on severity using the standard categorisations of fatal, serious, or slight. Officers use a points scoring system to rank sites as high or low. This is based on a slight casualty receiving 1 point, with a fatal or serious casualty being weighted at 4 points. A total points score of 6 or more is need for the site to be given a “high” ranking.
 - b.Speed data** - collected using automatic counting equipment and conducted over a period of at least 24 hours.
2. The **mean (average) speed** recorded by the survey provides a good overall indication of the speed environment, but it does not give a good indication of how many drivers may be exceeding the legal speed limit by a significant amount.
3. The **85th percentile speed** helps to show this by indicating the speed not exceeded by 85 % of the traffic surveyed, and hence is the level exceeded by the other 15%. Based on national guidelines, the threshold levels generally used by the Police for speed limit enforcement purposes are worked out by the following formula:-
4. Threshold speed = speed limit + 10% + 2mph. For example in a 20 zone, the formula would look like:-
5. Speed limit + 10%+ 2mph = 20mph + 2 + 2mph = **24mph**
6. The table below summarises the thresholds above which vehicle speeds are regarded as “high” within the assessment framework adopted by the Council:

Speed Limit	Threshold (mean speeds)	Threshold (85th percentile speeds)
20 mph	20 mph	24 mph
30 mph	30 mph	35 mph
40 mph	40 mph	46 mph
60 mph	60 mph	68 mph

7. Based on the available speed data and the injury accident record, each road is then categorised using a scale of 1 - 4, with 1 being the highest priority, as shown in the following table:

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, <i>if funds available or through Ward Committee Funding</i>
4	Low	Low	Low	*SID scheme, bin stickers etc.

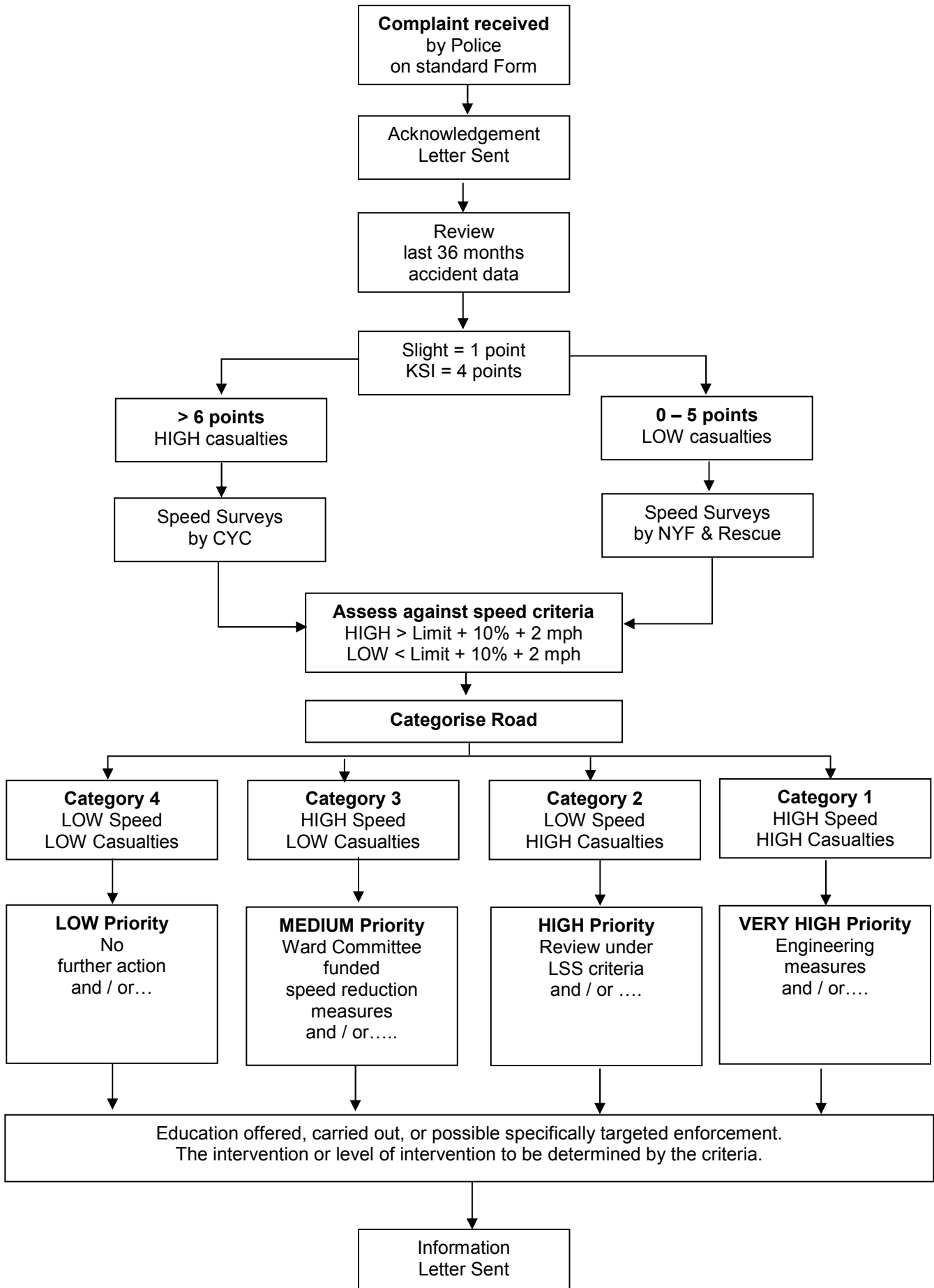
Summary of available options

- Sites could be referred to Engineering Consultants, to be considered for cost effective treatment under the Speed Management Budget those that fall within category one would be treated as a priority.
- Sites would be referred to Engineering Consultants, to be considered for cost effective treatment under the Casualty Reduction Budget as priority (if the casualty issues were not speed related – usually category two locations).
- Ward Committees could also consider funding initiatives.
- Speed data may help Police identify times of high speed activity, which in turn can be targeted for speed compliance, by providing a Police presence, doing speed checks
- SID scheme can be offered. SID is a device which provides members of the local community with the opportunity to address anti social behavior 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.

- 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. Full training is offered to those communities that have been offered SID.

This page is intentionally left blank

Safer York Partnership Speed Review Process (Simplified)



This page is intentionally left blank



Office use Only

Speed Concern Report

Please note – ALL details are required.

Name (Dr / Mr / Mrs / Ms / Miss)

Address.....

.....

Postcode..... Tel Number(s)

E mail

Vehicles exceeding speed limit along (Road name)

.....
at / near to (house number / junction with)

.....
MON / TUE / WED / THUR / FRI / SAT / SUN / ALL DAYS

Time(s)..... if all day is there any time that you feel is worse.....

Type of vehicle Car / Motorcycle / Lorry / Bus / All Vehicles

driven by Residents / General Traffic / Employees of.....

Additional Information

.....

.....

.....

Signature

I would be willing to participate in any Community Action initiatives regarding the issue I have raised.	YES / NO
--	----------

This form should be returned to -
North Yorkshire Police, Traffic Management Office, Fulford Road,
York. YO10 4BY.

This page is intentionally left blank

Location Number	Road	Area	Speed data							top speed time recorded	3 year casualty record			Acc with speed causation			Overall (1 - 4)	
			Location/date	Direction	Duration	Limit	Mean	85th percentile	Fatal		Serious	Slight	Fatal	Serious	Slight			
8091012	Tang Hall Lane	rail bridge to Fourth Ave	24.03.10	near far	6 days	30	27	34	64	0	0	2	0	0	0	4	Offer SID	
8091013*	Stockton Lane	Nr A64 Flyover	25.03.10	near far	7 days	60	39	46	86	0	0	4	0	0	2	4	No Further Action	
8091013*	Stockton Lane	East of Hemplands	Nr house 101	to city	7 day	30	33	38	90	0	1	2	0	0	0	3	Ref to Engineering	
8091013*	Stockton Lane	West of Hemplands (site 1)	Lamp post No. 30	away city	7day	30	29	35	04:26	0	0	0	0	0	0	3	Ref to Engineering	
8091013*	Stockton Lane	West of Hemplands (site 2)	Lamp post No 15	to city	7day	30	31	36	04:30	0	0	0	0	0	0	3	Ref to Engineering	
8091013*	Stockton Lane	Nr Kingsmoor Rd and Golf		away city	5 days	30	29	34	64	0	0	0	0	0	0	3	Ref to Engineering	
8091013*	Stockton Lane			to city	5 days	30	33	39	19:56									
80910171	Beckfield Lane (in 20 limit)	Acomb	24-Jan-10	from Runs to runswi	7 days	20	23	28	52	0	0	3	0	0	0	3	Offer SID, ref to Engineering	
90910030	Campleshon Road		24.03.10	near far	6 day	30	22	26	45	0	0	2	0	0	0	4	Offer SID	
90910080	St. Helens Road		24-Mar-10	from Tad r	7 day	20	22	27	55	0	0	0	0	0	0	3	Refer to Engineering	
90910090	Alness Drive	Woodthorpe	23.03.10	near far	5 day	30	26	30	58	0	0	0	0	0	0	4	Offer SID	
90910120	Rawcliffe Lane	Eastholm Drive to Malton Way	24.03.10	near far	6 day	30	24	28	56	0	0	3	0	0	2	4	Offer SID	
90910121	Rawcliffe Lane	Malton Way to Shipton Road	12-Apr-10	To from	7 day	30	26	31	53	0	0	2	0	0	4	Offer SID		
90910150	Main Street/Askham Fields	Askham Bryan		To Ask B from Ask b	7 day	30	24	31	59	0	0	0	0	0	0	4	Offer SID	
90910170	Bishopthorpe Road	Crem to Palace		to city	7 day	30	30	35	69	0	0	0	0	0	0	3	Ref to Engineering	
90910200	Strensall Road	Earswick Nr. Iliford Close		away city	7 day	30	35	42	17:52	0	0	3	0	0	0	3	Targeted Enforcement and ref to engineering	
90910201	Strensall Road	Earswick(Nr. The Lodge 302)		from St	7 day	30	33	37	70	0	0	3	0	0	0	3	Targeted Enforcement and ref to engineering	
90910210	South Lane	Haxby		to Stens from Str	7 day	60	39	45	88	0	1	3	0	0	1	4	No further action	
90910220	Avon Drive	Huntington		Away city	7 day	30	28	31	69	0	0	0	0	0	0	4	Targeted Enforcement	
90910230	Church Close	Wheldrake		To city	7 day	30	30	34	09:53	0	0	0	0	0	0	4	Targeted Enforcement	
90910240	Boroughbridge Road			North	7 day	30	24	30	45	0	0	0	0	0	0	4	Offer SID	
90910250	Tadcaster Road	Copmanthorpe	22-Mar-10	South	7 day	30	20	29	14:38	0	0	0	0	0	0	4	Offer SID	
90910270	Millfield Lane	Nether Poppleton		South	7 day	30	18	24	22:55	0	0	0	0	0	0	4	Offer SID	
90910290	Woodlands Grove	Stockton Lane		to York	7 day	30	28	31	69	0	0	6	0	0	0	4	Fire Service Matrix May - June 10	
90910310	Cotswold Way	Huntington	end 5th March 10	from York	7 day	30	30	34	09:53	0	0	1	0	0	0	3	Refer to Engineering	
90910320	Strensall Road	Huntington	end 26 March 10	from Cop from Co	7 days	30	34	40	69	0	0	0	0	0	0	3	Refer to Engineering	
90910330	Nunmill Street		12-Apr-10	from Co	7 days	30	34	41	23:23	0	0	0	0	0	0	4	Targeted Enforcement	
90910340	Millfield Lane	Hull Road	24.03.10	To NethP To A1237	7 day	40	35	42	12:08	0	0	0	0	0	0	4	Targeted Enforcement	
90910360	Hempland Ave	Heworth	end 26 March 10	To Stock From Sto	9 days	30	28	34	58	0	0	0	0	0	0	4	Targeted Enforcement Ref Engineering	
90910370	Moorlands Road	Skelton	end 24 March 10	From Sto	9 days	30	28	32	15:52	0	0	0	0	0	0	4	Targeted Enforcement Ref Engineering	
90910380	Green Lane	Acomb	24-Mar-10	North	7 day	30	18	23	37	0	0	0	0	0	0	4	offer SID	
90910410	Riverside Close	Elvington	9th April 10	South	7 day	30	20	25	00:55	0	0	0	0	0	0	4	targeted enforcement	
90910430	Broadway	Fulford, Near House no87	24-Apr-10	to ring r from rin	10 day	30	28	33	64	0	0	1	0	0	0	4	targeted enforcement	
90910431	Broadway	Fulford, towards Heslington Lane Junction	12-Apr-10	from scar to scar	7 days	30	18	24	40	0	0	0	0	0	0	4	Offer SID	
90910440	2nd Avenue	Tang Hall	12-Apr-10	near far	6 day	30	26	30	54	0	0	1	0	0	0	4	Offer SID	
				far	6 day	30	27	33	22:35	0	0	0	0	0	0	4	Offer SID	
				To Hew From He	10 days	30	21	26	43	0	0	0	0	0	0	4	Offer SID	
				From He to Skelto	10 days	30	16	20	04:22	0	0	0	0	0	0	4	Offer SID	
				from Skel	8 day	30	33	40	73	0	0	0	0	0	0	3	Forward to engineering	
				from Skel	8 days	30	35	43	15:31	0	0	0	0	0	0	3	Forward to engineering	
				south	7 days	30	27	34	67	0	0	1	0	0	0	3	Enforcement and forward to Engineering	
				north	7days	30	29	35	20:46	0	0	0	0	0	0	3	Enforcement and forward to Engineering	
				east	7days	30	14	19	30	0	0	0	0	0	0	4	offer SID	
				west	7days	30	15	20	08:39	0	0	0	0	0	0	4	offer SID	
				from A19 to A19	7 days	30	24	32	68	0	0	2	0	0	0	4	Enforcement and forward to Engineering	
				to A19 to Hesl	7 days	30	26	34	01:08	0	0	0	0	0	0	4	Enforcement and forward to Engineering	
				from Hels	7 days	30	28	33	65	0	0	1	0	0	0	3	Forward to Engineering	
				to 3rd Av	7 days	30	32	38	20:07	0	0	0	0	0	0	3	Forward to Engineering	

90910450	Church Lane	Wheldrake	9th April 2010	from 3rd from A19 to A19	7 days 7 days 7 days	30 30 30	17 29 36	23 36 60	11:53 60 15:50	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	4 3 3	offer SID Targeted Enforcement forward to Engineering	
90910460	A1036 Malton Road	Heworth	18 -22 Jan 2010	from York to York	7 days 7 days	30 30	28 29	35 34	62 02:31	0 1	4 4	0 0	0 0	1 1	4 4	Targeted Enforcement	
90910470	Long Ridge Lane	Nether Poppleton	25.03.10	near far	7 day 7 day	30 30	28 26	35 34	62 12:49	0 0	0 0	0 0	0 0	0 0	3 3	Forward to Engineering	
90910480	B1363, Wigginton Rd	between Mill Lane & A1237	6 - 11 May 09	from 1237 to 1237	7 day	60 60	53 54	60 62	98 19:52	0 2	3 3	0 0	1 1	0 0	4 4	New Engineering going in - no further action	
90910490	Little Hallfield Road		19-Apr-10	west east	7days 7 days	30 30	19 21	25 26	57 16:25	0 0	0 1	0 0	0 0	0 0	4 4	offer SID	
90910500	Gale Lane	Acomb	6 -13 May 08	from Tudor to Tudor	7 day 7 day	20 20	22 23	26 27	53 19:27	0 1	6 6	0 0	0 0	0 0	4 4	offer SID	
90910510	Almsford Road	Acomb	24-Mar-10	East West	7 day 7 day	30 30	17 20	20 24	37 08:45	0 0	0 0	0 0	0 0	0 0	4 4	offer SID	
90910520	Kyle Way	Nether Poppleton	19-Apr-10	From Ring To Ring	7 day 7 day	30 30	16 16	19 19	32 04:54	0 0	0 0	0 0	0 0	0 0	4 4	offer SID	
90910530	A1079 Hull Road	Kexby	(16 - 20 July 07)	from York to York	5 day 5 day	60 60	49 47	55 54	96 19:37	0 2	1 1	0 0	0 0	0 0	4 4	No further action	
90910540	Murton Way	Osbalwick	19-Apr-10	west east	7 days 7 days	30 30	26 26	32 34	65 22:11	0 0	0 0	0 0	0 0	0 0	4 4	offer SID	
90910550	Field Lane	Heslington	24-Mar-10	to Hull r	7 day	40	37	41	87	0	1	0	0	0	4	No further action - building work will affect traffic flows	
90910560	Osbalwick Lane		19-Apr-10	east west	7 day 7 day	30 30	27 27	32 33	59 05:57	0 0	2 2	0 0	0 0	0 0	4 4	offer SID	
90910570	Haxby Road, New Earswick	Link Rd - White Rose Ave	end 24 Jan 10	from York to York	7 day 7 day	30 30	27 26	31 29	53 21:05	0 1	2 2	0 0	0 0	0 0	4 4	offer SID	
90910571	Haxby Road, New Earswick	Haw terr shops to roundabout	23.03.10	near side far	5 day 5 day	20 20	26 25	29 29	55 17:09	0 0	0 0	0 0	0 0	0 0	3 3	Forward to engineering	
90910572	Hawthron Terracce	New Earswick	09-Apr-10	south north	7 days 7 days	20 20	25 24	29 28	51 01:38	0 0	0 0	0 0	0 0	0 0	3 3	forward to Engineering	
90910580	York Road Strensall	Nr to Barley Rise	(13 - 15 Aug 08)	off side near side	3 day	30 30	32 30	38 34	69 20:38	0 0	1 1	0 0	0 0	0 0	3 3	Forward to Engineering	
90910590	A19 Deighton Village		19-22 June 09	from York to York	4/5 day 4/5 day	60 60	47 48	53 54	89 22:06	0 0	2 2	0 0	0 0	0 0	4 4	No action	
90910600	Huntsmanswalk	Foxwood	22-Apr-10	to beagle from bea	9 days 9 days	30 30	20 21	24 26	43 14:54	0 1	0 0	0 0	0 0	0 0	4 4	offer SID	
90910610	Danesfort Avenue	Acomb	end 24 March 10	south north	7day 7 day	30 30	21 22	26 27	49 02:15	0 0	0 0	0 0	0 0	0 0	4 4	offer SID	
90910620	Naburn Lane	Fulford (30 limit)	12-Apr-10	from A19 to A19	7days 7days	30 30	35 37	41 44	85 09:23	0 1	1 1	0 0	1 1	0 0	3 3	forward to Engineering	
90910630	Bellhouseway	Foxwood	28-Apr-10	North South	7 days 7 days	30 30	26 27	32 33	60 12:33	0 0	2 2	0 0	0 0	0 0	4 4	offer SID	
90910640	Askham Lane	between A1237 - Foxwooc	22-Apr-10	from ring r to ring r	9 days 9 days	40 40	33 30	37 34	66 07:56	0 1	0 0	0 0	0 0	0 0	4 4	No further action	
90910641	Askham Lane	in 20 School Zone	28-Apr-10	to ring r from ring r	7 days 7 days	20 20	24 23	30 28	60 22:28	0 0	1 1	0 0	0 0	1 1	3 3	forward to Engineering	
Location Number	Road	Area	Location/date	Direction	Duration	Limit	Mean	85th percentile	top speed time recorded	3 year casualty record			Acc with speed causation			Overall (1 - 4)	
10 910100	Horseman Lane	Copmanthorpe	01.06.10	north south	7 day 7 day	30 30	26 27	31 33	57 18:27	0 0	0 0	0 0	0 0	0 0	4 4	Offer SID	
10 910010	Grange Lane	Acomb	22-Apr-10	to school from sch	9 days 9 days	20 20	18 19	21 22	39 20:00	0 0	0 0	0 0	0 0	0 0	4 4	offer SID	
10 910020	Bramham Road	Acomb	22-Apr-10	from bark to bark av	9 days 9 days	30 30	17 17	21 21	47 13:00	0 0	0 0	0 0	0 0	0 0	4 4	offer SID	
10 910030	A19 Shipton Road	Clifton	12-Apr-10	to ring r from ring r	7 days 7 days	40 40	36 38	40 42	70 03:13	0 1	3 3	0 0	1 1	0 0	4 4	To Engineering - possible safety scheme/danger reduction.	
10 910040	Temple Lane	Copmanthorpe	22-Apr-10	to Copm from Cop	9 days 9 days	30 30	32 32	38 38	65 15:23	0 0	1 1	0 0	0 0	1 1	3 3	Enforcement and forward to Engineering	
10 910050	Huntington Road	(nr to number 567)	09-Apr-10	from ring r to ring r	7 days 7 days	30 30	31 31	36 35	67 02:40	0 1	2 2	0 0	1 1	0 0	3 3	Enforcement and forward to Engineering	
10 910060	Leeman Road	(nr Martins Court)	04.06.10	away city to city	7 day 7 day	30 30	32 31	37 35	69 21:07	0 0	2 2	0 0	0 0	0 0	3 3	Forward to Engineering	
10 910070	Sim Balk Lane	Bishopthorpe															
10 910080	Eason View	Dringhouses															

ANNEX E

This annex contains the reports from Engineering Consultants on the locations that were put forward for Engineering consideration in the Decision Session in December 2009.

The full list of sites below is subject to confirmation of final budgets following Central Government reduction cut announcements.

If there are insufficient funds, the locations will be prioritised by one or all of the following criteria:-

Accident data

Mean and 85th percentile speeds

Proximity to schools and shops.

Prioritisation of sites

The below locations have been reviewed by a Safety Engineer and it has been concluded that there are no cost effective measures that could currently be implemented to reduce speeds. It is recommended that the situation is monitored:-

Tang Hall Lane in 20 zone
Ox Carr Lane, Strensall
Beech Avenue
Bishopthorpe Road

The below locations have been reviewed by a Safety Engineer and it has been concluded that there are possible cost effective measures that could reduce traffic speeds, but the implementation will be subject to budgetary constraints as explained above.

B1228 Elvington – in 20 limit, gateway made more robust, consider an extra speed cushion.

North Lane Huntington – improved gateway.

Dodworth Avenue – refresh markings.

Holtby Village – shorten 30 limit, moving 30 signs nearer to houses.

New Lane, Huntington – improve gateways.

Church Balk, Dunnington - move 30 limit closer to village and add a 40 limit.

Rycroft Ave - refresh centre lines.

Windsor Drive – add a centre line

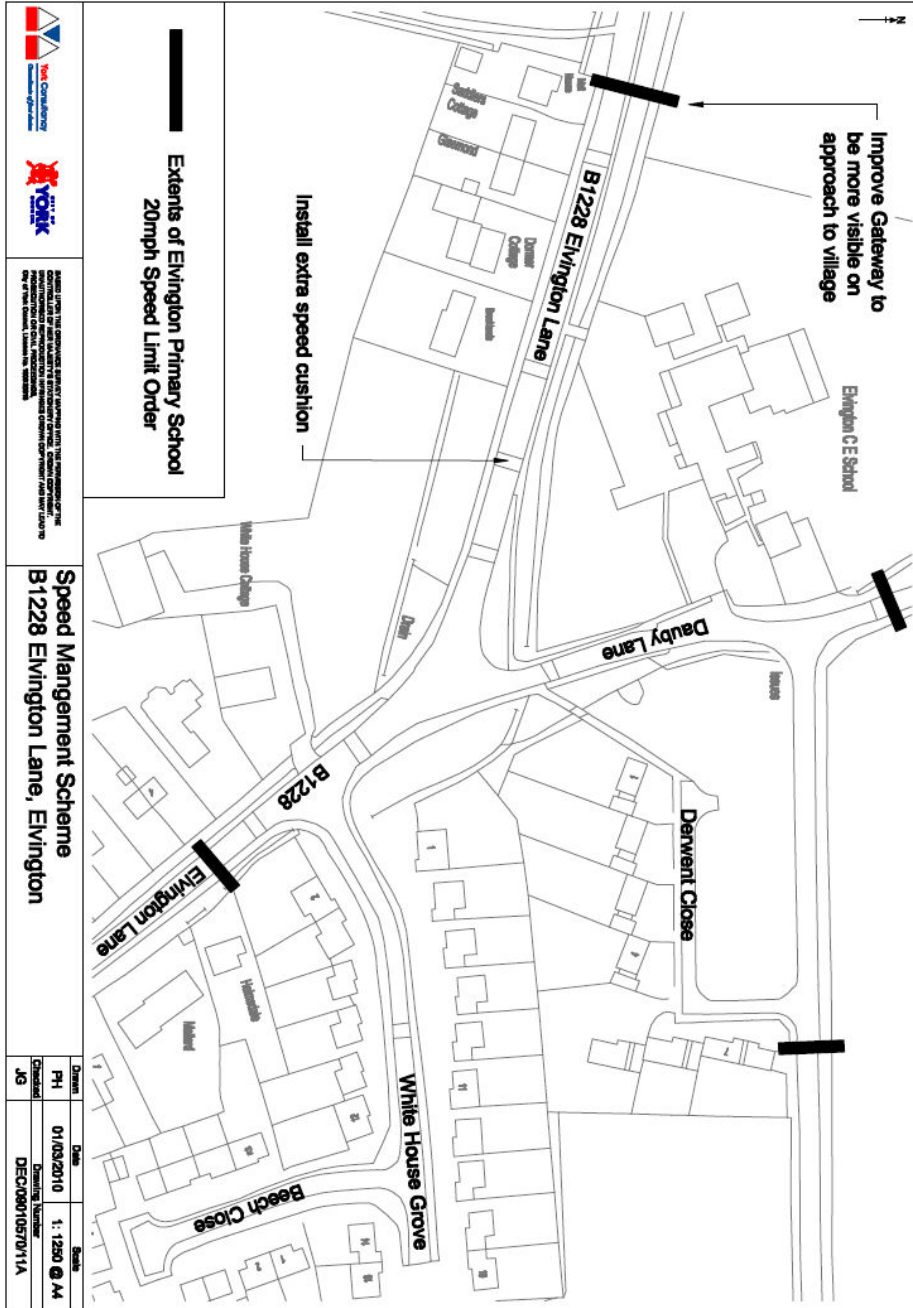
Eastern Terrace – consider a road closure

York Road Dunnington – bring the 30 limit nearer to the village and add a 40 limit.

Common Road, Dunnington – replace faded “ end of weight limit” sign.

Oaken Grove – remark the centre line.

B1228 Elvington



B1228 Elvington Lane (ref SM02/09) – Investigation Report

Location

Elvington Lane (see attached plan).

Nature of Problem / Complaints

Speeding in the 20mph speed limit.

Existing Conditions

Existing Speed Limit / Conditions

There is a 20mph zone on Elvington Lane in the vicinity of the school. The area is traffic calmed with speed cushions.

Speed Data

The mean speed of eastbound traffic was 23mph with an 85%ile speed of 28mph. Westbound the mean and 85%ile speeds were 25mph and 30mph respectively.

Accident Data

There are no recorded injury accidents in area in the three year period ending 31 July 2009.

Road Hierarchy in Speed Management Plan

The road is classified as a traffic route in the council's Speed Management Plan.

Possible Treatments

Physical traffic calming (Horizontal / Vertical measures)

The area is already traffic calmed with speed cushions on Elvington Lane but there may be scope to increase the number of cushions as these are spaced at some distance apart (around 50 metres).

Speed Limits

The 20mph zone is bounded by 40mph speed limits and there may be scope for reviewing the 40mph speed limits to see whether a 30mph limit may be more appropriate. The Council is to undertake a review of speed limits on all A and B class roads in 2010/11 and it is suggested that Elvington should be looked at with this in mind.

Signing Measures (Gateways?)

Because the speed limit changes from a 40 mph to a 20 mph limit it is important that the gateway is made more visible and robust with possible localised narrowing, dragon's teeth road markings, rumble strips, etc. to ensure that speeds are reduced as vehicles enter the 20 mph zone allowing the vertical measures to keep the speeds low. Hitting a speed cushion at speed could cause damage to the vehicle and / or its leaving the carriageway.

Lining Measures

As above, including red surfacing and 20 mph roundels.

Vehicle Activated Signs (VAS)

Should be considered if any changes are made to the adjacent speed limits, because changes to adjacent speed limits could affect speeds inside the 20mph limit.

Other

None

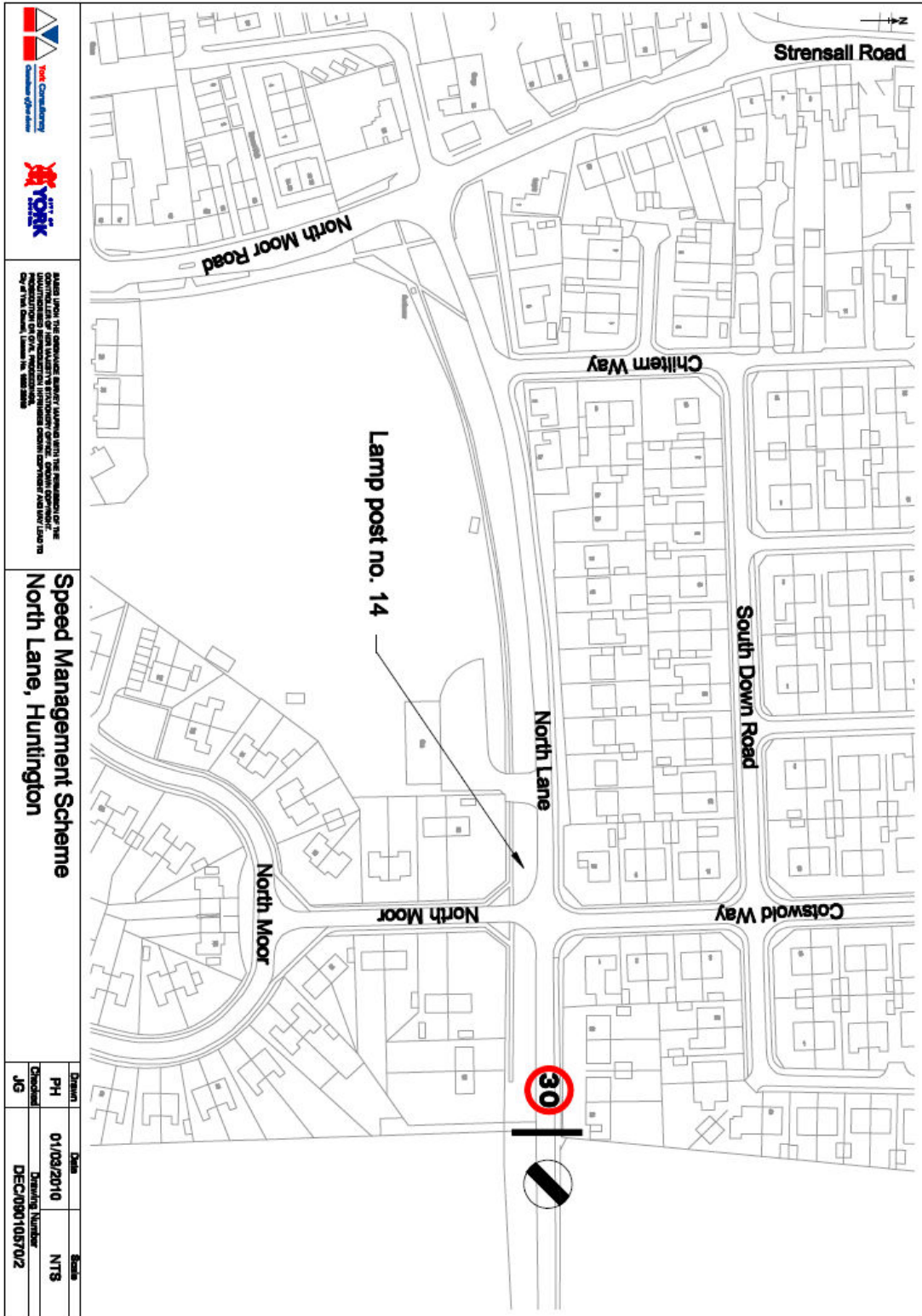
Recommendation

The existing gateway should be made more robust to ensure speeds are reduced on entering the 20 mph zone. Consider an extra speed cushion midway between the second and third cushions on the eastern approach along Elvington Lane.

The speed limits on this road are reviewed as part of the Council's review of speed limits on A and B roads, which may have an impact on how the 20mph speed limit works.

Eric Wragg
Transport & Safety
April 2010

North Lane Huntington



MADE WITH THE ASSISTANCE OF THE YORK CITY COUNCIL AND THE YORK CITY ENGINEERING DEPARTMENT. THE COUNCIL AND THE YORK CITY ENGINEERING DEPARTMENT ARE NOT RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED ON THIS MAP. THE COUNCIL AND THE YORK CITY ENGINEERING DEPARTMENT ARE NOT RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED ON THIS MAP.

Speed Management Scheme
North Lane, Huntington

Drawn	Date	Scale
PH	01/03/2010	NTS
Checked	Drawing Number	
JG	DEC/08/1087/02	

North Lane, Huntington (ref SM02/09) – Investigation Report

Location

North Lane, Huntington (see attached plan)..

Nature of Problems / Complaints

Speeding vehicles entering Huntington on North Lane.

Existing Conditions

Existing Speed Limit / Conditions

The speed limit changes from national speed limit to 30mph at the start of the residential development when travelling east to west. The existing signing consists of 600mm diameter 30mph/national speed limit signs on posts in the verge.

Speed Data

Mean speeds recorded by the Fire and Rescue Service as 28mph and 85th percentile speeds 40mph. Data recorded at lamp column no 14 (see location plan) but direction of travel not known.

Accident Data

A slight injury accident was recorded on 17 February 2007 at 13.50hours involved a car turning right into the sports club colliding with a car travelling from east to west.

Road Hierarchy in Speed Management Plan

North lane is shown as a traffic route in the council's Speed Management Plan.

Possible Treatments

Physical traffic calming (Horizontal / Vertical measures)

Because North lane is a traffic route vertical physical measures cannot be considered. There is not enough opposing traffic for horizontal measures to work.

Speed Limit Changes

30 mph is considered to be the appropriate level.

Signing Measures (Gateways?)

The existing signing could be improved to form a gateway at the start of the 30mph limit. This can be achieved by the use of yellow backing boards on the 30mph signs together with a red patch and 30 roundel on the road.

Lining Measures

Not applicable.

Vehicle Activated Signs (VAS)

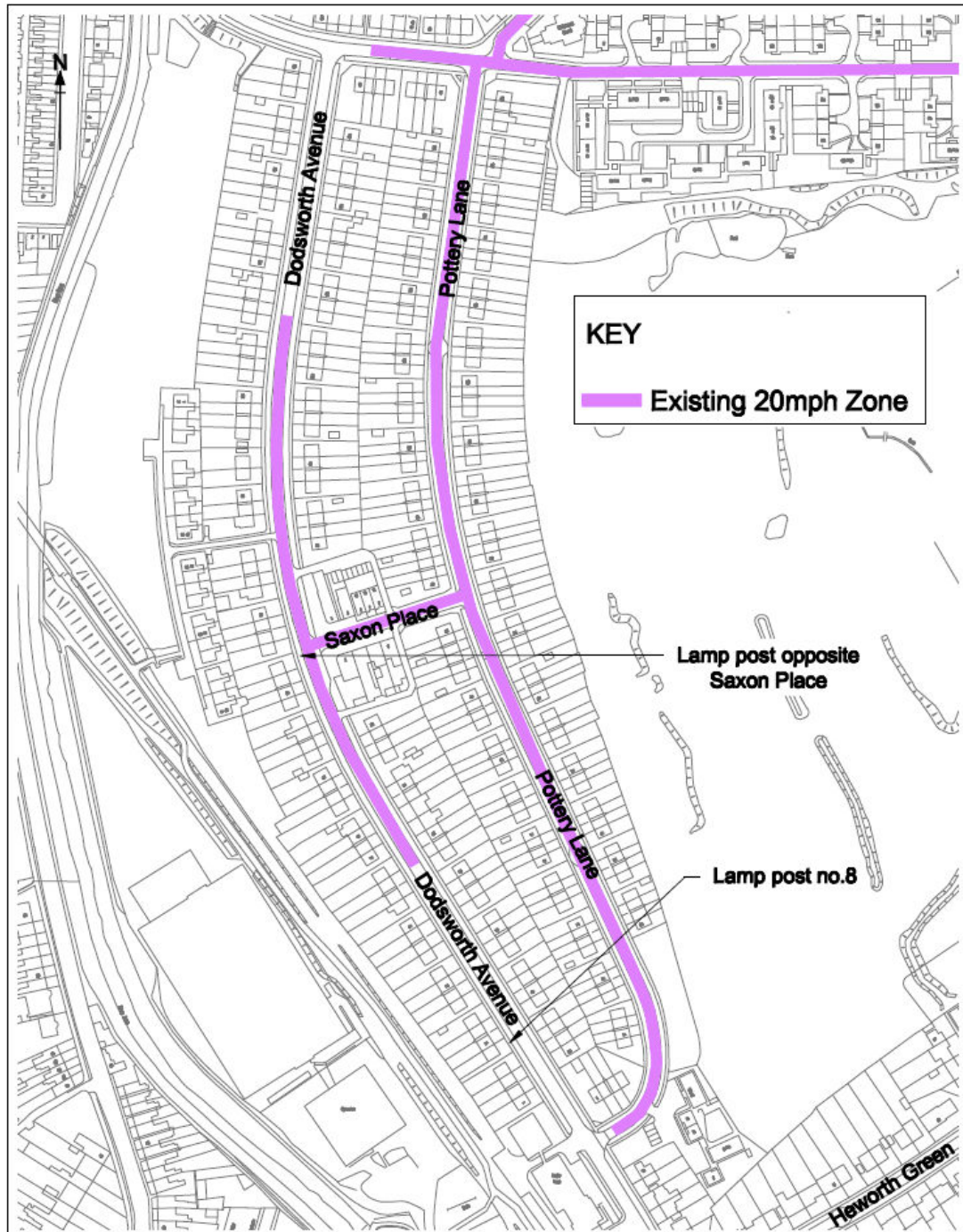
Could be considered but an improved gateway is recommended in the first instance.

Recommendation

Pursue an improved gateway at the start of the 30mph speed limit.

John Goldsbrough
Transport & Safety
March 2010

Dodsworth Avenue



**Speed Management Scheme
Dodsworth Avenue, Heworth**

BASED UPON THE ORDNANCE SURVEY MAPPING WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. CROWN COPYRIGHT. UNAUTHORISED REPRODUCTION INFRINGES CROWN COPYRIGHT AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS. City of York Council, Leeds No. 1002008

Drawn	Checked	Date	Scale	Drawing Number
PH	JG	01/03/2010	1:2500 @A4	DEC/09010570/3

Dodsworth Avenue (ref SM02/09) – Investigation Report

Location

Dodsworth Avenue (see attached plan).

Nature of Problems / Complaints

Concerns over inappropriate speeds in a residential street.

Existing Conditions

Existing Speed Limit / Conditions

20mph and 30mph limits. In the 20mph area there are road humps and a raised zebra crossing. Dodsworth Avenue is residential in nature with houses on both sides of the road.

Speed Data

Mean speeds recorded in the 20mph limit by the Fire and Rescue Service as 20mph and 85th percentile speeds 27 mph. Data recorded at the lamp column opposite Saxon Place (see location plan) but direction of travel not known.

Accident Data

There are no recorded injury accidents in the 20mph area in Dodsworth Avenue in the three year period ending 31 December 2009.

Road Hierarchy in Speed Management Plan

Dodsworth Avenue is shown as a mixed priority route in the council's Speed Management Plan.

Possible Treatments

Physical traffic calming (Horizontal / Vertical measures)

Vertical traffic calming measures in place in the 20mph area.

Speed Limit Changes

Not applicable.

Signing Measures (Gateways?)

Good gateways already present.

Lining Measures

The existing markings on the road humps and zebra crossing are faded and would benefit from being refreshed.

Vehicle Activated Signs (VAS)

More extensive speed data in both directions would be needed for VAS to be considered.

Other

None

Recommendation

Refresh the markings on the road humps and zebra crossing.

Do speed surveys to assess justification for a VAS.

John Goldsbrough

Traffic & Safety

March 2010

Holtby Village(ref SM02/09) – Investigation Report

Location

Holtby (see attached plan).

Nature of Problem / Complaint

Concerns about the speed of vehicles in the village.

Existing Conditions

Existing Speed Limit / Conditions

There is a 30mph speed limit through the village of Holtby.

Speed Data

Mean speeds recorded by the Fire and Rescue Service as 35mph and 85th percentile speeds 40mph but direction of travel not known.

Accident Data

There are no recorded injury accidents in the area within the three year period ending 31 July 2009.

Road Hierarchy in Speed Management Plan

The roads in Holtby village are shown as traffic routes on the approaches to the village, and mixed priority route through the developed part of the village.

Possible Treatments

Physical traffic calming (Horizontal / Vertical measures)

Not appropriate on this route.

Speed Limit Changes

It has been suggested that the length of the 30mph speed limit should be shortened on the approach to the village from the A166. This is because the existing 30mph signs are close to the junction with the A166 and it is felt that the speed limit would be more effective if it started nearer to the village and motorists may pay more attention to the speed limit signs. The start of the speed limit would then be nearer to the start of the development rather than in an undeveloped area.

Signing Measures (Gateways?)

There are gateway treatments on the approaches to the speed limits in the village.

Lining Measures

Not applicable.

Vehicle Activated Signs (VAS)

There is already a VAS on the approach to the village from the A166 which could be moved to another location within the village should the speed limit be moved and shortened (see above).

Other

A speed indicating device (SID) has been offered to the Parish Council.

Recommendation

Consideration be given to shortening the 30mph speed limit and move the terminal signs on the approach to Holtby from the A166.

Ox Carr Lane



Ox Carr Lane, Strensall (ref SM02/09) – Investigation Report

Location

Ox Carr Lane (see attached plan).

Nature of Problem / Conditions

Concerns over inappropriate speeds within the 30mph speed limit.

Existing Conditions

Existing Speed Limit / Conditions

Part of Ox Carr Lane is within a 40mph speed limit which then changes to 30mph just to the north of The Old Highway.

Speed Data

Mean speeds recorded by the Fire & Rescue Service as 36mph and 85th percentile speeds 41mph. Data recorded at lamp column no 5 (see location plan) but direction of travel not known.

Accident Data

There was a slight injury accident recorded in the area within the three year period ending 31 July 2009. It happened on Tuesday 27 November 2007 at 16.05 in wet, dark conditions, 20metres north of The Old Highway. A 14 year old pedestrian was crossing the road without looking and was in collision with a car travelling north to south.

Road Hierarchy in Speed Management Plan

Ox Carr Lane is shown as a traffic route in the council's Speed Management Plan.

Possible Treatments

Physical traffic calming (Horizontal / Vertical measures)

Not appropriate for this type of road.

Speed Limit Changes

30mph is considered to be appropriate.

Signing Measures (Gateways?)

A gateway comprising yellow backed signs with a red patch with a 30 roundel is already in place.

Lining Measures

Not applicable.

Vehicle Activated Signs (VAS)

A VAS is to be installed in the 40mph speed limit area in March 2010. This is about 250metres from the start of the 30mph limit. This is being funded by the Ward Committee.

Recommendation

In view of the fact that a VAS is to be installed shortly within the 40mph speed limit area, which may have a positive effect on speeds within the 30mph area as well. It is recommended that when monitoring takes place 3months after installation that speed surveys are also taken within the 30mph limit.

John Goldsbrough

Transport & Safety March 2010

(ref SM01/10) – New Lane Huntington (no map)

Location

New Lane, Huntington

Existing Conditions

Existing Speed Limit / Conditions

30 mph for most of its length; from a point approximately 350 metres northwards from its junction with Malton Road it has a 40 mph speed limit. The terminal signs are not particularly conspicuous and are partly obscured by foliage.

Speed Data

Speed data has been collected at three locations along the road. These are:

1. Between Anthea Drive and Highthorn Road -
85%ile northbound 37 mph and southbound 38 mph.
2. Opposite Willow Glade -
85%ile northbound 32 mph and southbound 31 mph.
3. Opposite Hambleton Drive –
85%ile northbound 36 mph and southbound 35 mph.

Accident Data

There have been four injury collisions within the 30 mph limit and one within the 40 mph limit. None of these were speed related.

Road Hierarchy in Speed Management Plan

New Lane is shown as a traffic route in the council's Speed Management Plan

Possible Treatments

Physical traffic calming (Horizontal / Vertical measures)

As it is a traffic route traffic calming is not considered appropriate in this case.

Speed Limit Changes

As the 30 mph section of New Lane is mainly residential it is thought the speed limit is appropriate although it is not built up on both sides for its entire length. However the 85%ile speeds do not show an excessive abuse of the speed limit so an increase to 40 mph would almost certainly lead to an increase in speeds. The southern 350 metres is rural in nature and 40 mph is considered an appropriate speed limit for this section.

Signing Measures (Gateways?)

The existing speed limit terminal signs are 600mm diameter and not very conspicuous due to the presence of foliage which is partly obscuring the sign assembly on the eastern side in particular. It may be beneficial to increase the size of the signs and mount them on backing boards to make them more conspicuous, particularly travelling from the 40 mph limit to the 30 mph limit.

Lining Measures

At the moment there are two 'SLOW' markings on the carriageway on both the northern and southern approaches to Willow Glade and coincidentally this section of the road has the lowest 85%ile speeds. It is worth considering whether or not these will be of benefit at other locations on the road where the speeds are higher.

Vehicle Activated Signs (VAS)

Vehicle activated signs could be considered for both northbound and southbound vehicles near Anthea Drive and Hambleton Way where the speeds are highest. These could be used in conjunction with 'SLOW' markings on the carriageway to increase the effect.

Other

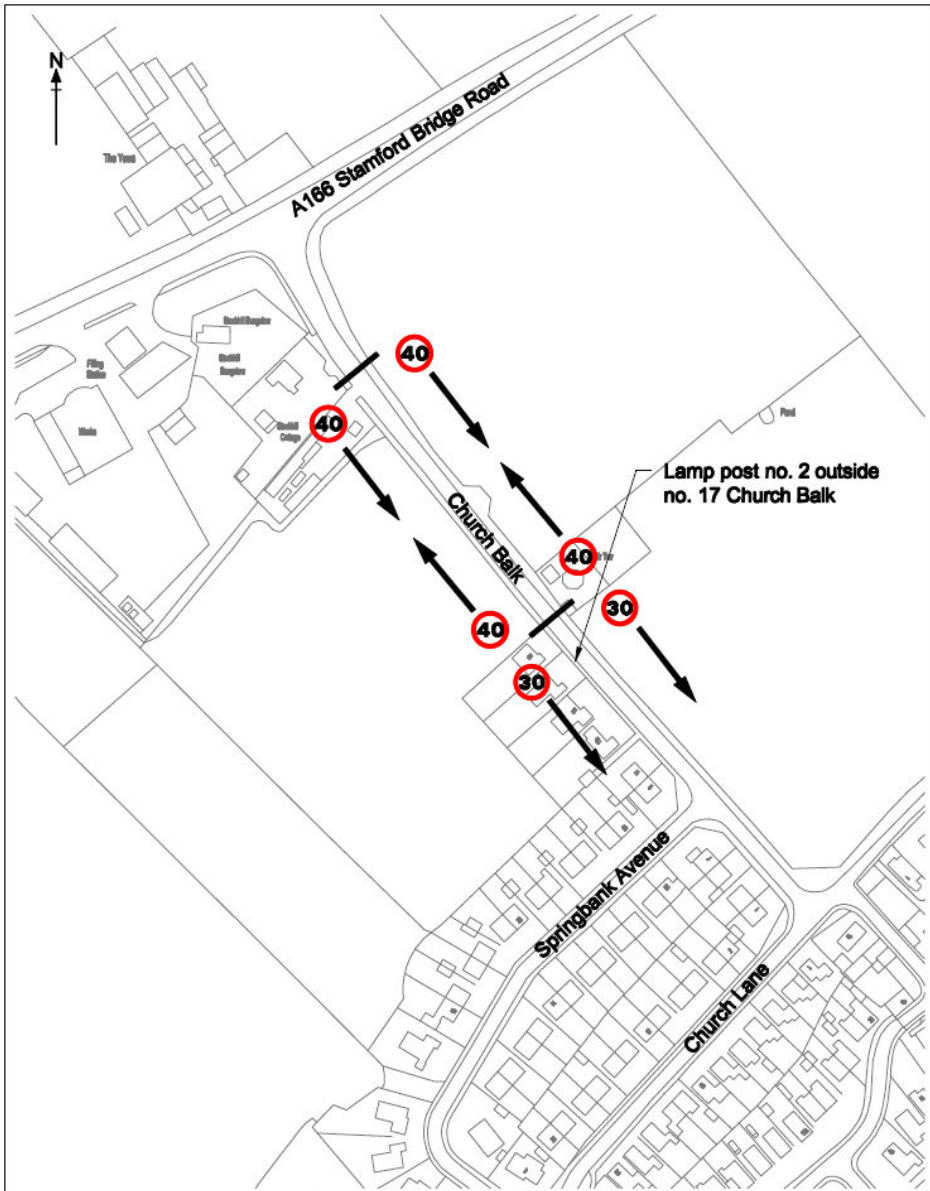
None



Recommendation

Install larger terminal speed limit signs with yellow backing boards for the 30 mph signs. Install 'SLOW' markings on red surfacing on the north and south approaches to Anthea Drive and Hambleton Way. Monitor the effect on speed to see if this has the desired effect before considering VAS.

Eric Wragg
June 2010

Church Balk, Dunnington



 		Speed Mangement Scheme Church Balk, Dunnington			
<small>BASED UPON THE ORDNANCE SURVEY MAPS AND WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. DESIGN COPYRIGHT. UNAUTHORISED REPRODUCTION HEREBY DENIED. DESIGN AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS. City of York Council, Lincoln St. YO1 1PE</small>					
Drawn	Checked	Date	Scale	Drawing Number	
PH	JG	01/03/2010	1: 2000 @ A4	DEC/00010570/7A	

Church Balk, Dunnington (ref SM02/09) – Investigation Report

Location

Church Balk (see attached plan).

Nature of problem / Complaints

Concerns over traffic speeds.

Existing Conditions

Existing Speed Limit / Conditions

Church Balk is within a 30mph speed limit which starts near to the junction with the A166. It forms a route into Dunnington village.

Speed Data

Mean speeds recorded by the Fire and Rescue Service as 33mph and 85th percentile speeds 39mph. Data recorded at lamp column 2 (see location plan) but direction of travel not known .

Accident Data

There are no recorded injury accidents in the area within the three year period ending 31 July 2009.

Road Hierarchy in Speed Management Plan

Church Balk is shown as a traffic route in the council's Speed Management Plan.

Possible Treatments

Physical traffic calming (Horizontal / Vertical measures)

Because this is a traffic route vertical traffic calming measures cannot be considered. It is not thought that horizontal measures would be appropriate due to the relatively low traffic volumes using the road.

Speed Limit Changes

The 30 mph speed limit commences just past the junction with the A166 Stamford Bridge Road. The environment here is open fields on both sides and there is housing development on one side only about half way along Church Balk. The high 85th percentile speed (39mph) indicates that the speed limit is being ignored probably because it is inappropriate for this location. It is proposed that the existing 30 mph speed limit is increased to a 40 mph limit, and a 30 mph speed limit is introduced half way along Church Balk at the start of the housing development. This will result in a short length of around 120 metres of 40 mph speed limit which goes against the guidance contained in DfT Circular 01/2006 which recommends an absolute minimum of 300 metres, although it allows you to consider an intermediate speed limit in advance of a 30 mph limit on approach roads to villages. In this case vehicles are turning from the A166 which carries the national speed limit and under the proposal drivers will be confronted with 40 mph signs and then 30 mph signs which should encourage them to slow down, more so than the present situation where they are confronted almost immediately with 30 mph signs, which, if they miss will allow them to continue to drive at speed.

Signing Measures (Gateways?)

The proposed 30 mph terminal signs should be part of a gateway treatment involving 30 roundels on red surfacing and yellow backing boards for the signs. The existing gateway should be retained at the proposed 40 mph terminal signs with a 40 mph roundel on the carriageway.

Lining Measures

As above

Vehicle Activated Signs (VAS)

Could possibly be considered for a VAS, but speed data would need to be collected in both directions for a more accurate assessment.

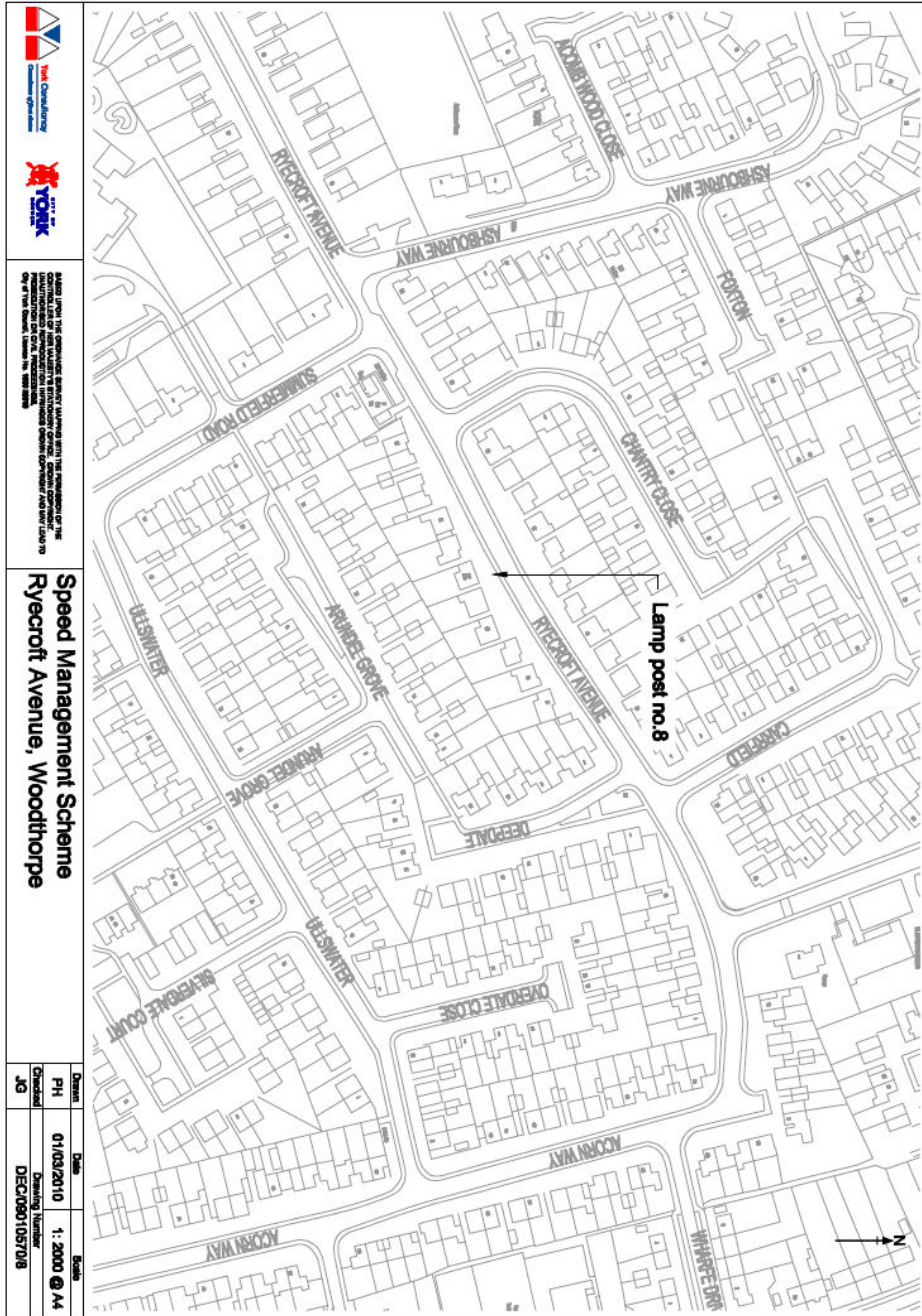
Recommendation

Change the existing 30 mph speed limit to a 40 mph limit with a 30 mph speed limit commencing at a point approximately 180 metres from the junction with the A166 with appropriate gateway features.

Arrange for further data to be collected to assess whether a VAS is feasible.

Eric Wragg
Transport & Safety
April 2010

Rycroft Avenue



MAKING LINCOLN THE GREENEST CITY IN THE SOUTH EAST OF ENGLAND BY INTRODUCING GREEN ROADS AND GREEN HIGHWAYS TO ALL THE MAIN ROADS IN THE CITY OF LINCOLN AND THE SURROUNDING AREA. THE SCHEME IS PART OF THE LINCOLN GREEN HIGHWAY STRATEGY WHICH WAS APPROVED BY THE LINCOLN CITY COUNCIL IN 2008.

**Speed Management Scheme
Rycroft Avenue, Woodthorpe**

Drawn	Date	Scale
PH	01/03/2010	1:2000 @ A4
Checked	Drawing Number	
JG	DEC090105708	

Ryecroft Avenue, Woodthorpe (ref SM02/09) – Investigation Report

Location

Ryecroft Avenue, Woodthorpe (see attached plan).

Nature of Problems / Complaints

Inappropriate speeds in a residential area.

Existing Conditions

Existing Speed Limit / Conditions

Ryecroft Avenue is within a 30mph speed limit and is all residential.. It is partly in a School Safety Zone at the junction with Summerfield Road. It is a bus route and is generally a wide road with relatively light traffic flows.

Speed Data

Mean speeds recorded by the Fire and Rescue Service as 28mph and 85th percentile speeds 37mph. Data recorded at lamp column no 8 (see location plan) but direction of travel not known.

Accident Data

There are no recorded injury accidents within the area shown on the location plan in the three year period ending 31 July 2009.

Road Hierarchy in Speed Management Plan

Ryecroft Avenue is shown as a mixed priority route in the council's Speed Management Plan.

Possible Treatments

Physical traffic calming (Horizontal / Vertical measures)

Because this is a mixed priority route the use of physical measures should be targeted near to schools and shops. There are already horizontal features at the school crossing point, so it would be difficult to justify further measures.

Speed Limit Changes

Not considered appropriate.

Signing Measures (Gateways?)

Not applicable.

Lining Measures

The existing centre line is faded in places and is not continuous along the road. It would be beneficial to refresh the centreline and fill in the gaps..

Vehicle Activated Signs (VAS)

Could be given further consideration although further speed data would need to be collected to obtain better directional data.

Other

None.

Recommendation

Refresh the centreline and infill the missing gaps. Monitor after this by collecting further speed data, to ascertain the effect of this and the need for VAS.

John Goldsbrough
Transport & Safety
March 2010

Tang Hall in 20 limit



		Speed Management Scheme Tang Hall Lane (bridge over cycle path)			
<small>BASED UPON THE ORDNANCE SURVEY MAPPING WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. CROWN COPYRIGHT. UNAUTHORISED REPRODUCTION IN WHOLE OR IN PART IS PROHIBITED OR CIVIL PROSECUTION. City of York Council, License No. 10052095</small>					
Drawn	Checked	Date	Scale	Drawing Number	
PH	JG	20/02/2010	1: 1250 @ A4	DEC/09010570/09	

Tang Hall Lane (ref SM02/09) – Investigation Report

Location

Tang Hall Lane near to the bridge (see attached plan).

Nature of Problems /Complaints

Excessive speed within the 20mph zone.

Existing Conditions

Existing Speed Limit/Conditions

The area is within a 20mph zone with vertical traffic calming measures. There is a well used zebra crossing on a raised table near to the shops.

Speed Data

Mean speeds recorded by the Fire and Rescue Service as 23mph. 85th percentile recorded as 29mph. Data recorded at lamp column no 33 (see location plan) but direction of travel not known.

Accident Data

There are no recorded injury accidents in the area within the three year period ending 31 July 2009.

Road Hierarchy in Speed Management Plan

Tang Hall Lane is shown as a mixed priority route in the council's Speed Management Plan.

Possible Treatments

Physical traffic calming.

The area is already traffic calmed with vertical measures and there seems little scope for further traffic calming measures. The cushions are already closely spaced, and because it is a bus route introducing further full width features would go against the principles of the Speed Management Plan.

Speed Limit Changes

Not applicable. Already 20mph.

Signing Measures(Gateways?)

The signing is very clear and does not need any additional measures.

Lining Measures

The lining does not need any additional measures.

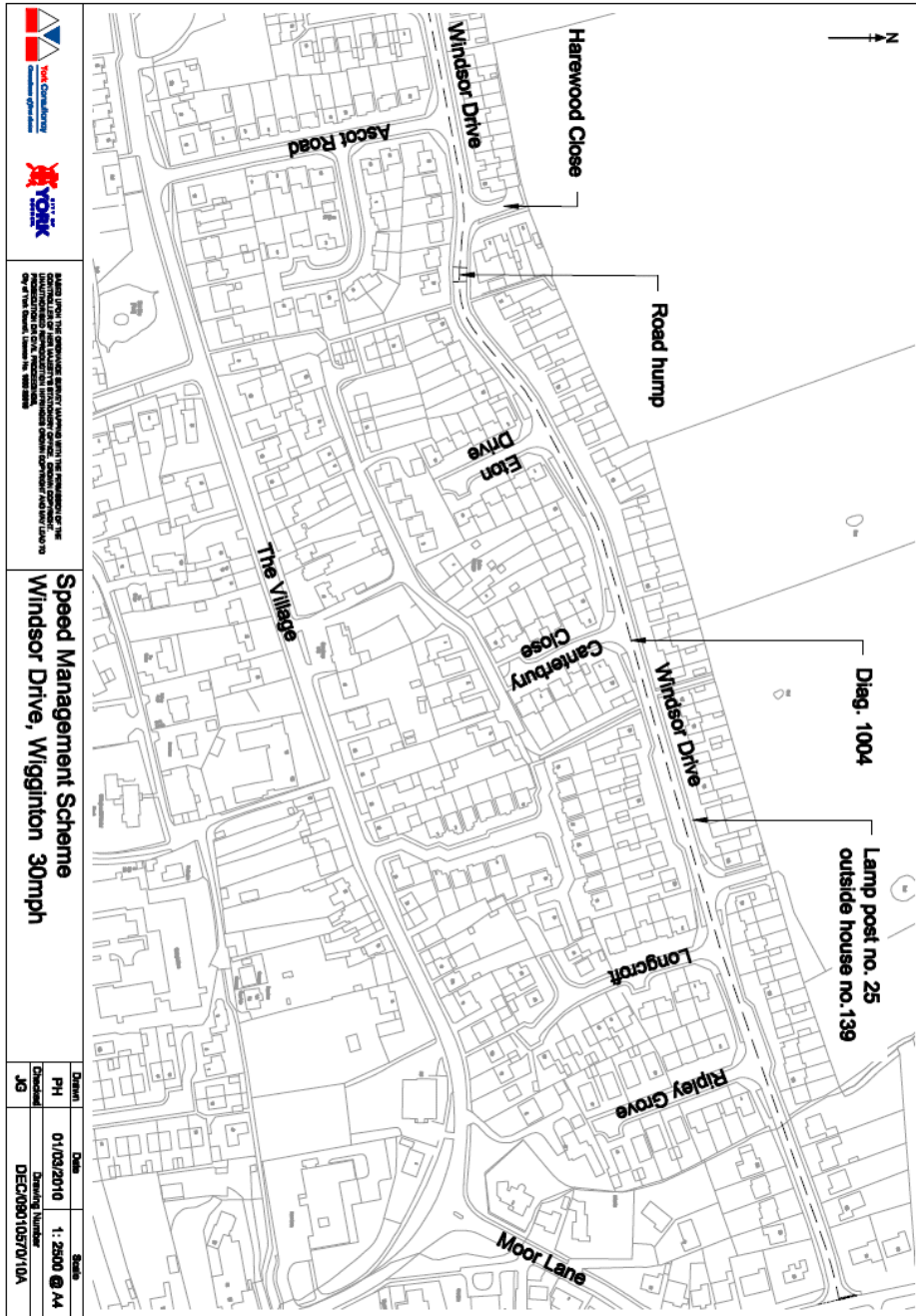
Vehicle Activated Sign (VAS)

More speed data needs to be collected in both directions for a more accurate assessment.

Recommendation

Further directional speed surveys have been requested to ascertain what speeds are in critical areas such as the crossing. Once these have been received a further assessment of the need for a VAS can be assessed.

Windsor Drive



MADE FROM THE OFFICIAL RECORD, DRAWING WITH THE PERMISSION OF THE
 COUNTY OF YORK COUNCIL AND THE COUNTY OF WEST YORKSHIRE COUNCIL FOR THE
 PURPOSES OF THE CIVIL AVIATION AUTHORITY. THE INFORMATION IS FOR
 INFORMATION ONLY AND DOES NOT CONSTITUTE A GUARANTEE OF ACCURACY OR
 LIABILITY FOR THE RECORD DRAWING OR THE INFORMATION.

Speed Management Scheme
Windsor Drive, Wigginton 30mph

Drawn	Date	Scale
PH	01/03/2016	1:2500 @ A4
Checked	Checked Number	
JG	DEC/08/1057/010A	

Windsor Drive, Wigginton (ref SM02/09) – Investigation Report

Location

Windsor Drive, Wigginton (see attached plan).

Nature of Problems / Complaints

Inappropriate speed on a residential road.

Existing Conditions

Existing Speed Limit / Conditions

Windsor Drive is within a 30mph speed limit. Generally it is a straight, wide road with no centreline marking. It is entirely residential in nature. There were vehicles parked on the road in many locations but due to the width of the road could not be considered as a traffic calming measure. Traffic flows are relatively low. There is a road hump in the area of the only bend in the road. Presumably this is there to slow vehicles in the vicinity of the bend.

Speed Data

Mean speeds recorded by the Fire and Rescue Service as 27mph and 85th percentile speeds 36mph. Data recorded at lamp column no 25 (see location plan) but direction of travel not known.

Accident Data

There are no recorded injury accidents in the area within the three year period ending 31 July 2009.

Road Hierarchy in Speed Management Plan

Windsor Drive is shown as a residential area in the council's Speed Management Plan.

Possible Treatments

Physical traffic calming (Horizontal / Vertical measures)

There is a single road hump as referred to above.

It is felt that horizontal measures would be inappropriate due to the width of the road and the low traffic volumes. If implemented, this type of measure could lead to an increase in traffic speeds.

Speed Limit Changes

The recorded speeds are too high for a lower speed limit to be considered without physical measures.

Signing Measures (Gateways?)

Not appropriate for the location.

Lining Measures

At the moment there is no centre line along Windsor Drive apart from a small section at its junction with Moor Lane. Because of its fairly straight nature it is felt that a centre line would help to keep vehicles nearer the kerb and not straddle the centre of

the road, which they can do because of the very low traffic flows and the absence of opposing traffic, and which enables drivers to attain higher traffic speeds.

Vehicle Activated Signs (VAS)

Whilst a VAS could be considered bearing in mind the nature of the road it is doubtful whether this would have any benefit, bearing in mind the low usage.

Other

None.

Recommendation

Install a Diagram 1004 6m module centre line along the whole length of Windsor Drive. Carry out before and after speed surveys to determine the effectiveness of a centre line in reducing speeds.

Vertical measures could be considered for the remainder of Windsor Drive but to traffic calm the full length of the road and associated side roads would require a large capital outlay which could not be recommended on casualty reduction grounds.

Eric Wragg


April 2010

Beech Avenue



Lamp post no. 5 outside
no.62 Beech Avenue

English Martyrs RC
Primary School

	Speed Mangement Schemes Beech Avenue, Holgate, York				
	Drawn	Checked	Date	Scale	Drawing Number
<small>BASED UPON THE ORIGINIAL SURVEY SUPPLIED WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATISTICAL OFFICE. CROWN COPYRIGHT. UNAUTHORISED REPRODUCTION IN WHOLE OR IN PART IS PROHIBITED AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS. City of York Council, Leazes Rd. YO1 1PE</small>					
PH	JG	01/03/2010	NTS	DEC/08010670/11	

Beech Avenue, Holgate (ref SM02/09) – Investigation Report

Location

Beech Avenue (see attached plan).

Nature of Problems / Complaints

Concerns over inappropriate speeds in a residential street.

Existing Conditions

Existing Speed Limit / Conditions

Beech Avenue is within a 30mph speed limit and forms a link for southbound traffic through Falconer Street and Park Lane (which are both one way southbound) to Hamilton Drive. Beech Avenue is about 300metres long between Hamilton Drive and Falconer Street / Park Lane.

Speed Data

Mean speeds recorded by the Fire and Rescue Service as 18mph and 85%ile speeds 23 mph. Data recorded on lamp post 5 outside 62 Beech Avenue (see attached plan) but direction of travel not known.

Accident Data

There are no recorded injury accidents in the area within the three period ending 31 July 2009.

Road Hierarchy in Speed Management Plan

Beech Avenue is shown as residential area in the council's Speed Management Plan.

Possible Treatments

Physical traffic calming (Horizontal / Vertical measures)

Because of the close proximity of houses it is felt that any vertical measures would probably create noise and vibrations for the residents.

Parking takes place on the full length of Beech Avenue with the exception of the small areas where waiting is prohibited. The road is effectively one lane wide with the vehicles parked on one side, reducing carriageway width.

Speed Limit Changes

The recorded speeds are appropriate for a 20mph speed limit to be considered.

Although this is unlikely to significantly reduce traffic speeds or deter through traffic, it may encourage some of the higher speed drivers to slow down a bit.

Signing Measures (Gateways?)

No additional signs are suggested.

Lining Measures

Not applicable.

Vehicle Activated Signs (VAS)

Not appropriate under the current 30mph speed limit. One could be considered as an additional measure if a 20mph speed limit was introduced.

Other

A Speed Indicating Device (SID) has been offered to the community, but this has not been taken up.

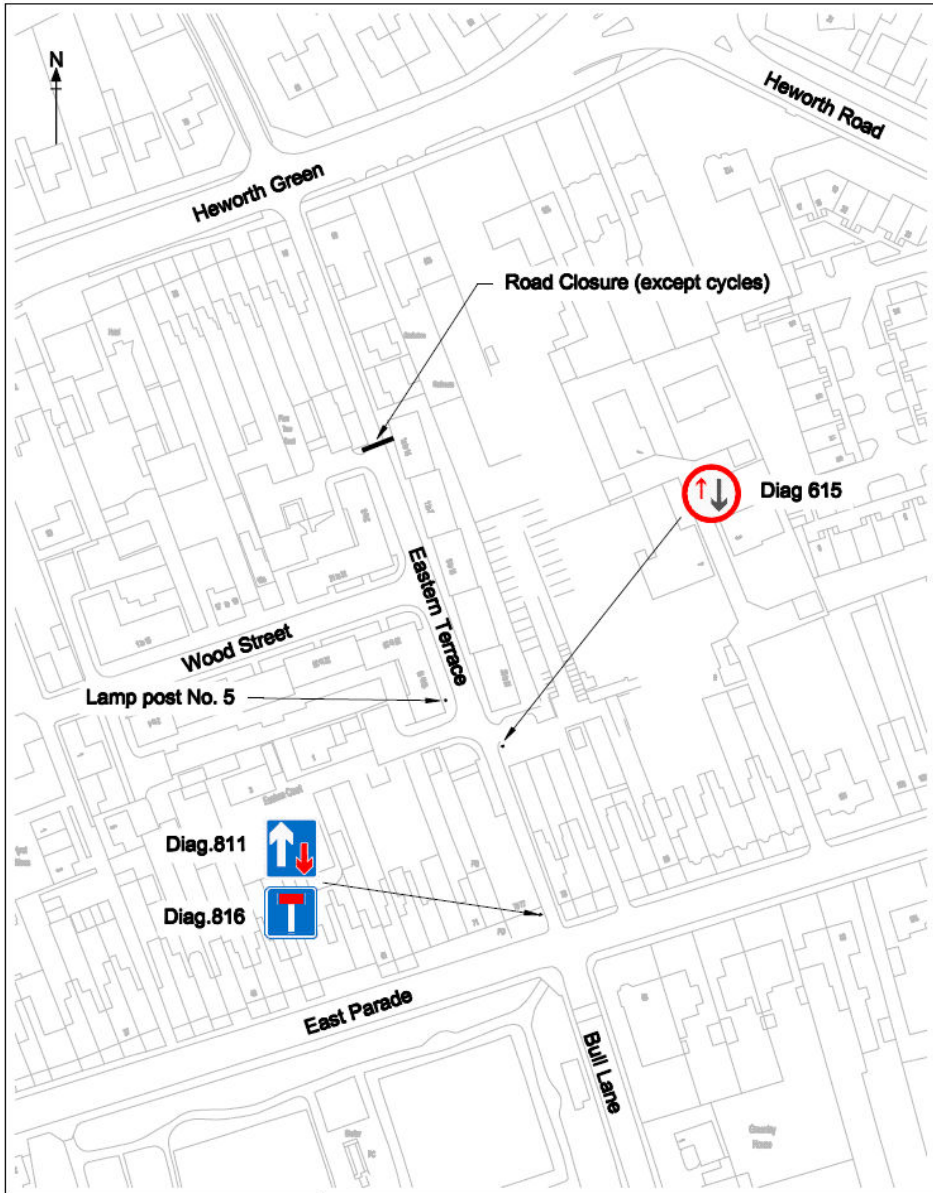
Recommendation

This could be put on a list for future consideration for a 20mph speed limit, subject to the results of ongoing trials and future policy decisions.

Otherwise no further recommendations. John Goldsbrough, Transport & Safety

March 2010

Eastern Terrace



 		Speed Management Scheme Eastern Terrace, Heworth			
<small>BASED UPON THE ORDNANCE SURVEY MAPPING WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATISTICAL SERVICE. DESIGN COPYRIGHT. UNAUTHORIZED REPRODUCTION IS STRICTLY PROHIBITED AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS, City of York Council, Licence No. 1553395</small>	<small>Drawn</small> PH	<small>Checked</small> JG	<small>Date</small> 20/02/2010	<small>Scale</small> 1: 1250 @ A4	<small>Drawing Number</small> DEC/08010570/12A

Eastern Terrace Heworth (ref SM02/09) – Investigation Report

Location

Eastern Terrace (see attached plan).

Nature of Problems /Complaints

Residents concerns about the speed and increase in traffic levels. Site observations have revealed that Eastern Terrace is used as a cut through from Bull Lane across East Parade and to Heworth Green from the Fifth Avenue / Sixth Avenue area and avoiding the traffic signals at Heworth Road / Melrosegate and the roundabout at Heworth Green / Malton Road.

Existing Conditions

Existing Speed Limit/Conditions

Eastern Terrace is within a 30mph speed limit and forms a link between Heworth Green and East Parade. The road is about 370 metres long from Heworth Green to East Parade.

Speed Data

Mean speeds recorded by the Fire and Rescue Service as 17mph and 85th percentile speeds 24mph. Data recorded at lamp column no 15 (see location plan) but direction of travel not known.

Accident Data

There are no recorded injury accidents in the area within the three year period ending 31 July 2009. However there have been three accidents at the junction of Eastern Terrace / East Parade, two of which involved vehicles crossing East Parade (one exiting Eastern Terrace against the No Entry) and colliding with vehicles on the main road, and one at the junction of Eastern Terrace and Heworth Green, a motor cycle exiting and colliding with a vehicle on the main road.

Road Hierarchy in Speed Management Plan

Eastern Terrace is shown as a residential area in the council's Speed Management Plan.

Possible Treatments

Road Closure

A possible solution would be to close Eastern Terrace with an exemption for cyclists at a point approximately 60 metres south of its junction with Heworth Green. This will mean that all vehicles will have to exit via East Parade and will necessitate the revocation of the No Entry order on the narrow southern section of Eastern Terrace. Because of its narrow nature it will be necessary to replace this with a 'priority give way' system which preferably will allow vehicles entering Eastern Terrace to have priority over those leaving. The visibility to the right exiting Eastern Terrace is good and, because of the presence of the zebra crossing is unhindered by parked vehicles. There are opportunities for vehicles to reverse direction using Wood Street and other culs-de sac; however if large service vehicles envisage problems the road closure can utilise a rising bollard to which appropriate vehicles will have a transponder.

Another solution is to have a rising bollard only in Eastern Terrace near its junction with East Parade. This will mean that as well as service vehicles, all residents will have to be issued with transponders, although it will still be possible to access the area via Heworth Green.

Physical traffic calming. Horizontal / Vertical measures.

Because of the close proximity of houses it is felt that any vertical measures would probably create noise and vibrations for the residents.

The road is too narrow for horizontal measures to be considered.

These measures are not therefore recommended.

Speed Limit Changes

The recorded speeds are appropriate for a 20mph speed limit to be considered.

Although this is unlikely to significantly reduce traffic speeds or deter through traffic, it may encourage some of the higher speed drivers to slow down a bit.

Signing Measures(Gateways?)

Signs associated with road closure above.

Lining Measures

Markings associated with road closure above

Vehicle Activated Signs (VAS)

Not appropriate under the current 30mph speed limit. One could be considered as an additional measure to help compliance with a 20mph speed limit if one was introduced.

Other

A Speed Indicating Device (SID) has been offered to the community, but this has not been taken up.

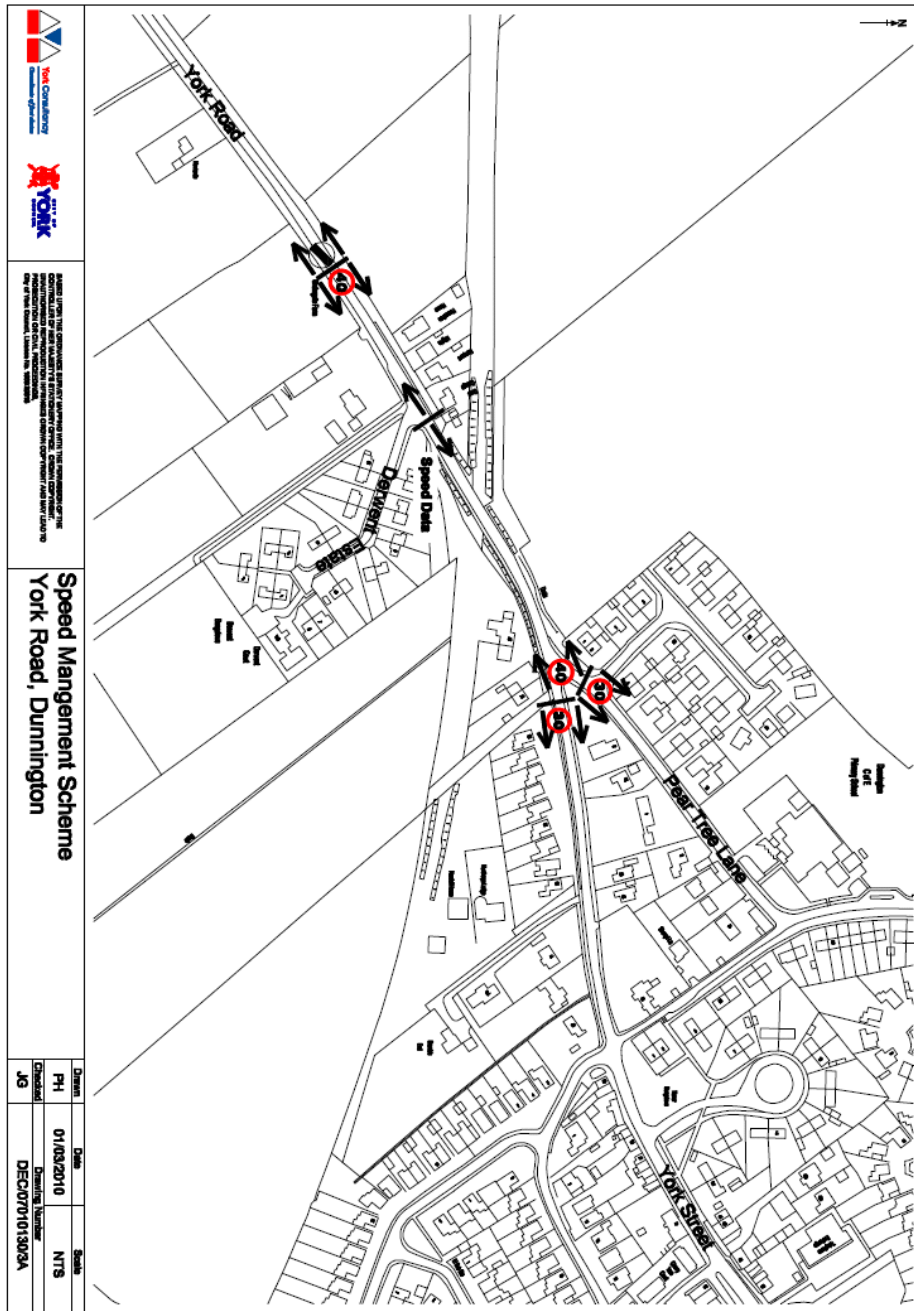
Recommendation

Carry out consultation with residents on the two options for closing the road.

If the idea of a road closure is not supported then the road could be put on a list for future consideration for a 20mph speed limit, subject to the results of ongoing trials and future policy decisions.

Eric Wragg
Transport & Safety
April 2010

York Road Dunnington



THE COUNCILS OF YORK AND YORK CITY COUNCILS
 IN CONNECTION WITH THE PROPOSED SPEED MANAGEMENT SCHEME FOR THE
 PROPOSED SPEED MANAGEMENT SCHEME FOR THE PROPOSED SPEED MANAGEMENT SCHEME FOR THE
 PROPOSED SPEED MANAGEMENT SCHEME FOR THE PROPOSED SPEED MANAGEMENT SCHEME FOR THE

Speed Management Scheme York Road, Dunnington

Drawn	Date	Scale
PH	01/03/2010	NTS
Checked	Technical Services	
JG	DEC07/01/3009A	

York Road, Dunnington (ref SM02/09) – Investigation Report

Location

York Road, Dunnington (see attached plan).

Nature of Problem / Complaints

Inappropriate speeds in a residential area.

Existing Conditions

Existing Speed Limit / Conditions

York Road is within a 30mph speed limit which commences where the development starts on both sides of the road, to the west of Derwent Estate.

There is a gateway feature comprising yellow backed 30mph signs on both sides of the road, along with a red patch and 30roundel on the road.

Speed Data

Mean speeds recorded near the Derwent Estate as 39mph towards the village and 42mph going away from the village. Corresponding 85th percentile speeds were 46mph inbound and 50mph outbound (see location plan).

Accident Data

There were no recorded injury accidents in the area within the three year period ending 31 July 2009.

Road Hierarchy in Speed Management Plan

York Road is shown as a mixed priority route in the council's Speed Management Plan.

Possible Treatments

Physical traffic calming (Horizontal / Vertical measures)

Not thought appropriate in this area.

Speed Limit Changes

The recorded speeds are high for a 30mph speed limit and in fact, because of the open nature of the road here is an inappropriate speed limit which is contributing to its abuse. The speed limit should be changed to a 40 mph limit as far as the junction with Pear Tree Lane. At this point both Pear Tree Lane and York Street should change to a 30 mph speed limit.

Signing Measures (Gateways?)

The existing gateway should be altered to a 40 mph gateway with appropriate signs and 40 mph roundels on red surfacing. Both York Street and Pear Tree Lane at their junctions with York Lane should have adjacent 30 mph signs and roundels on red surfacing to provide a gateway effect as drivers enter the built up area.

Lining Measures

As above.

Vehicle Activated Signs (VAS)

A VAS for inbound vehicles could be considered. This measure would be inappropriate for outbound vehicles as the speed limit changes to the national 60mph limit and the signs to show this are easily visible to westbound motorists.

Other

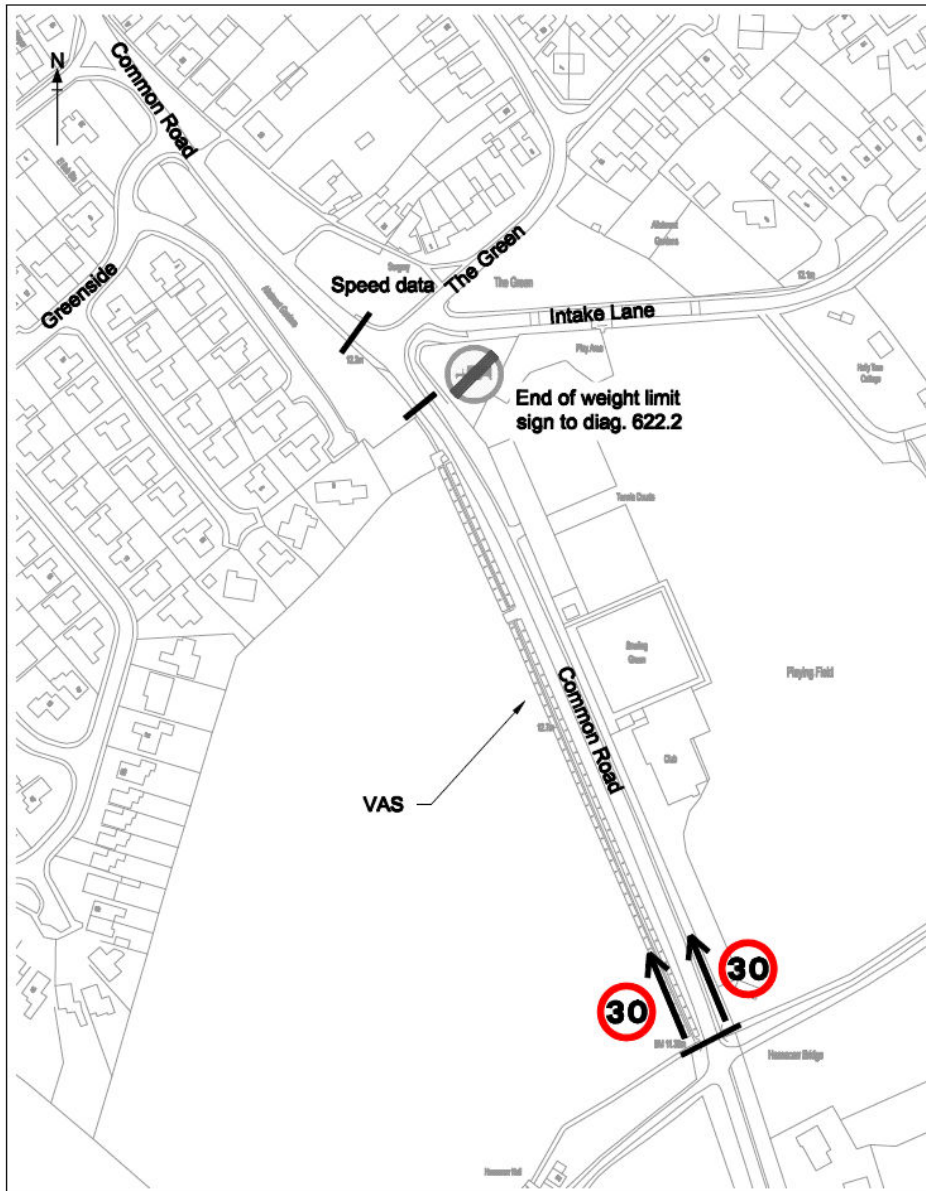
None.



Recommendation

Consider a change of the speed limit from 30 mph to 40 mph on the stretch York Road from the existing terminal signs to York Street and Pear Tree Lane. Install gateway treatments at the commencement of the 40 mph speed limit and the 30 mph speed limits on York Street and Pear Tree Lane.

Eric Wragg
April 2010

Common Road Dunnington



 		Speed Management Scheme Common Road, Dunnington			
<small>BASED UPON THE ORDNANCE SURVEY MAPPING WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. CROWN COPYRIGHT. UNAUTHORISED REPRODUCTION PROHIBITED. CRACKS, COPIES AND ANY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS, City of York Council, License No. 1053295</small>	<small>Drawn</small> PH	<small>Checked</small> JG	<small>Date</small> 01/023/2010	<small>Scale</small> 1: 000 @ A4	<small>Drawing Number</small> DEC/07010130/3

Common Road, Dunnington (ref SM02/09) – Investigation Report

Location

Common Road, Dunnington (see attached plan).

Nature of Problem / Complaints

Inappropriate speeds in a residential area.

Existing Conditions

Existing Speed Limit / Conditions

Common Road is within a 30mph speed limit area and forms the access road to the village from the A1079. There is an existing VAS for inbound traffic opposite the sports club.

Speed Data

Speeds recorded near to the surgery gave mean speeds of 28mph towards the village and 29mph away from the village, and 85th percentile speeds of 35mph in both directions (see location plan).

Accident Data

In the three year period ending 31 July 2009 one slight injury accident was recorded on 7 January 2008. This involved a car turning right into the Green from Common Road being in collision with a car travelling south on Common Road.

Road Hierarchy in Speed Management Plan

Common Road is a traffic route from the A1079 to the south of the Green, and then a mixed priority route into the village.

Possible Treatments

Physical traffic calming (Horizontal / Vertical measures)

Not thought appropriate bearing in mind the status of Common Road.

Speed Limit Changes

Not appropriate.

Signing Measures (Gateways?)

There is an end of weight limit sign to diagram 622.2 on the offside of the road for vehicles travelling south. This is somewhat faded and could from a distance be mistaken for a national speed limit sign. It is recommended that the sign to diagram 622.2 should be replaced.

Lining Measures

Not applicable. The existing lining is in good condition.

Vehicle Activated Signs (VAS)

There is already a VAS for inbound vehicles near to the sports club which has helped to reduce speeds.

Other

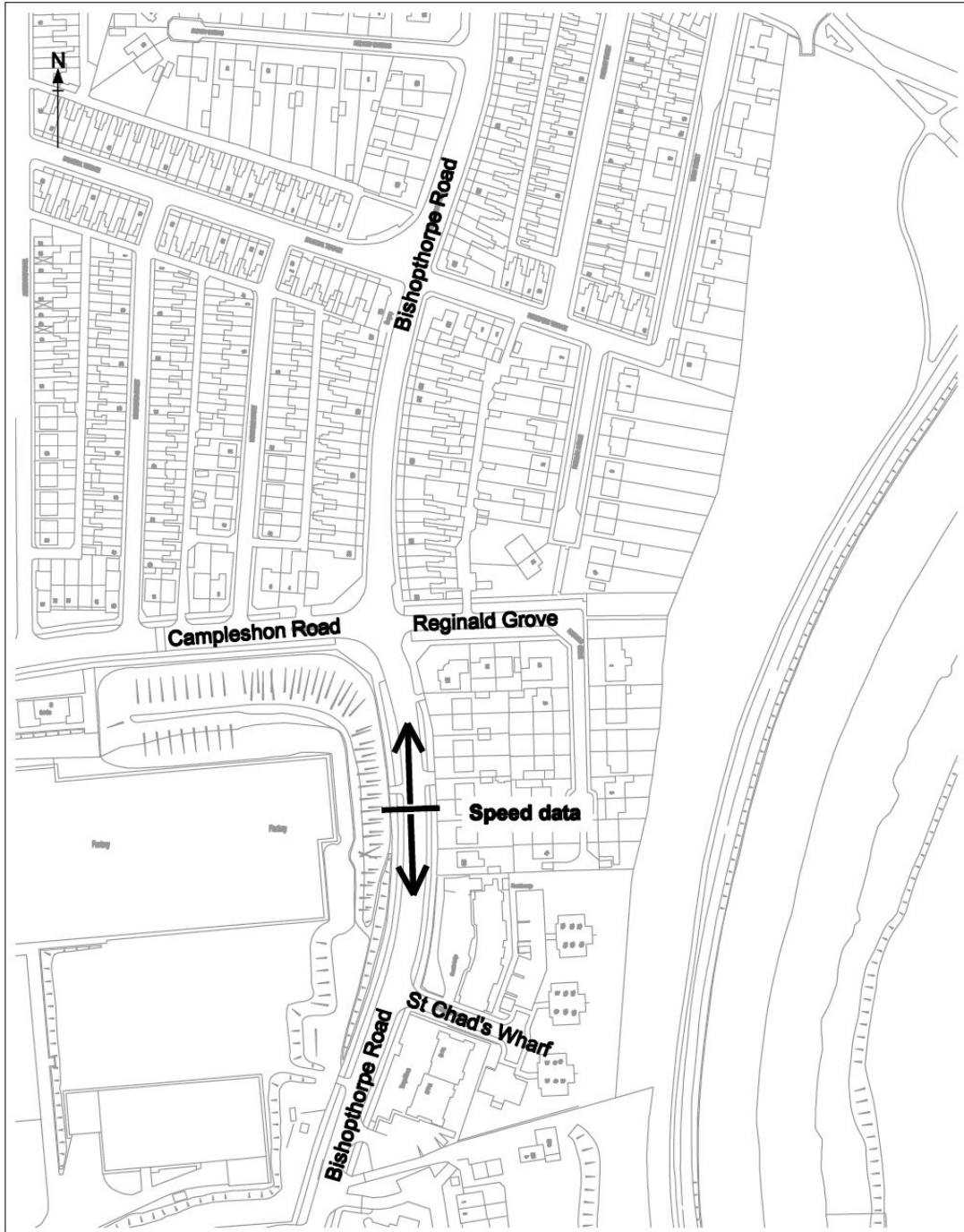
None



Recommendation

The faded sign to diagram 622.2 (end of weight limit) should be replaced.

Recorded speeds are considered to be reasonable for the road environment, and there are no obvious ways of reducing speeds further through engineering means – hence no further action is recommended.

Bishopthorpe Road



 	Speed Mangement Scheme		Bishopthorpe Road	
	<small>BASED UPON THE ORDNANCE SURVEY MAPPING WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. CROWN COPYRIGHT. UNAUTHORISED REPRODUCTION INFRINGES CROWN COPYRIGHT AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS. City of York Council, License No. 1000 2008</small>	<small>Drawn</small> PH	<small>Checked</small> JG	<small>Date</small> 01/03/2010
				<small>Drawing Number</small> DEC/07010130/4

Bishopthorpe Road (ref SM02/09 and DR02/08) – Investigation Report

Location

Bishopthorpe Road (from Campleshon Road to Terry's site)

Nature of Problem / Complaints

Inappropriate speeds in a residential area.

Existing Conditions

Existing Speed Limit / Conditions

Bishopthorpe Road is within a 30mph speed limit area

Speed Data

Mean speeds recorded northbound (inbound) as 28mph and southbound (outbound) as 29mph. Corresponding 85th percentile speeds 35mph in both directions.

Accident Data

There were four slight injury accidents recorded in the area within the three year period ending 31 December 2009. Only one of these was speed related.

Road Hierarchy in Speed Management Plan

Bishopthorpe Road is shown as a traffic route in the council's Speed Management Plan.

Possible Treatments

Physical traffic calming (Horizontal / Vertical measures)

As this is a traffic route these are not appropriate.

Speed Limit Changes

Not applicable.

Signing Measures (Gateways?)

Not applicable.

Lining Measures

Not applicable.

Vehicle Activated Signs (VAS)

Could be considered.

Other

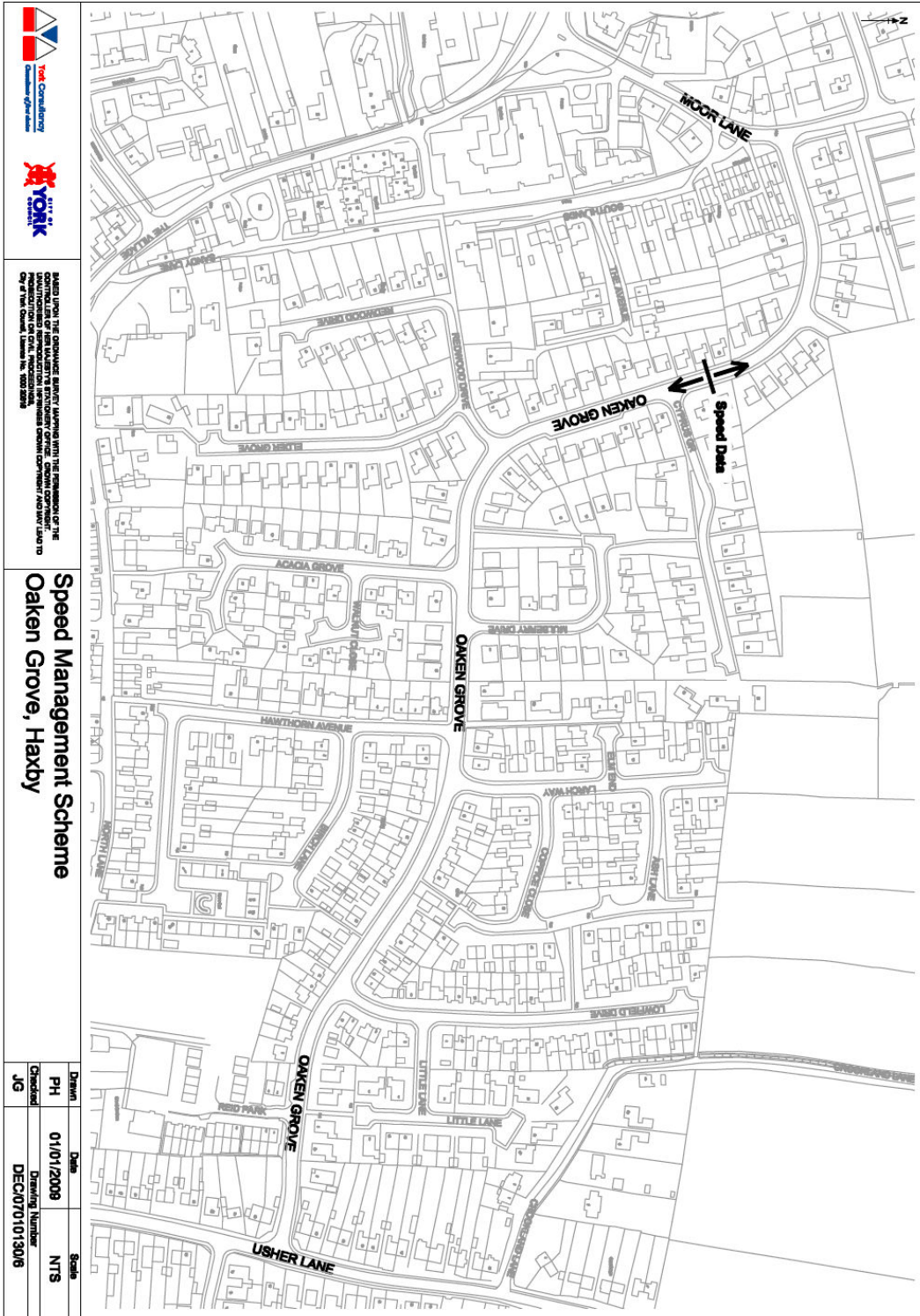
None

Recommendation

This stretch of road is near to the area of the proposed redevelopment of the Terry's site and it may be that there will be changes as a result of this. The nature of the road, combined with speeds which are not too excessive and no obvious ways of reducing them suggest that monitoring is the best option at present.

John Goldsbrough
Transport & Safety
March 2010

Oaken Grove



BASED UPON THE CURRENT PLANNING PERMISSIONS WITH THE PERMISSION OF THE CONTROLLING OFFICER OF THE CITY OF YORK COUNCIL. THE INFORMATION IS FOR INFORMATION ONLY AND IS NOT TO BE USED FOR ANY OTHER PURPOSES WITHOUT THE WRITTEN PERMISSION OF THE CITY OF YORK COUNCIL. DRAWING NO. 000/2006

Speed Management Scheme
Oaken Grove, Haxby

Drawn	Date	Scale
PH	01/01/2009	NTS
Checked	Drawing Number	
JG	DEC070101306	

Oaken Grove, Haxby (ref SM02/09) – Investigation Report

Location

Oaken Grove (see attached plan).

Nature of Problems / Complaints

Concerns over inappropriate speeds within a 30mph speed limit.

Existing Conditions

Existing Speed Limit / Conditions

Oaken Grove is within a 30mph speed limit, and forms a link between Moor Lane and Usher Lane. It is totally residential in nature. The road is wide and can be used to avoid The Village which runs through the centre of Haxby. Some of the road appears to have been resurfaced fairly recently, where the road markings are in good condition. The road markings at the eastern end of Oaken Grove are faded.

Speed Data

Speeds recorded near no86 (see plan) gave mean speeds of 28mph towards Moor Lane and 32mph from Moor Lane, and corresponding 85th percentile speeds of 33mph and 38mph.

Accident Data

There are no recorded injury accidents in the area within the three year period ending 31 July 2009.

Road Hierarchy in Speed Management Plan

Oaken Grove is shown as a residential area in the council's Speed Management Plan.

Possible Treatments

Physical traffic calming (Horizontal / Vertical measures)

It is unlikely that horizontal measures, such as chicanes, would have an effect on lowering traffic speeds and could actually increase speeds due to the relatively low traffic volumes, because the likelihood of meeting an oncoming vehicle is also low. Vertical measures could be considered but the cost would be high and may not be good value, in view of the accident record.

Speed Limit Changes

Not applicable unless traffic calming is introduced, then it could be a 20mph zone.

Signing Measures (Gateways?)

Not applicable.

Lining Measures

Remarking the centre line, where it is faded, would be helpful.

Vehicle Activated Signs (VAS)

From the data (see above) a LTP funded VAS could only be considered for vehicles travelling away from Moor Lane.

Other

None

Recommendation

Request the maintenance section to remark the centre line where it is faded.

Carry out more speed surveys to assess speeds along the full length of the road to assess if traffic calming, or possibly a VAS is warranted.

John Goldsbrough, Transport & Safety, March 2010

This page is intentionally left blank



Decision Session
- Executive Member for City Strategy

6 July 2010

Report of the Director of City Strategy

BECKFIELD LANE – ALTERNATIVE CYCLING IMPROVEMENTS

Summary

1. Off-road cycle facilities were introduced on the east side of Beckfield Lane between Boroughbridge Road and Ostman Road in the Spring of 2009. A proposal to extend this cycle scheme to Wetherby Road was subsequently developed. This was based on providing an off-road track mainly on the west side of the street, with a toucan crossing near the shops south of Ostman Road to link the two schemes together. Consultation has highlighted strong opposition to the scheme on the grounds that there would be no physical separation between cyclists and pedestrians, potential conflict between cyclists and vehicles at driveways and side roads, and the high cost could not be justified based on likely use. Therefore, alternative proposals, some of which have been considered before have been looked at in more detail. These are as follows:
 - A toucan crossing and a 50m section of off-road track to link with the existing facilities north of Ostman Road.
 - An off-road cycle track on the east footway between Ostman Road and Beckfield Place.
 - 20mph speed limit (signs only).
 - 20mph speed limit zone (with traffic calming).
 - Advisory cycle lanes with no carriageway widening.
 - Advisory or mandatory cycle lanes with carriageway widening.
2. The report compares these alternatives to the original proposal and details advantages and disadvantages. The views of the Ward Councillors on all the options have also been sought. Based on analysis of this information, officers consider that the original scheme still presents the best way of achieving a comprehensive cycle route along the whole length of Beckfield Lane. However, taking a balanced view of costs, benefits and public acceptability, the option to provide a toucan crossing and short section of off-road track to link with the existing facilities north of Ostman Road would be a reasonable compromise. This would meet previously expressed demand for crossing facilities in this area, assist cyclists to access local shops and join the existing off-road track, and have less direct effect on residents.

Recommendations

3. That the Executive Member gives approval to proceed with detailed design and consultation on the toucan crossing and short link to the existing cycle track shown in **Annex B**.

Reason: To provide measures which would improve pedestrian and cycle crossing provision and complement the existing cycle facilities on Beckfield Lane.

Background

4. A segregated shared use footway / cycle track has been introduced on the east side of Beckfield Lane between Boroughbridge Road and Ostman Road. This provides a link between Manor School and the on-road signed route on Ostman Road / Danebury Drive giving access to many residential streets and York Road. At the Executive Member and Advisory Panel (EMAP) meeting on 8 December 2008 when this scheme was approved, officers were asked to develop proposals for extending cycle facilities further along Beckfield Lane.
5. This resulted in the off-road cycle track proposals shown in **Annex A** which was approved at the Executive Member Decision Session on 20 October 2009. However, this decision was called in by the Acomb Ward Councillors and discussed at the Scrutiny Management Committee on 9 November 2009 and the Executive meeting on 10 November 2009. At the latter meeting, the Executive Member resolved that implementation of the off-road cycle track scheme be deferred for a maximum of nine months, during which time, Ward Councillors and other interested parties would have the opportunity to suggest alternative ways of encouraging the use of benign transport modes on the Beckfield Lane corridor. The issue was then raised by Cllr Horton at full Council on 4 February 2010 where it was resolved that the Executive Member give serious consideration to abandoning the scheme. This report therefore looks at alternatives to the proposals which would still provide improvements for cyclists, pedestrians and other road users on this section of Beckfield Lane.

Traffic and Pedestrian Data

Traffic volume and speed

6. Several traffic surveys have been undertaken, the most recent being in October 2009 south of the Knapton Lane junction. This survey showed in the region of 7300 motor vehicles in 12 hours from 7am to 7pm, 300 cyclists on-road and 100 cyclists on the footways. The most recent speed surveys were undertaken by the Police in October 2008 between Turnberry Drive and Melander Close and recorded mean speeds of 27mph southbound, 28mph northbound, and 85th percentile speeds of 32mph and 33mph respectively.

Accidents

7. There have been six recorded personal injury accidents in the last three years on the section of Beckfield Lane between Ostman Road and Wetherby Road. This

included three accidents involving cyclists, one where a cyclist collided with a car who pulled out on him, one where a cyclist was knocked off by a car whilst overtaking parked vehicles, and one where a cyclist on the footway startled a pedestrian, who fell and sustained injury.

Parking

8. Parking surveys have been undertaken on this section of Beckfield Lane at various times of the day. These have shown very little on-road parking with a maximum of four vehicles recorded at any one time, three of these near the household waste site. The highest number of vehicles recorded parked on the verge or footway was fifteen with the majority on the east side (eleven compared to four on the west side).

Pedestrians

9. A pedestrian crossing survey undertaken south of Ostman Road in April 2009 recorded 588 crossing movements in the 12 hour period from 7am to 7pm.

Previous Proposal - Off-road track on the west side

10. The proposed off-road cycle track consulted on last year is shown in **Annex A**. This comprised a continuation of the previously constructed off-road track on the east side of Beckfield Lane to a point south of Ostman Road where because of several practical difficulties in continuing the cycle track the complete length of the east footway, the facility switched sides to the west footway. Consultation on previous schemes had highlighted the need for improved pedestrian crossing facilities near the shops south of Ostman Road and therefore, a toucan crossing in this area would serve both purposes. The existing footway would be widened to 3.8m with 1.8m allocated to the footway and 2.0m allocated to the cycle track. A current estimate of £315,000 has been calculated for the above scheme.
11. Public consultation on the package of proposals was carried out in August 2009. This involved around 450 households and businesses who would be most directly affected by the proposals, and other interested parties, such as Ward Councillors, the emergency services, local schools, and road user groups. In addition, the proposals were published on the Council website. A survey seeking the views of potential users of the facility from outside the immediate area was also undertaken. Feedback from the consultation was mixed with both support and objection to the proposals. The overriding area of concern was the potential for conflict between cyclists and pedestrians, especially vulnerable older people. It was noted that off-road facilities with incomplete segregation should be seen as the last resort when considering improved facilities for cyclists (hierarchy of provision in Local Transport Note 2/08 Cycling Infrastructure Design LTN 2/08), and although alternative options have been discussed before, this report provides a more comprehensive critique.

Advantages

- Provides a complete off-road cycle route for nearly the whole length of Beckfield Lane, serving a wider residential area, local shops and other businesses.

- The toucan crossing would provide a controlled crossing point in an area of high demand.

Disadvantages

- Concerns about cyclists sharing space with vulnerable pedestrians.
- Vehicles have priority over cyclists at side roads.
- Cyclists have to cross driveways, where vehicles may be emerging.
- Cyclists have to switch sides via a toucan crossing to use the whole facility.

Alternative Proposals

Toucan crossing with off-road track to link with existing facilities

12. A reduced version of the previous proposals is shown in **Annex B**, which consists of a toucan crossing, as originally proposed, with a short section of off-road track. A more generous width of facilities can be accommodated within this section of highway because there are no trees. This proposal would meet previously expressed demand for improved crossing facilities and enable northbound cyclists to avoid passing on-road through the busy area near Ostman Road to join the existing facilities. The layout at the Ostman Road junction differs from the previous proposal as to maximise the separation between pedestrians and cyclists, the refuge on Ostman Road would remain as a pedestrian facility only, with cyclists crossing slightly further back into the junction mouth. This option would cost in the region of £50,000.

Advantages

- The toucan crossing would provide a controlled crossing point in an area of high demand.
- Provides a link between the existing cycle facilities and the shopping area south of Ostman Road.
- Assists northbound cyclists joining the existing off-road track.
- There are no driveways for cyclists to cross.

Disadvantages

- No cycle facilities south of the proposed toucan crossing.
- No physical separation between pedestrians and cyclists in a busy area for a short distance (although the absence of trees would allow for greater footway widening).

Continue the off-road track on the east side

13. To address some of the concerns raised during the consultation, the off-road track could continue along the east footway as far as is practical to just north of Beckfield Place. After this point the trees are positioned closer to the footway and would not allow the construction of an adequately wide cycle track. Southbound cyclists could then rejoin the carriageway in a 20mph traffic calmed zone, which would include a slight extension to the existing 20mph speed limit, with the added

benefit that cyclists could avoid the junction mouth of Beckfield Place, which has restricted visibility. For northbound cyclists it would not be practical to provide a controlled crossing point to allow them to join the facilities, as there is little pedestrian demand for crossing at this point. Therefore, a simple dropped kerb arrangement would be provided so they could pull off the road and then cross to join the off-road facility to continue their journey. These proposals are shown in **Annex C** and are estimated to cost £210,000.

Advantages

- Southbound cyclists do not have to switch to the other side of Beckfield Lane.
- Cyclists have no side roads to cross.

Disadvantages

- Does not address other issues associated with off-road tracks eg. Cyclists sharing the route with vulnerable pedestrians and cyclists crossing driveways.
- Northbound cyclists would need to either make a right turn or pull off the road and cross to access the off-road track.

20mph Speed Limit (signs only)

14. A 20mph speed limit zone with traffic calming already exists between Beckfield Place and Wetherby Road. A proposal to extend the 20mph speed limit to a suitable point is shown in **Annex D**. It is estimated that this would cost in the region of £10,000. However, the possibility of a 20mph speed limit on Beckfield Lane was previously covered in the Decision Session report on 6 April 2010 discussing petitions for 20mph speed limits on residential roads in York. This report stated that Beckfield Lane did not meet the criteria for a 20mph speed limit because the average recorded vehicle speed of 27.5 mph is well above the local and national threshold for a 20mph speed limit, which requires average speeds to be 24mph or less. This threshold recognises that the Police do not have sufficient resources to provide enforcement for 20mph speed limits, and without their regular presence a 20mph speed limit relying only on signs will have a short lived impact on most drivers speed. Unless a reduced speed limit is fully effective, conditions for cyclists on the carriageway would not be significantly improved. For this reason, this option is not considered appropriate for Beckfield Lane.

Advantages

- A slight reduction in vehicle speed.

Disadvantages

- Against Council policy.
- Unlikely to change conditions sufficiently to encourage cyclists who currently use the footways to transfer onto the road, or to encourage new cyclists.

20mph Speed Limit Zone (with traffic calming)

15. A 20mph speed limit zone with traffic calming already exists between Beckfield Place and Wetherby Road. A proposal to extend this zone to a suitable point is

shown in **Annex E**. It is estimated that this would cost in the region of £50,000. A combination of speed tables at well used crossing points and speed cushions at regular intervals would reduce average speeds to 24mph or below to ensure the speed limit is effectively self enforcing. Horizontal traffic calming, such as build-outs and refuges could not be recommended for Beckfield Lane as they tend to have less effect on vehicle speed and due to limited road width would introduce pinch points where vehicles may pass too close to cyclists.

Advantages

- Lower vehicle speed environment created.
- Speed tables would provide level crossing points for pedestrians in areas of high demand.

Disadvantages

- Unlikely to get much public support.
- Over 7000 vehicles have been recorded in a typical 12 hour period (7am to 7pm) of which 2% are HGVs, and 2% are buses. In addition, there is likely to be a high number of trailers transporting waste to the household waste site. Therefore, any traffic calming is susceptible to complaints about noise and vibration from residents.
- Speed tables are unpopular with bus operators, and are often not favoured by cyclists because they can be uncomfortable to negotiate.
- A vehicle correctly aligned to traverse a speed cushion on this width of road could pass quite close to a cyclist.
- For most of the route, this proposal goes against the Council's Speed Management Plan of only having traffic calming on mixed priority routes outside schools, shops and other generators of pedestrian activity.
- May not attract cyclists from the footways back onto the road.

Advisory Cycle Lanes with no carriageway widening

16. The existing carriageway of Beckfield Lane is 6.7m wide. The recommended width for an on-road cycle lane is 1.5m, therefore a cycle lane on both sides of the carriageway would leave just 3.7m for two way traffic, ie. Each traffic lane would be just 1.85m. This layout is shown in **Annex F**, and is too narrow for even two small cars to pass without entering the cycle lanes. Therefore, it is not considered to be a practical or safe option.

Advantages

- Restricted traffic lane width is likely to result in a slight reduction in vehicle speed.

Disadvantages

- Increased risk of head on vehicle collisions.
- When there is opposing vehicle flows, vehicles would have little choice but to enter the cycle lane (as it is advisory they can legally do so).
- False sense of security for cyclists, and frustration that vehicles will constantly be within the cycle lanes.

- Unlikely to attract cyclists to use the road instead of the footway.

Mandatory or Advisory Cycle Lanes with carriageway widening

17. This road layout is shown in **Annex G**. To introduce 1.5m cycle lanes and maintain 2.8m each way for general traffic, the carriageway would have to be 8.6m wide. This would mean widening into the roadside verge by 1.9m. This option would include the toucan crossing and short link to the existing off-road cycle facilities as widening to this extent within the existing highway boundary would not be possible near Ostman Road. A mandatory cycle lane effectively imposes a no stopping order on the carriageway, as motor vehicles are not permitted to enter it (with exemptions for accessing driveways, emergencies etc.). This is not well known so often double yellow lines are used as well. This option is estimated to cost in the region of £730,000, as it would require a complete carriageway reconstruction and removal of many trees, and is therefore not considered appropriate for Beckfield Lane.

Advantages

- Provides sufficient road space for all road users.
- The toucan crossing would provide a controlled crossing point in an area of high demand.

Disadvantages

- Loss of around 25 trees, many of them mature and valuable specimens.
- Widening to this extent would also result in underground service diversions, extensive drainage works and reconstructing every side road junction as junction radii would be affected by the widening.
- Restricted visibility at some side road junctions where the give way line has been moved back.
- May increase vehicle speed slightly.
- Residents with insufficient off-street parking may park on footways or on side roads.

Ward Member Views

18. **Cllr David Horton** would support in principle the 20mph speed limit or on-road cycle lanes without widening. He is strongly opposed to all three off-road cycle track options, and adds the following:
- The toucan crossing and short link does not represent value for money.
 - Traffic calming would not be appropriate for this type of road, and is likely to be strongly opposed by residents.
 - There are many locations with narrow cycle lane widths that work well, including those with higher traffic usage such as Tadcaster Road.
 - The cost, loss of trees and verge associated with carriageway widening would not be acceptable.

Officer response

Paragraphs 14 and 16 discuss the practicalities of introducing 20mph speed limits and advisory cycle lanes without widening on Beckfield Lane respectively.

The length of the cycle facility in the toucan crossing and link option is relatively short but serves many purposes. It would allow northbound cyclists to join the existing facilities without riding on-road through the busy junction of Ostman Road, southbound cyclists would be able to access the local supermarket and takeaways off-road, and pedestrians would be provided with a controlled crossing facility.

The cycle lanes on Tadcaster Road continue for over 1.5 miles and there is quite a variation in road width. A survey recorded 8.7m to 10.2m over a short length. Cycle lanes were measured at 1.2 to 1.5m with traffic lanes of 3.15 to 3.75m. The latest cycling infrastructure guidance which was approved on 20 October 2009, gives a preferred minimum cycle lane width of 1.5m, this is to provide cyclists with safe clearance from passing motor vehicles, and allow cyclist to ride away from gullies and any debris collecting at the kerb edge. A narrow lane could make conditions worse for cyclists giving a false impression to drivers that they have sufficient clearance to pass cyclists. For this reason, as roads around the city are resurfaced, the widths of existing cycle lanes are being reviewed, in order to meet current guidance, wherever possible.

19. **Cllr Tracey Simpson-Laing** has very similar views to Cllr Horton. In particular, she would support a 20mph speed limit without traffic calming or advisory lanes without carriageway widening, and considers that both options would work if given a chance. Boroughbridge Road is quoted as an example of advisory cycle lanes working well, despite higher traffic usage than Beckfield Lane. In addition, the following general comments are given regarding a cycle scheme on this section:

'I would be very concerned about the proposal for another crossing as I have had a number of representations about the dangers of the current zebra due to trees and the junction. I am also totally against any removal of the verges or the trees. This scheme cannot be value for money in any sense as the total cycle usage from one end of Beckfield Lane to another is minimal. This is not a route that anyone in the area would use to go to the City centre or Acomb shops, there are a number of cycle routes within the Ward which take cyclists more direct. As for those travelling to secondary school there are few children who live within the area of the second part of the scheme and children who live beyond would go to their local school which is York High. For those in the Ward travelling to York High the favoured, and most direct route is via Acomb Green or Acomb shops.

Taking cyclists off non-arterial routes gives a view that York's roads are not safe to cycle on, and gives them a false sense of security when it comes to places where cycles have to be ridden on the road. Providing off road cycle paths just because some people already cycle on the path is not the answer.'

Officer response

Paragraphs 14 and 16 discuss the practicalities of introducing 20mph speed limits and advisory cycle lanes without widening on Beckfield Lane respectively.

The carriageway width of Boroughbridge Road is around 9.5m, which allows cycle lane widths of 1.5m and traffic lane widths of 3.25m comfortably accommodating all classes of road users. The carriageway width of Beckfield Lane is just 6.7m, and as discussed in paragraph 16 is considered insufficient for cycle lanes to be introduced.

The existing zebra crossing has been operational for about a year with only two complaints received, one about the belisha beacons which was resolved by the installation of shields, and one about drivers not stopping to let pedestrians cross. This is not considered indicative of any fundamental problem with pedestrian crossings on Beckfield Lane.

A cycle route scheme would benefit existing cyclists on this section of Beckfield Lane (a survey near Knapton Lane showed in the region of 300 cyclists on-road and 100 cyclists on the footways in the 12 hours from 7am to 7pm). The school travel census suggests very few York High School pupils who currently cycle would benefit from such facilities but over 35 Manor School pupils who cycle would. A high percentage of cyclists, choosing to use the footways does suggest that they are not currently comfortable on-road. Unfortunately, it is considered that there are no practical improvements to the carriageway which could be implemented to change cyclists attitudes at this location. Off-road proposals were initially proposed for this reason.

Options on the Way Forward

20. The Executive Member has three basic options to consider:

Option One – authorise construction on the original proposal shown in **Annex A**;

Option Two – approve an alternative scheme to proceed to detailed design and consultation (**Annexes B to F**), plus any other changes to the proposal that the Executive Member considers necessary before progressing;

Option Three – abandon the idea of developing further cycle facilities along Beckfield Lane.

Analysis of Options

21. Cycle facilities linking the new Manor School site to Beckfield Lane as far south as Ostman Road have been constructed. Option one would provide the most complete cycle facilities for nearly the whole length of Beckfield Lane, but the high cost and low public acceptability has made this a controversial scheme.
22. Option two would have varying implications dependent on the scheme selected. A much reduced version of the original proposals would complement the existing facilities, and provide a controlled crossing facility in an area of high demand to the benefit of both pedestrians and cyclists. The off-road track on the east footway would complement the facilities already in existence, but there is a major issue

with public acceptability of cyclists sharing the route with pedestrians for this relatively long section. A 20mph speed limit would be ineffectual unless traffic calming was used to reduce vehicle speed, but this is unlikely to be acceptable to residents. Advisory cycle lanes with no carriageway widening may give the impression that cyclists are catered for, but with no actual safety benefit. However, widening the carriageway to provide adequate width for cycle and all purpose traffic lanes carries too great a financial and environmental cost.

23. Option three would fail to deliver any benefits for cyclists on Beckfield Lane.
24. Based on the above analysis, the reduced version of the original scheme, which forms one of the alternatives listed under option two, is considered to be the best compromise, complementing the existing facilities and providing cycle links and pedestrian crossing facilities to local shops and businesses.

Corporate Priorities

25. The implementation of further cycle facilities would contribute to the following corporate priorities:
 - Sustainable City – Providing facilities for cyclists in this area would help encourage cycling, particularly for journeys to Manor School, but also for other residents who may otherwise travel by car. This is also in line with objectives contained within the Local Transport Plan 2006-11.
 - Safer City – A controlled crossing point and facilities allowing cyclists to negotiate the Ostman Road junction off-road would provide road safety benefits.
 - Healthy City – Increased cycling as a result of any scheme will help improve the health and lifestyle of people.

Implications

This report has the following implications:

Financial

26. An allocation of £280,000 is currently included in the 2010/11 City Strategy Capital Programme for the implementation of a scheme on Beckfield Lane. However all allocations are being reviewed to accommodate the £1.4m of budget cuts identified for the Integrated Transport programme in 2010/11. Subject to the approval of the overall amended programme set out in a report to this Decision Session it is anticipated that an allocation of £50k to deliver the recommended scheme in 2010/11 could be included in the revised programme. If a significantly different scheme to the recommended option was approved then it is likely that a funding commitment in a future financial year would be needed due to the time involved in re-design, consultation and further approvals. Schemes proposed for

future years would need to be prioritised against other projects to meet the LTP3 objectives within a reduced overall anticipated budget level.

Human Resources

27. None.

Equalities

28. An Equalities Impact Assessment has been drafted for the Cycling City Initiative, which discusses the use of shared pedestrian and cyclist areas, and concludes that these should only be used as a last resort or where there are special considerations, such as a high volume of children using the route. This report fully explores all possible alternatives for Beckfield Lane, and has led to recommending a much reduced version of the original scheme which will introduce some additional shared use areas. However, these will be of a generous width which should minimise the potential for conflicts. In addition, the proposed scheme also includes a toucan crossing, which will provide a safer and convenient facility for vulnerable pedestrians who may otherwise struggle to cross at busier times of day.

Legal

29. 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

Crime and Disorder

30. None.

Information Technology

31. None.

Land & Property

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

Risk Management

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

Strategic

34. None.

Physical

35. Physical risks to achieving implementation of the preferred option on time are 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 would take place to identify and programme any necessary works to fit the overall implementation timetable.

Financial

36. The report contains initial estimates, as always upon more detailed investigation there is a potential risk that scheme costs may increase.

Organisation/Reputation

37. There is a risk of criticism from the public if a complete route on Beckfield Lane is not pursued as discussed at the EMAP meetings of 8 September and 8 December 2008. Likewise, there is a risk of criticism from consultees who are against the proposal, if it were to proceed.
38. 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
Physical	Medium	Possible	9
Financial	Medium	Possible	9
Organisation/Reputation	Medium	Possible	9

Contact Details**Author:**

Louise Robinson
 Engineer
 Transport and Safety
 Engineering Consultancy
 Tel: (01904) 553463

Chief Officer Responsible for the report:

Richard Wood
 Assistant Director
 (City Development & Transport)

Report Approved **Date** 14 June 2010

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

Financial
 Tony Clarke
 Capital Programme Manager
 01904 551641

Equalities
 Evie Chandler
 Equality & Inclusion Manager
 01904 551704

Wards Affected: Acomb

All



For further information please contact the author of the report.

Background Papers:

“Manor School – Highway Improvements (including Beckfield Lane cycle scheme)” – Executive Member and Advisory Panel for City Strategy held on 8 September 2008.

“Beckfield Lane – Pedestrian / cycle improvements – Executive Member and Advisory Panel for City Strategy held on 8 December 2008.

“Beckfield Lane – Extension of cycle route“ – report to the Decision Session of the Executive Member for City Strategy held on 7 July 2009.

“Beckfield Lane – Extension of cycle route“ – report to the Decision Session of the Executive Member for City Strategy held on 20 October 2009.

“Beckfield Lane – Extension of cycle route“ – report to the Scrutiny Management Committee (Calling In) held on 9 November 2009.

“Beckfield Lane – Extension of cycle route“ – report to the Executive (Calling In) held on 10 November 2009.

“Beckfield Lane cycle scheme” – Notices of Motion (iv) - Full Council meeting held on 4 February 2010

“Petitions for 20mph speed limit on residential roads in York” – report to the Decision Session of the Executive Member for City Strategy held on 6 April 2010.

Annexes

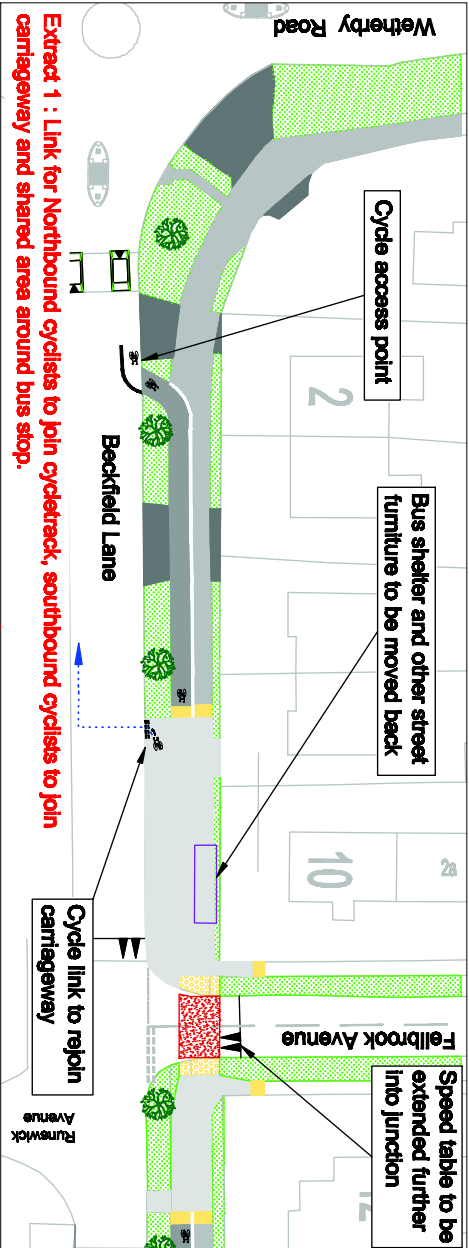
Annex A Beckfield Lane – Ostman Road to Wetherby Road – proposed extension of off-road track and toucan crossing – previous proposals approved at Decision Session 20 October 2009.

Annex B Beckfield Lane – south of Ostman Road – Toucan Crossing and off-road link to existing facilities.

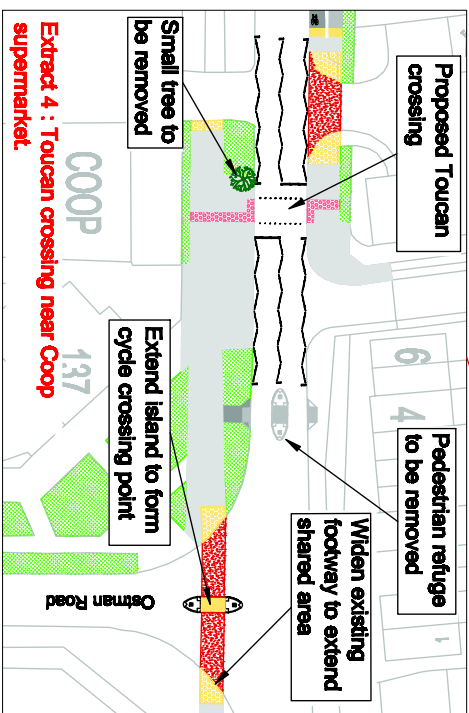
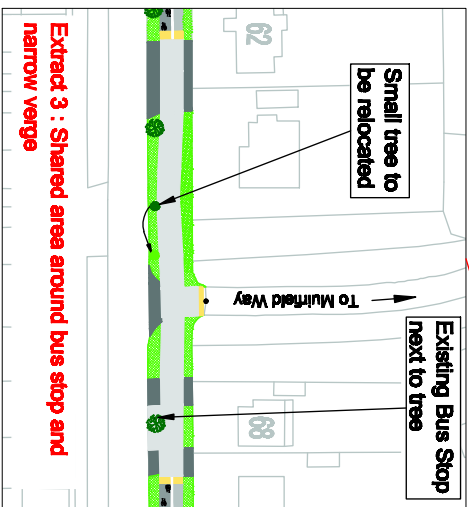
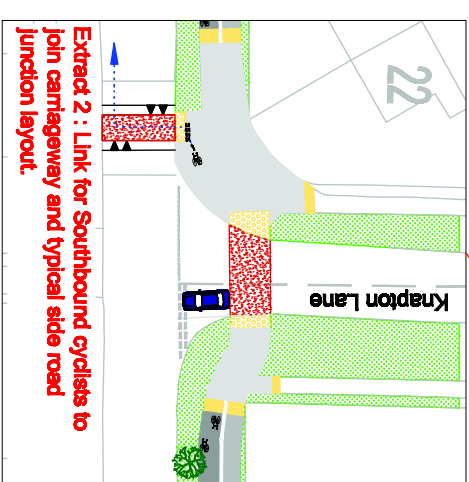
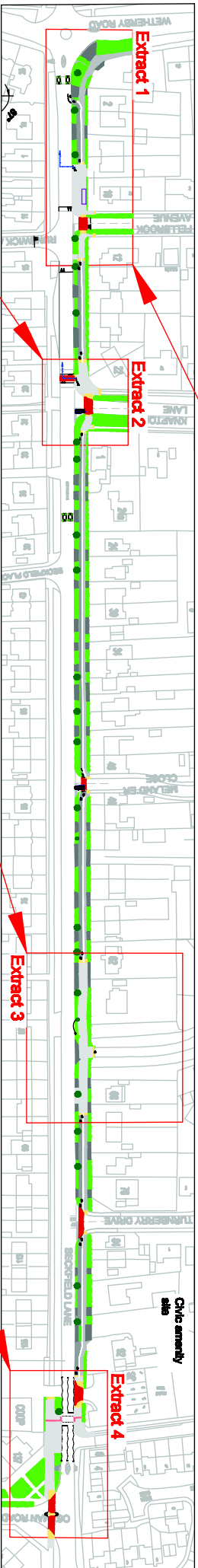
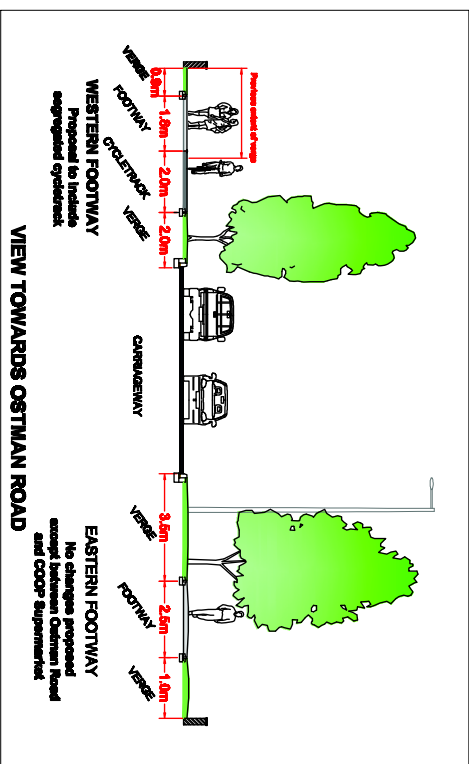
Annex C Beckfield Lane – Ostman Road to Wetherby Road – Continuation of off-road track on east side.

Annex D Beckfield Lane – Ostman Road to Wetherby Road – 20mph speed limit (signs only).

- Annex E Beckfield Lane – Ostman Road to Wetherby Road – 20mph speed limit zone (with traffic calming).
- Annex F Beckfield Lane – Ostman Road to Wetherby Road – Advisory cycle lanes with no carriageway widening.
- Annex G Beckfield Lane – Ostman Road to Wetherby Road – Advisory / Mandatory cycle lanes with carriageway widening.



Extract 1 : Link for Northbound cyclists to join cycletrack, southbound cyclists to join carriageway and shared area around bus stop.



KEY

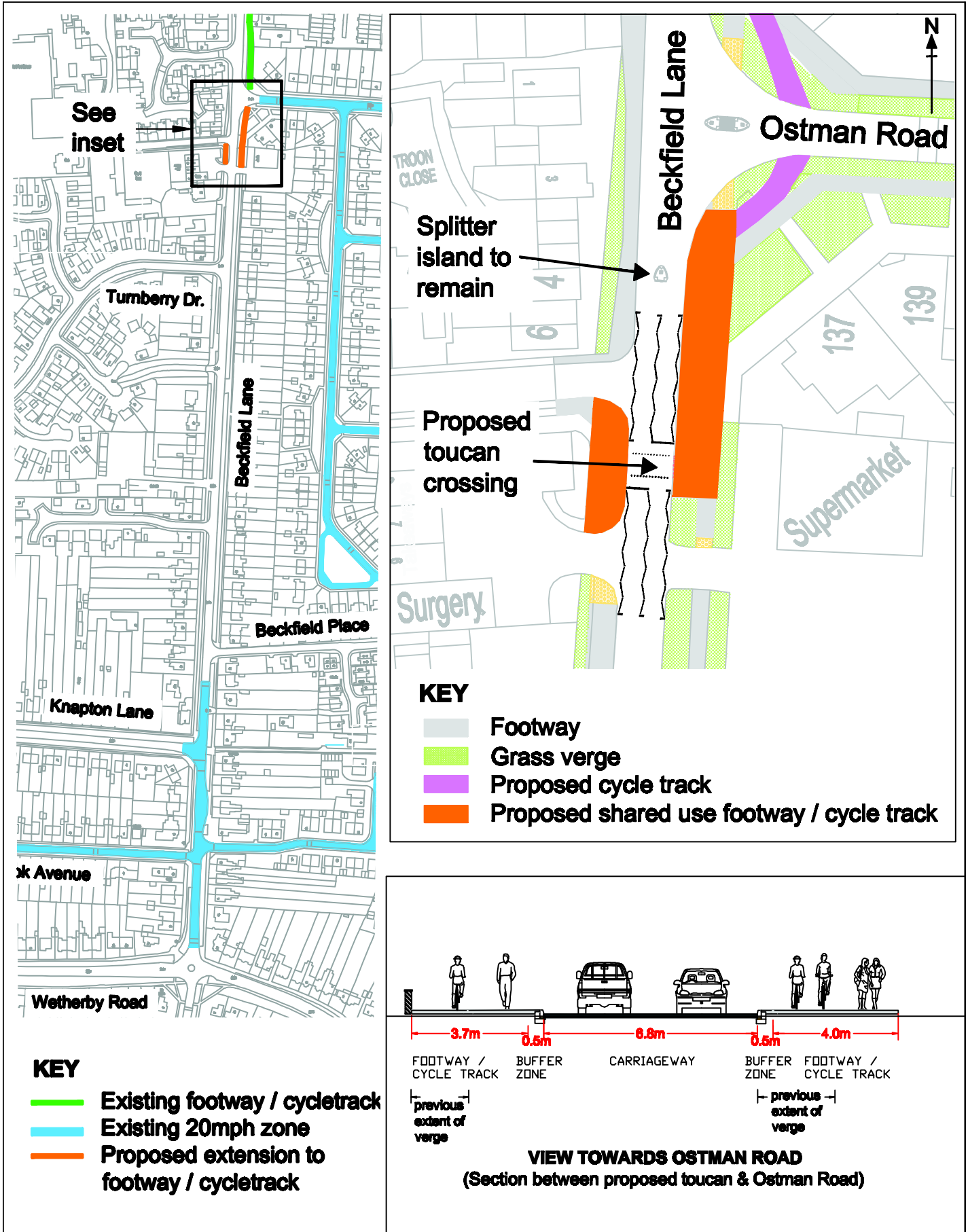
Segregated Footway/ Cycle path	Shared Area
Road surfacing	Verge
Warning Pavement	Tactile Pavement
Tree	Speed Cautions
Speed Table	

Beckfield Lane - Ostman Road to Wetherby Road (Original Proposals)

BASED UPON THE ORDINANCE SURVEY MAPPING WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATUTORY OFFICE. CROWN COPYRIGHT. UNAUTHORISED REPRODUCTION IN WHOLE OR IN PART IS PROHIBITED. CITY OF YORK COUNCIL, LAMBS 16, 1600 2895



This page is intentionally left blank



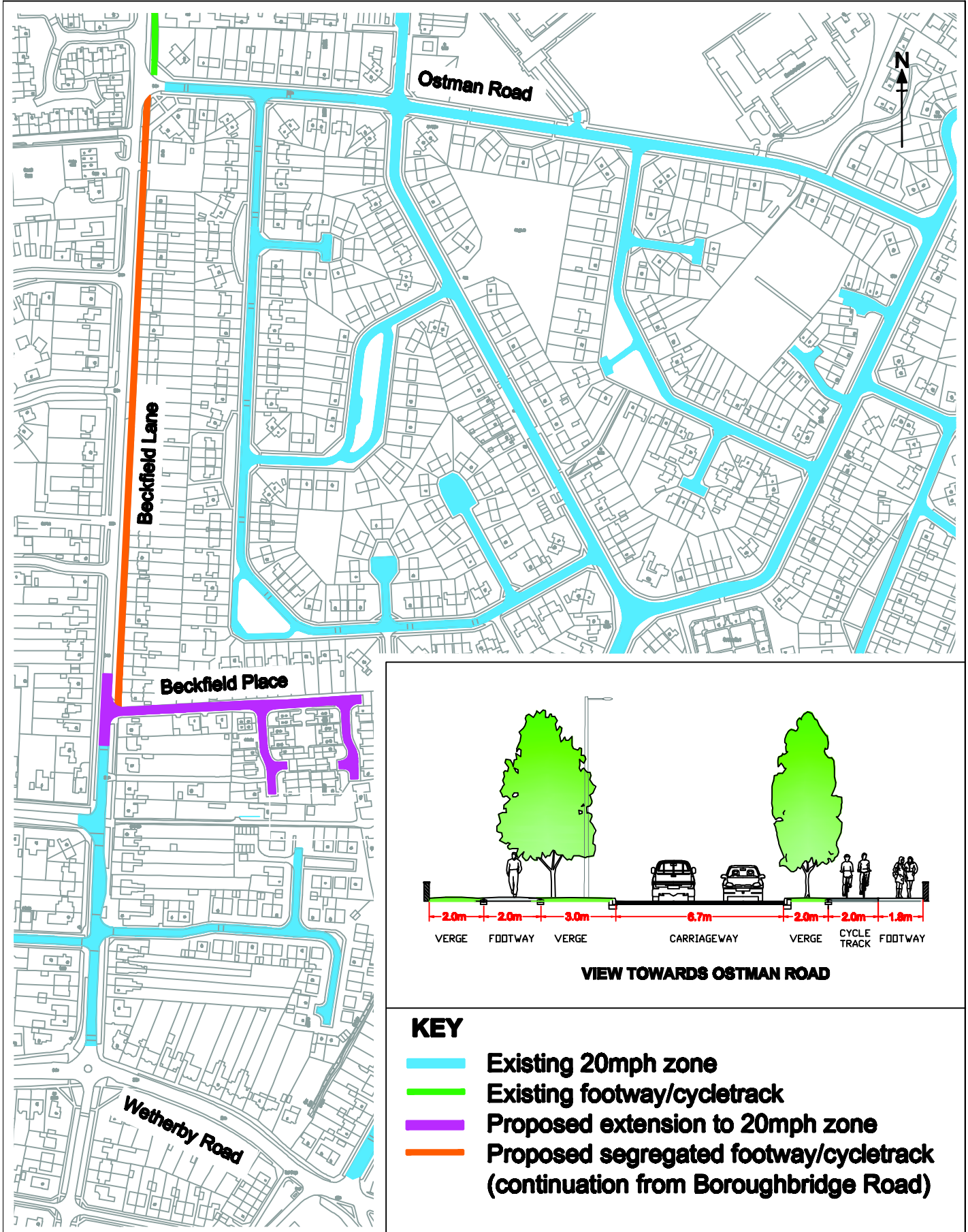
Alternative Beckfield Lane Scheme - Proposed toucan crossing & link to existing cycle track

Drawn	Checked	Date	Scale	Drawing Number
PH	LR	01/04/2010	NTS	DEC/09010663/Annex B

BASED UPON THE ORDINANCE SURVEY MAPPING WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. CROWN COPYRIGHT. UNAUTHORISED REPRODUCTION INFRINGES CROWN COPYRIGHT AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS. City of York Council, License No. 1039/2009

This page is intentionally left blank

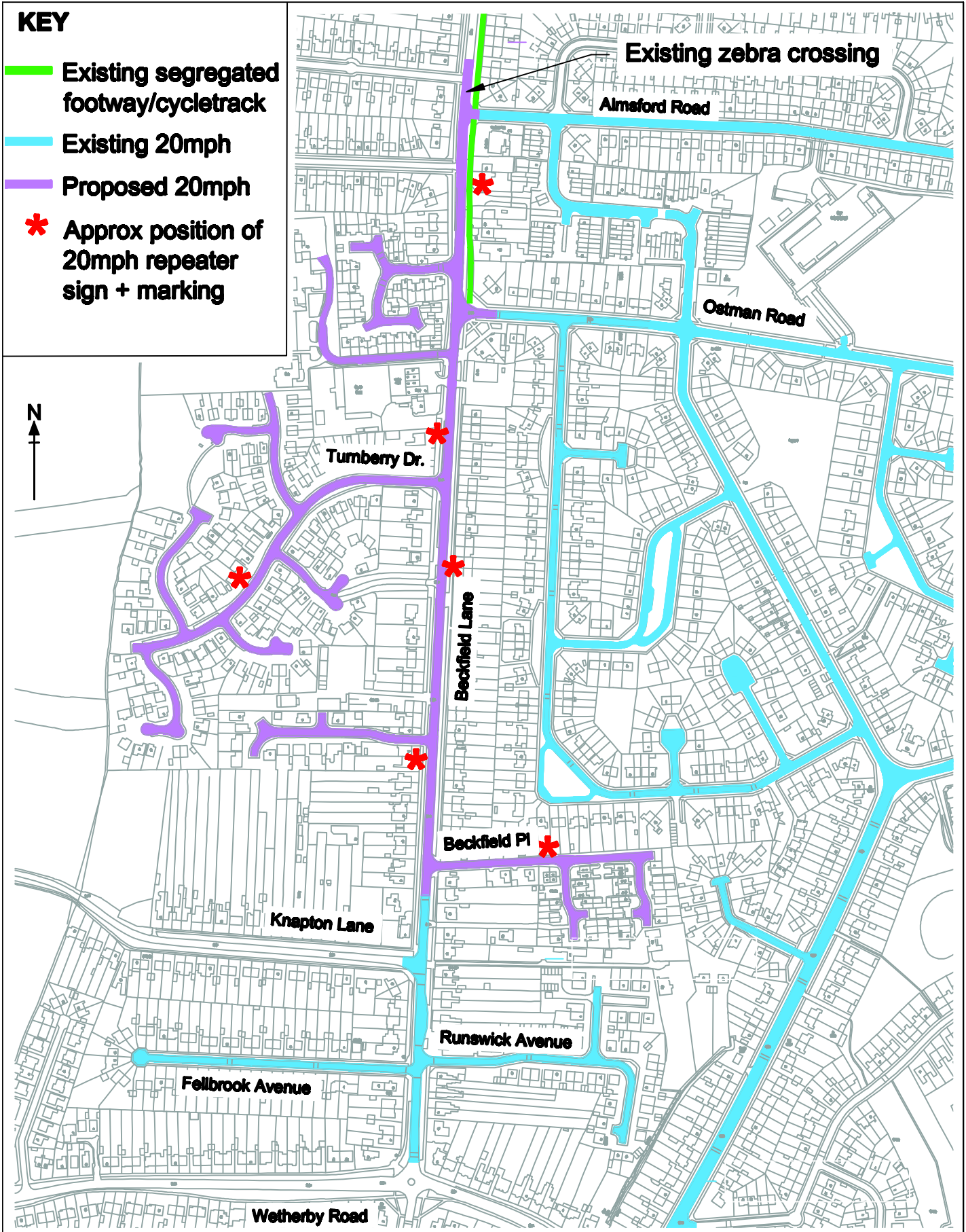
Annex C



Alternative Beckfield Lane Scheme Proposed off-road cycletrack to extended 20mph zone

Drawn	Checked	Date	Scale	Drawing Number
PH	LR	01/04/2010	NTS	DEC/09010663/Annex C

This page is intentionally left blank

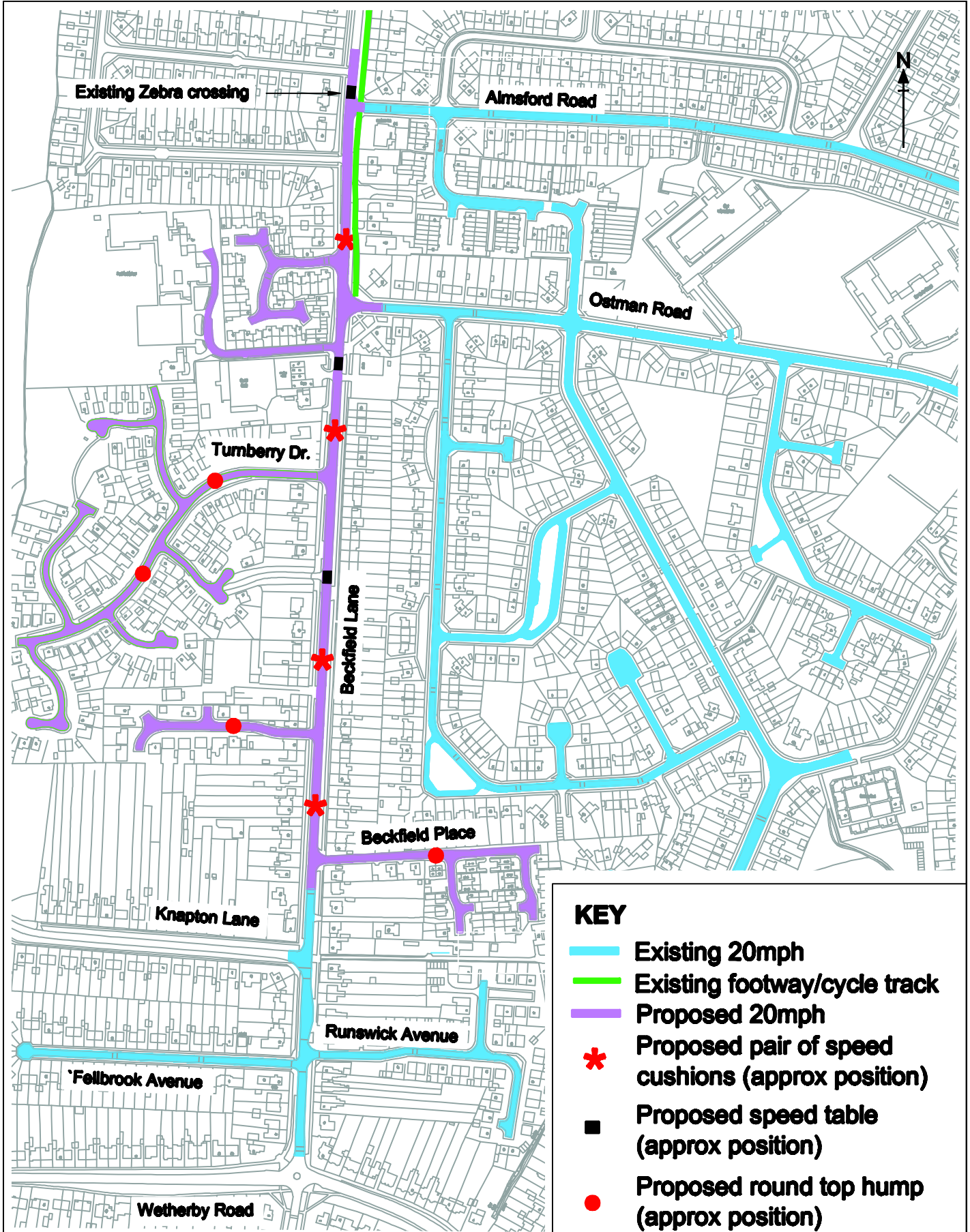


**Alternative Beckfield Lane Scheme
Proposed 20mph Speed Limit (signs only)**

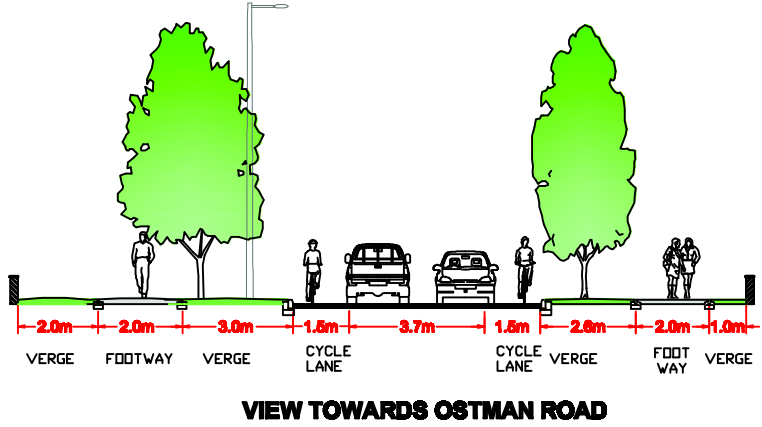
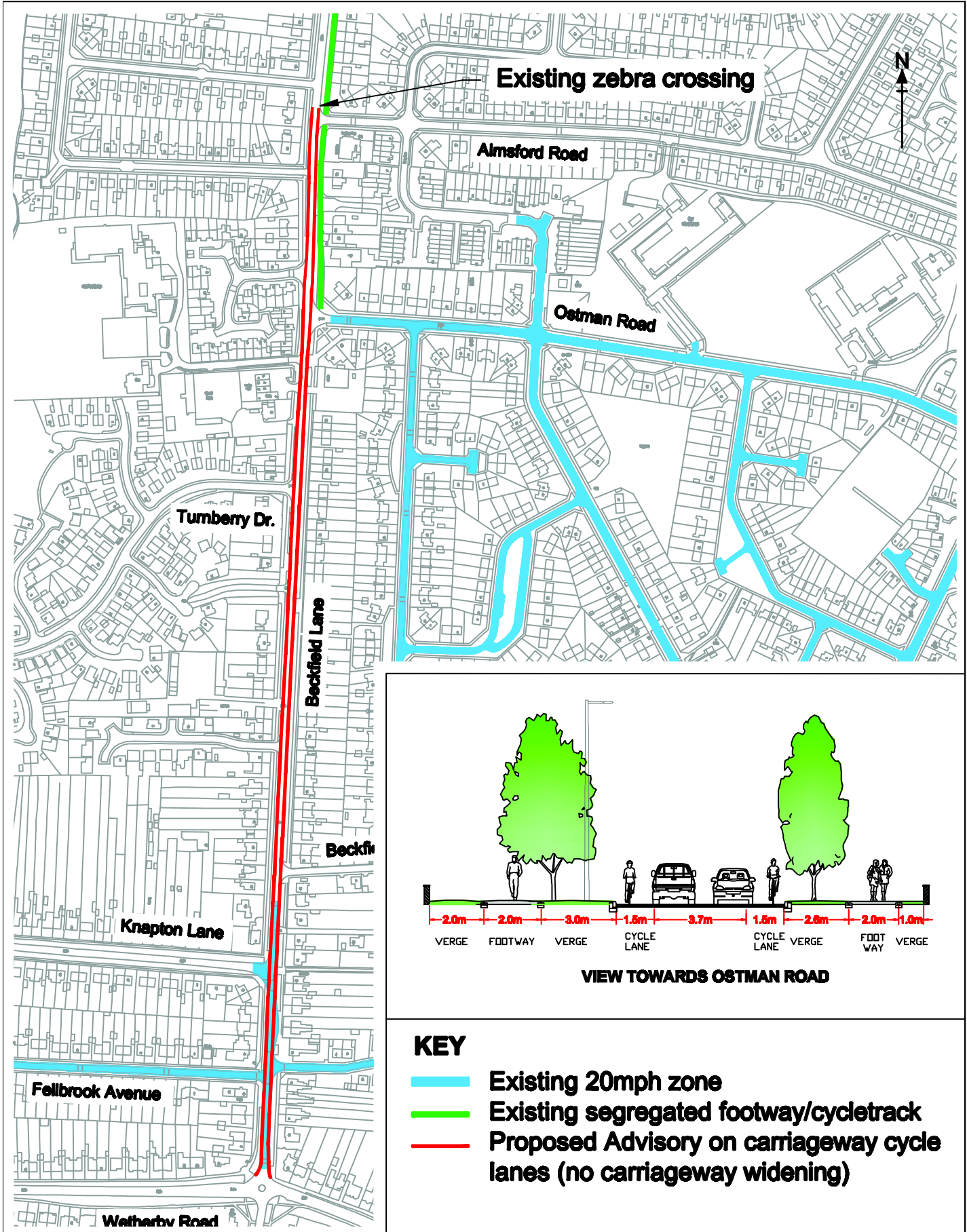
BASED UPON THE ORDINANCE SURVEY MAPPING WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. CROWN COPYRIGHT. UNAUTHORISED REPRODUCTION INFRINGES CROWN COPYRIGHT AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS. City of York Council, License No. 1028/2010

Drawn	Checked	Date	Scale	Drawing Number
PH	LR	01/04/2010	NTS	DEC/09010663/Annex D

This page is intentionally left blank



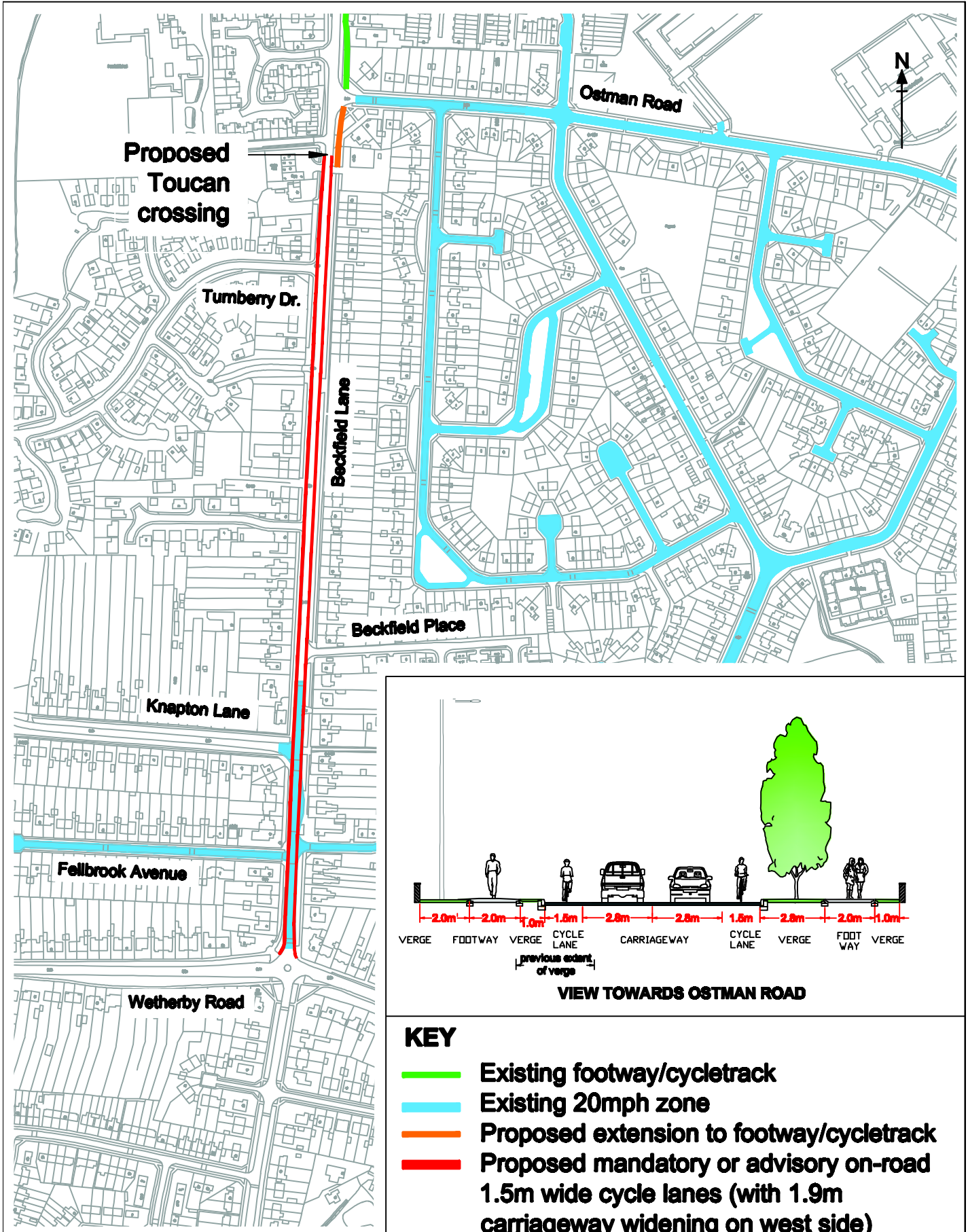
This page is intentionally left blank



Alternative Beckfield Lane Scheme - Proposed Advisory on-carriageway cycle lanes (no carriageway widening)

Drawn	Checked	Date	Scale	Drawing Number
PH	LR	01/04/2010	NTS	DEC/09010663/Annex F

This page is intentionally left blank



Alternative Beckfield Lane Scheme - Mandatory or advisory on-road cycle lanes (with carriageway widening)

BASED UPON THE ORDINANCE SURVEY MAPPING WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. CROWN COPYRIGHT. UNAUTHORISED REPRODUCTION INFRINGES CROWN COPYRIGHT AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS. City of York Council, License No. 1000 0090

Drawn	Checked	Date	Scale	Drawing Number
PH	LR	01/04/2010	NTS	DEC/09010663/Annex G

This page is intentionally left blank



Decision Session
– Executive Member for City Strategy

6 July 2010

Report of the Director of City Strategy

WIGGINTON ROAD: PROPOSED IMPROVEMENTS FOR CYCLISTS

Summary

1. In-principle approval for outline proposals to improve cycling facilities on Wigginton Road was granted at the November 2009 Decision Session. This report discusses the outcome of further design work and public consultation on the proposals. The key issues arising from the public consultation relate to the relocation of a residents parking bay, the removal of a bus stop, and the resultant lane widths on the approach to the junction with Clarence Street. Consequently, the proposals have been revised to address the aforementioned issues, and these are discussed later in more detail.
2. The proposals are intended to provide cycling facilities on this section of Wigginton Road, which is currently a missing link in the Haxby to Station Cycle Route between the Foss Islands Cycle Route to the north and Bridge Lane to the south. The majority of the measures will be funded under a Section 278 agreement with York Hospital as part of their multi-storey car park development. The proposals consist mainly of on-road advisory cycle lanes, but also incorporate off-road shared use sections where necessary, for example, at the proposed Toucan crossing, which would be converted from the existing Pelican facility, forming a link with the Hospital's internal pedestrian/cycle route.
3. One crucial element of the measures relates to the proposed removal of an existing residents parking bay at a sensitive location, opposite the western end of Vyner Street (close to a pedestrian refuge), in order to provide safe cycling facilities. As a result, this report explores options to provide compensatory car parking within close proximity, and at a level that would exceed the three car parking spaces proposed for removal.

Recommendation

4. That the Executive Member:
 - approves the scheme proposals shown in **Annex B**, but revised to include the details shown in **Annexes C, E and F** for implementation, subject to Officers gaining the necessary planning consent and Traffic Regulation Order approvals for certain elements of the scheme;

- authorises Officers to submit a planning application to change the status of Stray land into adopted highway to facilitate the creation of a residents only parking bay;
- authorises Officers to advertise the necessary Traffic Regulation Orders relating to the proposed residents only parking amendments within the scheme, with feedback reported back to a future Officer In Consultation meeting.

Reason: Officers consider that this scheme will support the Council's aspiration of providing an uninterrupted cycling route between Haxby and the city's railway station, provide better cycling access to the hospital buildings, provide significant improvements for cyclists on Wigginton Road, and generally contribute to the aims of the Council as a Cycling City.

Background

5. Wigginton Road stands out as a key link in the cycle route network where significant problems for cyclists are currently experienced. The plan provided as **Annex A** shows how this route can take advantage of existing cycle friendly infrastructure where available, but will also necessitate the infilling of gaps in cycling facilities at appropriate points along its length. There has also been a long-standing desire to improve cycling facilities into the city centre and railway station from New Earswick and Haxby.
6. As a condition of the Hospital's planning approval to construct a multi-storey car park (gained in 2006), improved cycle access to the hospital must be provided to help reduce overall parking demands and promote sustainable travel.
7. Cycling England's guidance recommends accommodating cyclists on the road wherever this can be done safely, and measures to facilitate this might include, traffic reduction, speed reduction, or the re-allocation of road-space in favour of cyclists. Where this is not achievable, off-road facilities should then be considered.
8. In line with the principles set out above, scheme options were investigated. Due to its importance in the overall road network, it is not thought feasible to restrict traffic access, reduce traffic capacity, or introduce physical traffic calming measures. Fortunately, in many places along the road there is sufficient overall highway width to consider widening the carriageway to facilitate on-road cycle lanes. Elsewhere, some of the existing verge/footway areas are wide enough to accommodate off-road cycling facilities, and there is also the option of utilising some of the hospital grounds. However, there are localised problems caused by existing highway features, such as side road junctions, residents only parking bays, and trees.
9. Following initial consultation with relevant Councillors and key road user groups, outline proposals for the scheme were presented at the Decision Session in November 2009. In-principle approval for the scheme layout was granted at that time, and Officers were asked to undertake further design work and public consultation on the proposals.

Current Proposals

10. Following further design work, the basic layout of the proposals have not changed since gaining in-principle approval. **Annex B** shows the current proposals that were distributed for public consultation. The plan shows how the proposals link to the existing Foss Islands cycle route to the north, and with Bridge Lane/Clarence Street to the south.

Consultation

11. Consultation on the current proposals has taken place with the Local Ward Councillors, other relevant Councillors, local residents and businesses, the emergency services and other road user groups. A summary of the feedback received is outlined below.

Ward Member Views

12. Cllr King has not responded at the time of writing this report, but previously expressed support for the scheme subject to any comments from the public consultation. He also expressed some concern regarding the loss of the residents only parking bay.
13. Cllr Scott has not responded at the time of writing this report, but has previously supported Cllr King's concerns (see paragraph 12 above) about the loss of the residents only parking bay.
14. Cllr Douglas has not responded at the time of writing this report.

Other Member Views

15. Cllr D'Agorne would like to see the mini-roundabout at the main hospital access moved slightly further south, so that mature tree would not need to be removed to accommodate an off-road cycle by pass. Also, given the constrained space and peak time traffic levels on Wigginton Road, he questions whether a mini-roundabout is the right solution, now that most hospital movements will be focused on this junction. He considers that signal control linked to the existing controlled junction at Clarence Street would probably be safer for northbound cyclists than the mini-roundabout.

Officer Response: The layout of the new hospital access was agreed at the planning approval stage in December 2006 and is now substantially constructed. It is therefore unrealistic to consider moving the roundabout or changing it to signals as part of the cycling scheme.

Wanting to save a mature tree is understandable, and Officers are committed to minimising tree loss. However, in addition to the cycle scheme considerations, the mature tree in question is very close to the kerb edge and currently leans at an angle away from the carriageway. Being in this state and position, it is not beyond the realms of possibility that in high winds the tree could fall onto the adjacent footway. For these reasons the Conservation Officers are relaxed about the removal of this tree, subject to compensatory planting, as is proposed.

16. Cllr Gillies has not responded at the time of writing this report, but previously said that he was happy to support the views of the local Councillors.
17. Cllr Potter has not responded at the time of writing this report, but previously expressed in-principle support for the proposals.

Emergency Services Views

18. No views have been submitted by any of the emergency services on the proposals at the time of writing this report. Previously, both the Police Traffic Management and Police Architectural Liaison Officers expressed their general support for the proposed measures.

Cyclist's Touring Club

19. They asked whether the redesigned internal Hospital access road would create two way access between the Bridge Lane/Bootham Park access and the Hospital's main reception, as they assumed that the cycle access from the public highway would tie in with this two way access.

Officer response: The cycle route link originally looked like it might need to use the hospital's internal access road to create the link between Wigginton Road and Bridge Lane. However, there were concerns that it was quite narrow and would be well used by vehicles accessing the new multi-storey car park. Consequently, Officers considered that this would not be a very attractive part of the route to use by bicycle, as for example, it would not be possible to provide cycle lanes due to existing width restrictions. Therefore, an alternative route through the landscaping strip adjacent to the car park was investigated. For inbound cyclists, this could be accessed via a proposed Toucan crossing (which would be a conversion from the existing Pelican), and then an off-road shared use link path is proposed through the hospital grounds to access Bridge Lane. That is not to say that cyclists wouldn't be able to use the hospital's internal access road if they wished to do so, given that the new hospital entrance will be for vehicles to enter and exit.

Sustrans

20. Sustrans strongly support the proposals. However, they ask if there will be an adequate buffer zone between the cycle lane and the residents only parking bay near Fountayne Street to allow for car doors opening? In addition, will the cycle lane markings continue across the two mini roundabouts, as indicated on the consultation plan? They also presume that the hospital cycle parking will be sited appropriately to the new cycle access points.

Officer response: The buffer zone allocated is proposed at 0.55m wide. Cycle lane markings will continue partially across the mini-roundabouts from the centrelines of the adjacent side roads. There is existing cycle parking adjacent to the main hospital reception, and cyclists will have improved access to this parking area via a shared use path from the proposed zebra crossing on the

hospital's internal access road (which in turn links with the shared use path leading to the proposed Toucan).

First Group

21. They are concerned that the proposals may affect the flow of traffic on the inbound approach to the traffic lights at Clarence Street, as it only just appears wide enough at the moment and they would not support the loss of the left filter lane, as this could cause large tail backs. Consequently, they consider that road widening is necessary for this to work, without affecting the current flow of traffic. With the new Park & Ride service coming on line soon, this will be an even busier junction. In addition, they are opposed to removing the inbound bus stop because they consider that it is a well used stop for passengers boarding and alighting, and feel that this would be greatly missed.

Officer response: The potential costs of widening the road are likely to be prohibitive, given the probability of requiring service diversions. Therefore, to achieve adequate lane widths on the approach to the junction (i.e. 3.0 metre traffic lanes with a 1.5 metre central cycle feeder lane) it will be necessary to slightly move the existing splitter island closer to the hospital side of the road. The revised road layout is shown in **Annex C**. This will also provide a 3.1 metre traffic lane on the outbound side, but it will not be possible under these circumstances to commence the advisory northbound cycle lane until a point near the emergency vehicle access. However, as traffic will be travelling relatively slowly upon entering Wigginton Road at this point, Officers have no significant concerns regarding cyclists safety. In addition, it is likely that traffic would follow behind cyclists initially, before cyclists join the advisory lane and vehicles have more space available to safely overtake (this situation would be similar to that on the entry into Water End from the Clifton Green junction). This is considered to be the optimum that can be achieved without road widening, and Officers consider that the aforementioned lane widths, which retain the left filter lane, would be sufficient to maintain adequate flows through the junction.

Officers have received similar comments from other consultees regarding the proposed removal of the bus stop, which tends to confirm that this is a well used and valued facility, in particular with the more elderly residents living nearby. Officers originally proposed the removal of this bus stop to ease cyclist movements on their approach to the mini-roundabout. However, the instances when cyclists will encounter a stationary bus will be infrequent. For this reason, Officers consider that this should not present any significant road safety concerns and therefore, a recommendation will be made to retain the bus stop. However, the situation would be monitored following the implementation of the proposed scheme to check if the bus stop is causing any significant difficulties for cyclists.

Age Concern York

22. A representative has raised concerns about the proposed shared use areas that would mix pedestrians and cyclists. Being within close proximity to the hospital, a large proportion of these pedestrians will be elderly and infirm.

Officer response: The shared areas proposed are mainly to allow cyclists and pedestrians to access the hospital. Officers always try to take a balanced approach in designing shared areas, whether they are segregated or not. In addition, we always look closely at the available space and potential usage, with the intention of achieving safe environments for all users, and make judgements on a scheme by scheme basis, not necessarily a 'one size fits all' approach, and use DfT guidance to help define the limitations of the space being considered. There are many examples across the city where we have introduced shared areas that work very well. Like most situations on roads, footpaths, shared use paths, etc, things work well when people act responsibly, and are considerate to their fellow users (behaviour which tends to be encouraged within shared use areas). Unfortunately, a small minority sometimes adopt poor attitudes, and Officers appreciate that this can sometimes cause problems and concerns. On balance, the areas of shared use paths within the scheme are considered to be the most appropriate solution under the circumstances at specific locations.

Local Residents and Businesses

23. Information leaflets were distributed to 266 properties and businesses. The distribution plan is shown in **Annex D**. From a total of 24 responses, three fully support the proposed measures, 9 expressed general support, but with some reservations, four oppose implementation of the scheme proposals. The other 8 respondents raise specific issues without expressing an overall view on the scheme.
24. The key issues raised by the local residents and businesses are as follows:
- Bus stop removal;
 - Parking bay relocation;
 - Road safety concerns;
 - Loss of mature tree.

These are discussed in more detail below.

Removal of inbound bus stop

25. In addition to the comments raised by First Group above, 14 local residents object to the removal of the bus stop. They are concerned that they would have to walk considerably further if forced to use the next bus stop.

Officer response: As mentioned in paragraph 21 above (in response to the concerns raised by First Group about this issue), an Officer recommendation will be made to retain this bus stop.

Relocation of residents only parking bay onto Bootham Stray land

26. Six local residents have submitted concerns about this particular proposal for varying reasons, which are listed below:

- The provision of replacement residents only parking is inadequate. Over the years the R28 area in Wigginton Road has lost spaces to bus stops, traffic islands and mini roundabouts. Resiting like for like is not enough. The problem of residents only parking is particularly acute in Feversham Crescent, which historically has generated copious amounts of correspondence with the Council and meetings with Ward Councillors.

Officer response: There are numerous disadvantages of parking within the existing parking bay on Wigginton Road, given that this is positioned close to a pedestrian refuge. Consequently, traffic has to make an awkward manoeuvre turning quickly right and then left after passing the refuge. In addition, the traffic lane width adjacent to the parking bay is reduced at a point where the road narrows down, hence traffic passes very close to parked vehicles. Currently, this can create problems for cyclists, who are often 'squeezed' by the passing traffic at a point where road space is at a premium. Being on a bus route only adds to the potential dangers at this location, to say nothing of the damage that can occur to the wing mirrors of parked vehicles.

Officers accept the pressures that the ResPark 28 zone is under, but consider that the removal of the existing bay on Wigginton Road is justified. Having examined the limited options available, the Stray looks to be the best place to relocate these spaces, and has the advantage of being close to the original location, would be off-road, overlooked and also able to provide more than the three spaces that are proposed for removal.

- Residents would prefer to retain the green space and would not like to see any trees removed in order to accommodate space for a residents only parking bay. In addition, residents are doubtful of the council's authority to convert Stray land into a designated parking area.

Officer response: Officers appreciate that residents do not wish to lose any existing green space or trees. However, the area affected by the proposed creation of the parking bay is only a small proportion of the green space in this area. It is also worth mentioning that part of the existing grassed area used to form part of the carriageway when Vyner Street was open for traffic. The proposal will require two semi-mature trees to be removed, but again there are many other trees in this area, and some new ones will be planted to compensate for those removed.

In respect of the Stray land (which forms part of Bootham Stray), the proposed conversion to adopted highway that would facilitate the construction of the parking area will be subject to a planning approval process.

- The Green is used for ball games and could result in damage to cars and as the area is away from the main road and not being overlooked, could encourage vandalism, which is rife in this area.

Officer response: Officers understand that children playing ball games can be a nuisance, but this situation should be balanced against the disadvantages of parking within the existing parking bay on Wigginton Road.

The position of the proposed parking bay on Stray land is very close to the existing bay that is proposed for removal. In this position, the new bay would still be overlooked by properties on both Wigginton Road and Newby Terrace. Therefore, the risk of vandalism should be no higher than at present.

- There are 7+ parking spaces on Newby Terrace that are not designated as residents only parking. This is a matter of irritation to local residents, as we pay a lot of money for our parking spaces and often Vyner Street is quite full with residents' cars, whilst Newby Terrace is full of cars belonging to commuters working at the hospital or walking into town and this could be used instead of creating spaces on the Stray land.

Officer response: Officers designing the cycle scheme were unaware that some of the on-street parking occurring on Newby Terrace was not under resident only parking control. The public consultation process has helpfully highlighted this anomaly in the residents parking zone, and this may provide an alternative means of providing more designated resident only parking spaces without the need to encroach into the green area of the Stray land. Alternatively, it could provide additional residents parking as well as the Stray option. Given that local residents have complained for many years about the lack of parking provision in this area, it appears that there is an opportunity to promote both options, which could potentially provide a total of nine additional residents only parking spaces within the ResPark 28 parking zone (this constitutes twelve newly created spaces in the Vyner Street / Newby Terrace area, minus the three existing, relocated spaces). **Annex E** shows the revised proposals to accommodate this additional residents parking provision.

Officers appreciate that any newly created spaces on the currently uncontrolled section of Newby Terrace would not be directly accessible from Wigginton Road. However, it is thought that some residents who use the existing bay (proposed for removal) on Wigginton Road may already seek alternative parking places on Vyner Street, and would therefore benefit from any additional spaces created on Newby Terrace. This would also provide much needed additional provision for the residents of Vyner Street and Feversham Crescent.

- I will be unable to park outside my house to unload my car.

Officer response: Should the parking bay be relocated from Wigginton Road as proposed, the position of the old bay would be covered by extending the double yellow lines on either side. The resultant No Waiting At Any Time Traffic Regulation Order would prohibit waiting, but as there is no loading ban at this location, residents would still be able to load and unload from this position.

Safety concerns about Wigginton Road being too busy and congested to accommodate cyclists

27. Four residents have raised concerns about implementing on-road proposals on what they consider to be a busy and often congested route. Two of these residents also consider that the proposals are premature, and that the impact of the Hospital's multi-storey car park should be assessed first.

Officer response: There has been a long-standing desire to improve cycling facilities into the city centre and railway station from New Earswick and Haxby. This route takes advantage of existing cycle friendly infrastructure where available, but will also necessitate the infilling of gaps in cycling provision at appropriate points along its length. Wigginton Road stands out as a key missing link where significant problems for cyclists are currently experienced.

The planning approval for the hospital includes a condition for the hospital to provide a cycle route linking the Foss Islands cycle route with Bridge Lane as part of their car park development. Therefore, both the new multi-storey car parking arrangements and the proposed cycling improvements are intended for implementation at the same time.

The measures within the proposed scheme comply with the council's recently adopted Cycle Infrastructure Standards policy, and are therefore considered by Officers to provide safe facilities for all road users. For example, on-road cycle lanes at 1.5 metres width are generally specified within the scheme where on-road provision is proposed. Officers also believe that as the amount of visible cycling infrastructure increases, the conditions for cyclists become safer as a result. In part, this is due to motorists' increased awareness of cyclists, but also because of an increased number of cyclists using both on and off-road cycling facilities as part of an expanding network of cycle routes.

In addition, the proposals are subject to road safety audit procedures to ensure that any residual risks are identified and managed to an acceptable level.

A specific safety issue that Officers have identified through the detailed design process relates to two existing pedestrian refuges on Wigginton Road. The first is just to the south side of the mini-roundabout with Fountayne Street, and when this refuge was constructed during 2007/08, different road widths were provided on either side, mainly to accommodate the northbound cycle feeder lane. However, this means that there is now insufficient width to provide a southbound cycle lane and retain adequate width for the traffic lane. Therefore, as part of the proposals the pedestrian refuge needs to be moved across to the hospital side by approximately half a metre. The second is just to the south side of Vyner Street, and as a result of carriageway widening at this location, the refuge needs to be moved across to the Vyner Street side by approximately 200mm to ensure that there is sufficient space to accommodate cycle lanes. The revised layouts are shown in **Annex F**.

Removal of mature tree

28. Five residents have expressed concern about the proposed removal of the mature tree opposite the modified hospital entrance at the mini-roundabout.

Officer response: Wanting to save a mature tree is understandable, and Officers are committed to minimising tree loss (as previously explained in paragraph 15 above).

Options

29. The options for the Executive Member to consider are:

Option 1 – Support the scheme proposals shown in **Annex B** for implementation;

Option 2 – Support the scheme proposals shown in **Annex B**, with some changes as shown in **Annexes C, E and F** for implementation;

Option 3 – Reject the scheme proposals.

Analysis

30. The proposals set out in this report are considered to offer a positive response to the problems cyclists currently experience on Wigginton Road, and will address an important missing link in the Haxby to Station cycle route. The proposals are considered feasible, generally follow best practice design guidance, and meet the recently approved Cycling Standards. The scheme should have minimal impact on the traffic capacity of the road, thereby avoiding problems associated with increased congestion locally and possible knock-on effects elsewhere due to traffic diverting onto other alternative routes. The proposals will also enable the hospital to meet the planning condition tied to the construction of their multi-storey car park, which requires that a cycle route be created linking the Hospital site to both ends of the Local Cycle Network.

31. Consultation has highlighted four main areas of concern. In response, Officers consider that:

a. **removal of the bus stop** – this is not considered to be a crucial part of the proposals, and retaining it does not raise any significant road safety issues.

b. **relocation of the residents parking bay** – to maximise the potential for providing alternative residents parking spaces, it is recommended that both options are pursued, i.e. providing spaces on Stray land and on Newby Terrace.

c. **road safety / design details** – the scheme has been designed to the latest infrastructure standards, and will be subject to a full road safety audit process.

A minor amendment to two existing pedestrian refuges are proposed to address specific safety issues identified at these locations.

Detailed design work has also identified that it will be necessary to slightly move the splitter island on the approach to the Clarence Street signals to provide space for the proposed 1.5 metre central cycle feeder lane and retain the left turn filter lane for traffic. This means losing the advisory cycle lane on the other side for approximately 60 metres, but it is considered more important to have the central feeder lane in place to aid cyclists on their approach to the signals.

d. **tree loss** – losing the mature tree near the mini-roundabout at the reconfigured hospital access is regrettably considered to be unavoidable, but compensatory planting is proposed.

32. Based on this analysis, **Option 2** is recommended. Localised plans showing the details of the proposed changes are shown in **Annex C** (showing the repositioned splitter island and revised traffic lane widths at the signalised junction with Clarence Street), **Annex E** (showing relocated parking bay on Stray land and alternative parking provision on the currently unrestricted section of Newby Terrace), and **Annex F** (showing the repositioned pedestrian refuge at the Fountayne Street mini-roundabout).

Corporate Priorities

33. The scheme would contribute to the following Corporate Priorities:
- Sustainable City – the scheme should encourage more residents to ride into the city from Haxby, and in addition, to Nestle and the hospital, in preference to using motorised forms of transport.
 - Safer City – the scheme would make Wigginton Road easier and safer for cyclists to ride along.
 - Healthy City – the scheme should encourage more cycling and walking which would have a beneficial effect upon peoples' health.
34. The scheme would also contribute to several of the aims of the Local Transport Plan, namely:
- Encourage essential journeys to be undertaken by more sustainable modes where possible;
 - Reduce the level of actual and perceived safety problems;
 - Enhance opportunities for all community members, including disadvantaged groups, to play an active part in society;
 - Improve the health of those who live or work in, or visit, York;
 - Reduce the impact of traffic and travel on the environment, including air quality, noise and the use of non-renewable sources;
 - Provide a transport system that is affordable and achievable in practical terms, and offers value for money.

Implications

Financial/Programme Implications

35. The Transport Capital Programme for 2010/11 currently has an allocation of £50k, which is mainly intended to cover the cost of the works from the proposed Toucan crossing to the signalised junction with Clarence Street. This allocation includes staff costs, the costs of implementing the proposed road layout, the

repositioning of the existing pedestrian refuge at the Fountayne Street mini-roundabout and the repositioning of the existing splitter island at the signalised junction with Clarence Street. The remainder of the scheme proposals will be paid for by the NHS Trust on behalf of York Hospital as part of a Section 278 agreement with the council, which relates to the highway works associated with the building of their multi-storey car park (requiring links to both ends of the local cycle network).

36. The scheme has a high priority given its strategic importance to the overall cycling network. Subject to the outcome of detailed design and any planning processes, together with the appropriate Traffic Regulation Order approvals, it is anticipated that the scheme could commence in December 2010 and be substantially completed by the end of February 2011.
37. Using the cycle scheme 'Evaluation Tool', which was approved at the Decision Session on 20th October 2009, the proposed introduction of cycle facilities on Wigginton Road can be compared to other schemes. Schemes are scored within a possible range of -30 to +38. The table below shows that the Wigginton Road scheme achieves a score of +25, which compares well with other major cycling projects.

Scheme	Total points
Beckfield Lane - Ostman Road to Wetherby Road proposals	+12
Beckfield Lane - Boroughbridge Road to Ostman Road - completed section	+16
Crichton Avenue - proposals	+21
Clifton Green - completed scheme	+24
Wigginton Road - proposals	+25
Moor Lane Bridge - completed scheme	+26

Human Resources

38. There are no Human Resources implications.

Equalities

39. Equalities implications relate directly to the proposed use of shared areas, which mix pedestrians and cyclists. Officers have ensured that the proposals comply with DfT guidance wherever possible, and where space is limited, have kept the length of shared use measures to a minimum.

Legal

40. There would be Traffic Regulation Order issues linked to the amendment of existing, or the additional provision of on-street parking.

Crime and Disorder

41. There are no Crime and Disorder implications.

Information Technology (IT)

42. There are no Information Technology implications.

Property

43. The land at the end of Vyner Street, which is being considered as a potential parking area is known to be Stray land, and a planning application would be required to pursue a change of status to adopted highway. Following approval, Officers would be required to formally dedicate the land into its new status.

Risk Management

Risk Category	Impact	Likelihood	Score
Organisation/Reputation	Medium (3)	Possible (3)	3x3=9

44. In compliance with the Council's risk management strategy, the main risks identified in this report are the potential damage to the Council's image and reputation if scheme proposals are not brought forward, especially in view of the hospital's planning requirements for its multi-storey car park. 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.

Contact Details:**Author**

Jon Pickles
Senior Engineer
(Transport & Safety)
Tel No: (01904) 553462

Chief Officer Responsible for the report

Richard Wood
Assistant Director City Development and
Transport

Report Approved Date 14 June 2010

Specialist Implications Officer(s)

There are no specialist officer implications.

Wards Affected: Clifton

All

For further information please contact the author of the report.

Background Papers:

“Links to Cycle Route Through Hospital Grounds: Proposed Link From the Hospital to Foss Islands Route”, a report to the meeting of Executive Members for City Strategy and Advisory Panel on 9 December 2008.

“Cycling Infrastructure Within York - Principles, Standards and Evaluation Tool”, a report to the Decision Session - Executive Member for City Strategy on 20 October 2009.

“Wigginton Road: Proposed Improvements For Cyclists” a report to the Decision Session - Executive Member for City Strategy on 3 November 2009.

Annexes:

Annex A Plan showing “An extract from the cycle network plan to show how Wigginton Road fits in with the wider Cycle Network”

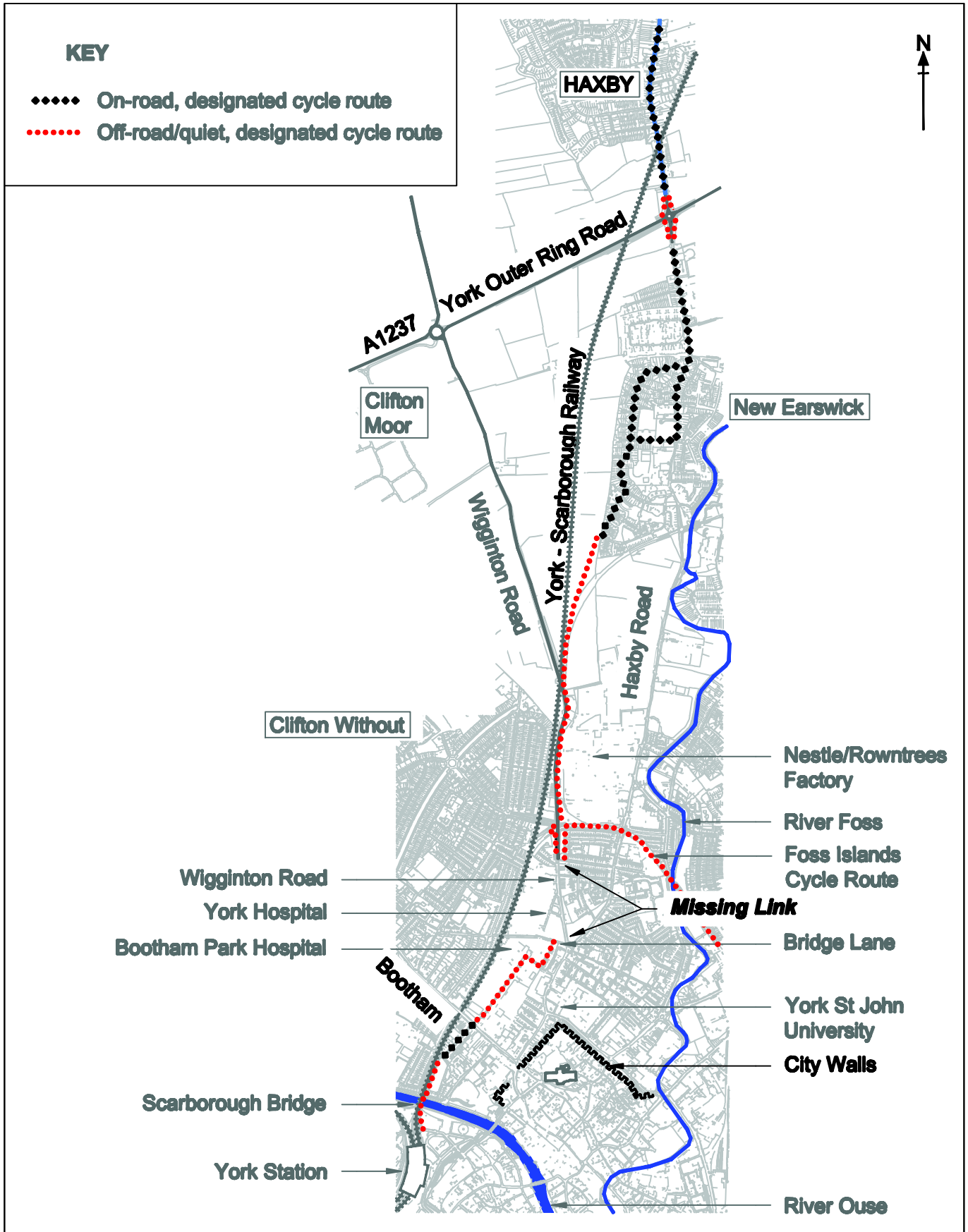
Annex B Plan showing “Route Proposal”



Annex C Plan showing “Repositioned Splitter Island and Traffic Lane Widths On Wigginton Road Approaching the Signalised Junction with Clarence Street”

Annex D Plan showing “Distibution Area for Public Consultation”

Annex E Plan showing “Relocated Parking Bay on Stray Land and Alternative Parking Provision on Newby Terrace”

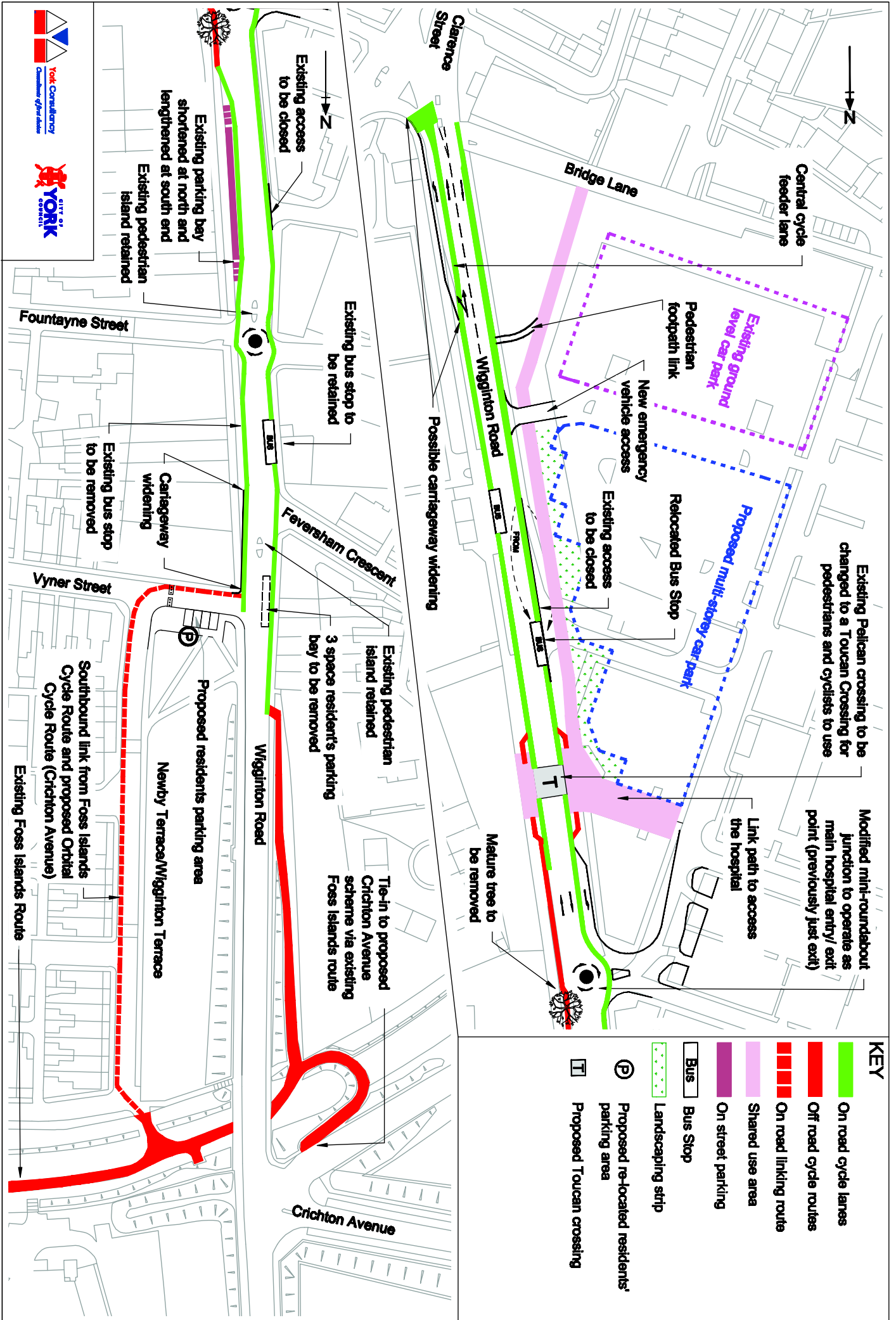
Annex F ”Plan showing “Repositioned Pedestrian Refuges on Wigginton Road, one at the Mini-roundabout Junction with Fountayne Street and the other near to Vyner Street”



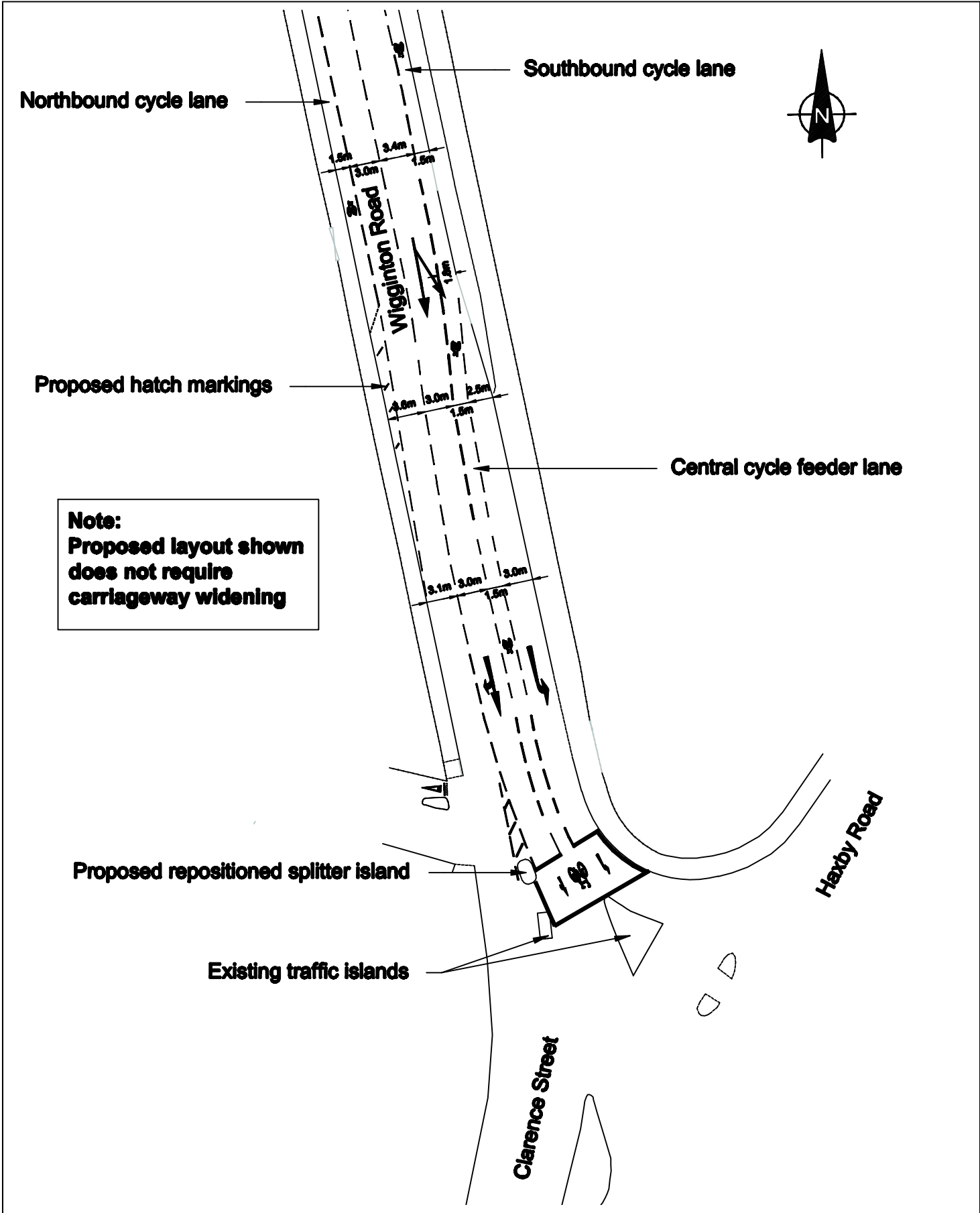
 		Wigginton Road Cycle Route Scheme Haxby to York Station Cycle Route - the Missing Link			
Drawn	Checked	Date	Scale	Drawing Number	
PH	JP	01/10/2009	1:25 000 @ A4	DEC/07010021	

BASED UPON THE ORDNANCE SURVEY MAPPING WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. CROWN COPYRIGHT. UNAUTHORISED REPRODUCTION IN WHOLE OR IN PART IS PROHIBITED AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS. City of York Council, Licence No. 1000 20016

This page is intentionally left blank



This page is intentionally left blank



Note:
Proposed layout shown
does not require
carriageway widening

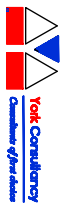
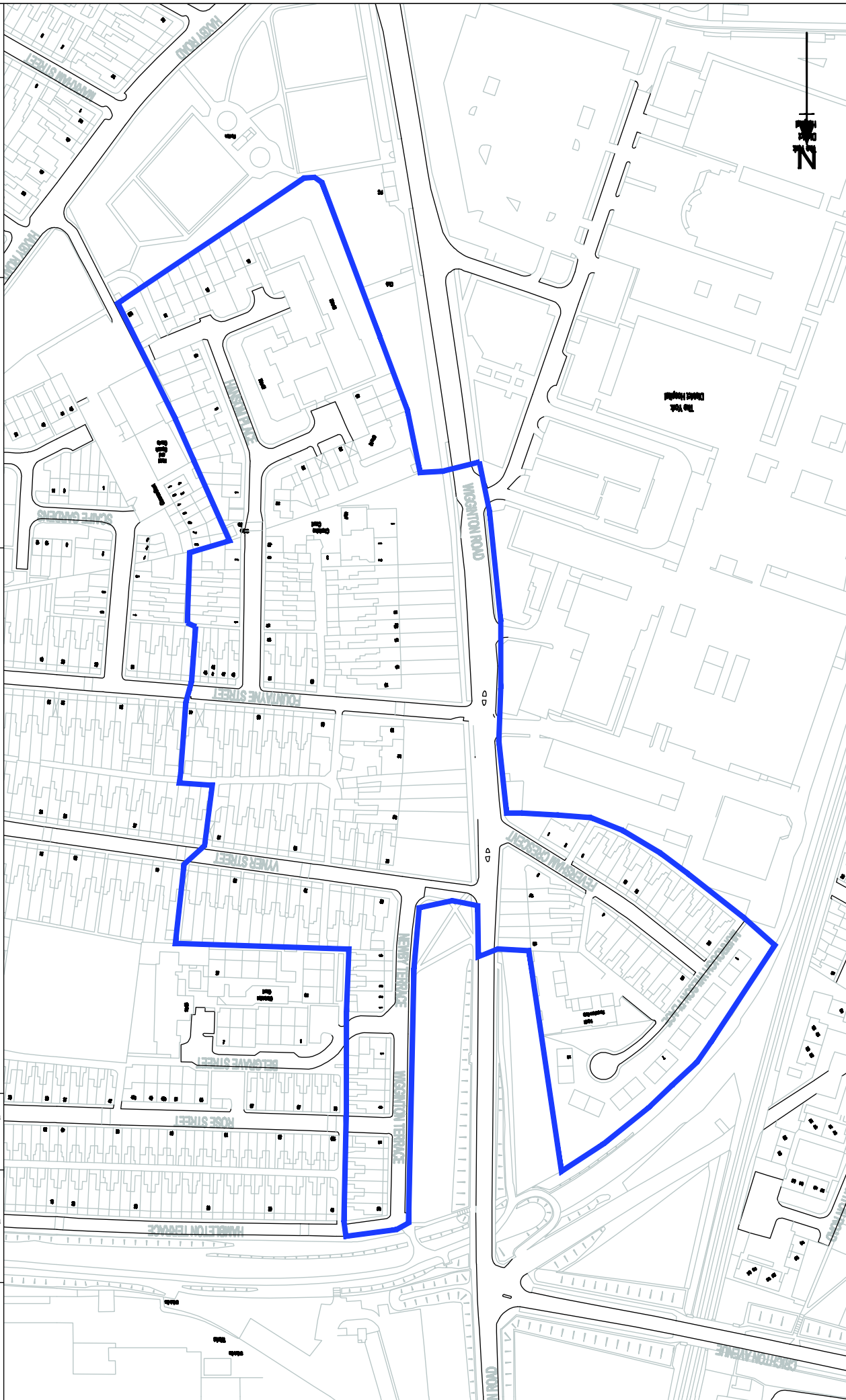
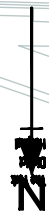


Revised Road Markings Layout
Wigginton Road approach to Clarence Street Junction

Drawn	Checked	Date	Scale	Drawing Number
PH	JP	07/06/2010	1: 500 @ A4	DEC/09010612/Annex C

BASED UPON THE ORDNANCE SURVEY MAPPING WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. CROWN COPYRIGHT. UNAUTHORISED REPRODUCTION INFRINGES CROWN COPYRIGHT AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS. City of York Council, License No. 100325916

This page is intentionally left blank



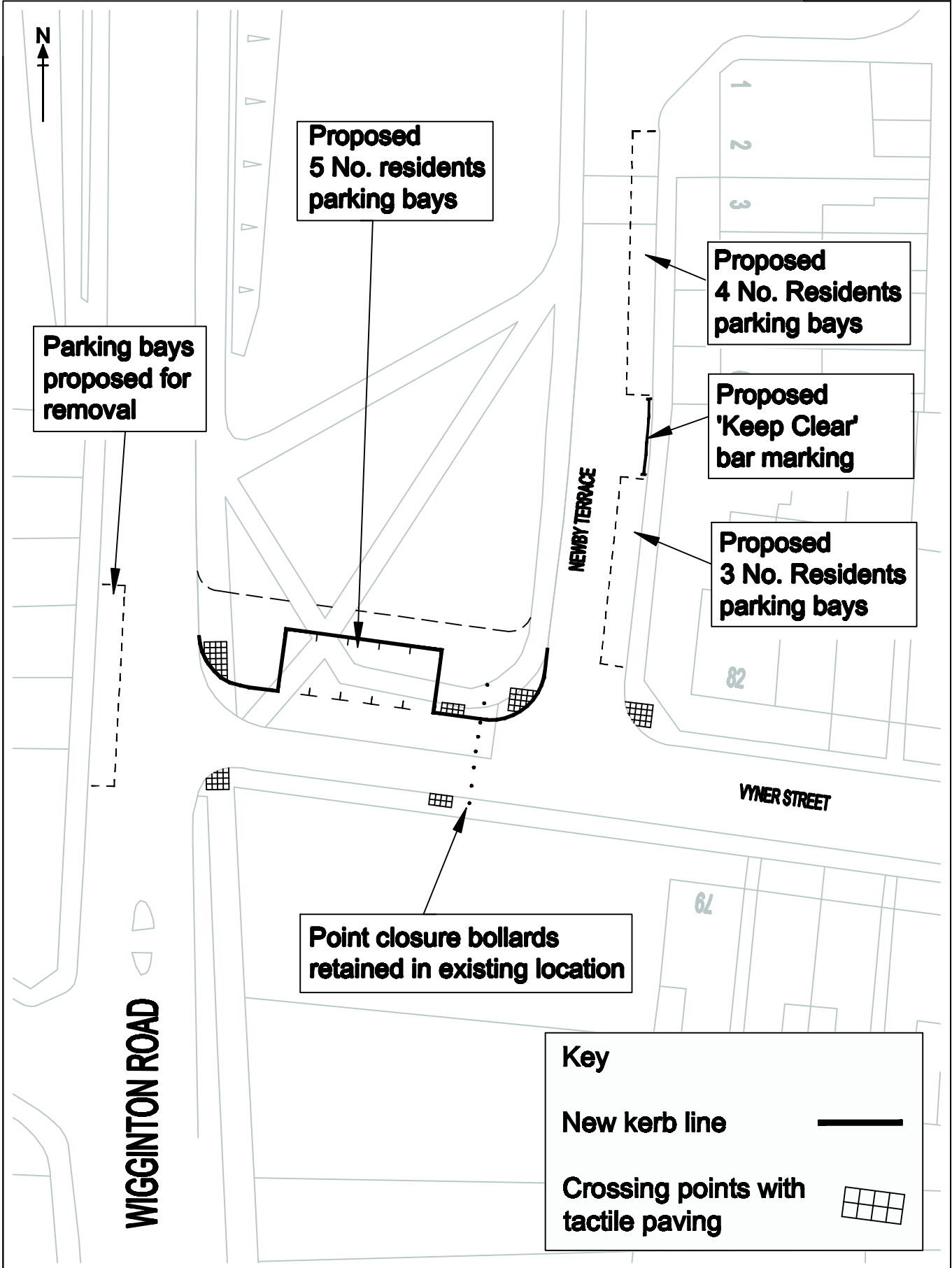
BASED UPON THE ORDINANCE SURVEY/MAPPING WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. GROWN COPYRIGHT. UNAUTHORISED REPRODUCTION INFRINGES GROWN COPYRIGHT AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS. CITY OF YORK Council, Licence No. 1000 20918

Wigginton Road Cycle Route Scheme External Consultation Distribution Area

Drawn	Date	Scale
BP	13/04/2010	Not to Scale
Checked		Drawing Number
JP		Dist Area / Wigg Rd Cycle Route

This page is intentionally left blank

ANNEX E

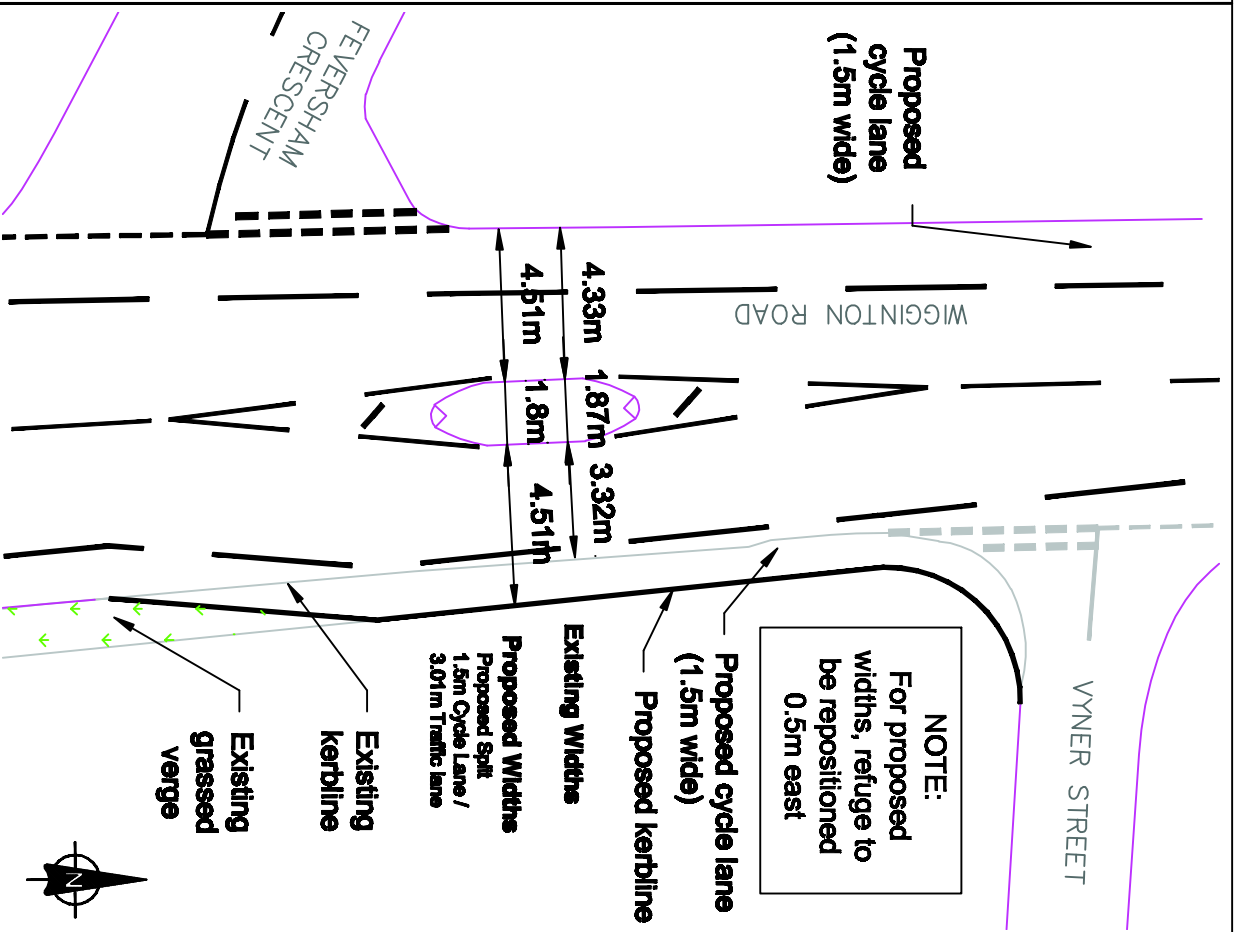
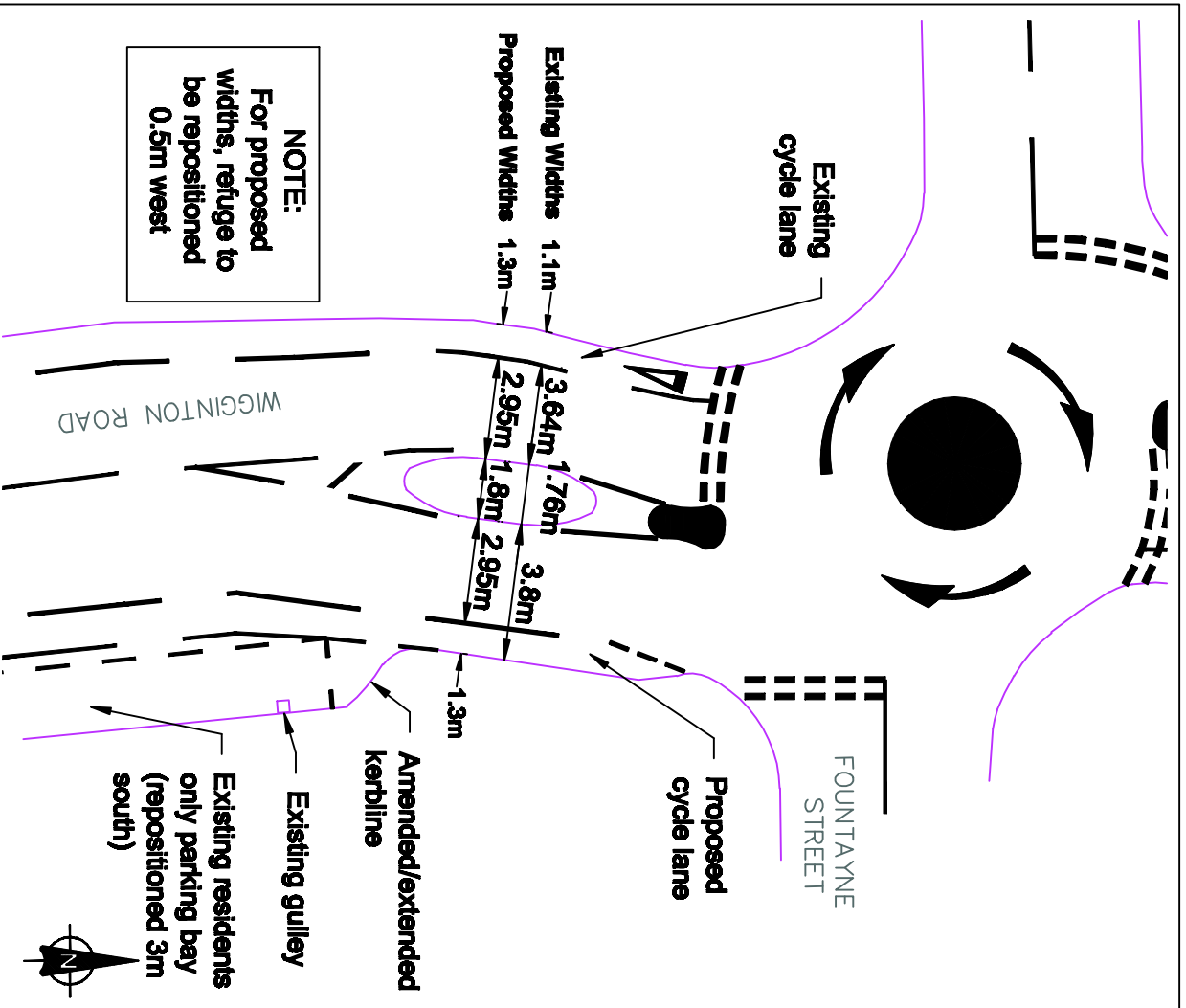


Proposed additional residents parking areas

BASED UPON THE ORDNANCE SURVEY MAPPING WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. CROWN COPYRIGHT. UNAUTHORISED REPRODUCTION IN WHOLE OR IN PART IS PROHIBITED AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS. City of York Council, License No. 1000 28016

Drawn	Checked	Date	Scale	Drawing Number
BP	MD	03/06/2010	Not to Scale	TS/ 09010612/ Annex E

This page is intentionally left blank



INITIALS	REV	AMENDMENT	DATE
BP			
MD			

DRAWN BY: BP
CHECKED BY: MD
SCALE: NTS
DATE: 03/08/10

Proposed amendments to road layout at repositioned pedestrian refuges

TS/09010612/Annex F

This page is intentionally left blank



Decision Session
– Executive Member for City Strategy

6 July 2010

Report of the Director of City Strategy

ORBITAL CYCLE ROUTE SCHEME – PROPOSALS FOR THE REMAINING THREE SECTIONS

Summary

1. A report to the Executive Member in February 2010 outlined preliminary proposals for improving three key sections of the orbital cycle route (OCR) , which are listed as follows:
 - Clifton Green to Crichton Avenue
 - James Street to Heslington Road
 - Hob Moor to Water End
2. At that meeting in-principle approval was given to the proposals for Clifton Green to Crichton Avenue, but in response to consultation feedback Officers were asked to explore alternative route options for the other two areas to make the OCR more attractive and accessible to a greater number of users. Progress since then is summarised below:-

Clifton Green to Crichton Avenue

3. Following more detailed design work, public consultation is currently underway on a scheme proposal, with the intention of reporting feedback to an Officer in Consultation meeting in late July/early August.

James Street to Heslington Road

4. Following further assessment, a revised route alignment has now been developed which replaces the original James Street to Heslington Road proposal which linked directly to the University, with a more compact James Street to Millennium Bridge route. This change takes the route through additional residential streets, which should help make it accessible to more potential users. This change also reflects the fact that the University is already well served with good cycle paths to Heslington Road and Millennium Bridge, and therefore would remain well connected to the OCR.

Hob Moor to Water End.

5. The main concern over the original proposal was that the “quiet road” route provided by Hobgate and the southern section of Moorgate would be rather remote from some of the large residential areas further west of Acomb. Therefore, potential users from these areas may look to use more direct alternative route choices to travel to and from Water End. In particular, Green Lane could provide a more direct route choice for many journeys compared to the Hobgate based proposal.
6. Unfortunately, there is only limited scope to introduce measures to make Green Lane a suitable environment for cyclists of all abilities. The introduction of physical traffic calming measures to create a lower traffic speed environment could offer a solution but it would be contrary to the speed management plan and likely to be opposed by local residents, emergency services and bus operators.
7. Therefore it is proposed to retain the Hobgate based route as the designated OCR, with Green Lane signed as an alternative route choice for more confident cyclists. It is also proposed to improve access between Green Lane and the OCR at Severus Street by separately introducing a one-way system in the Milner Street and Gladstone Street area that will reduce existing traffic conflicts and improve conditions for cyclists in these narrow streets.
8. The only other significant change to the original proposals is the inclusion of an alternative route option for southbound cyclists who could use Manor Drive North to avoid the steep incline at the start of Lindsey Avenue. However, this does require cycling a short distance along Boroughbridge Road, which is very busy with a high level of bus and HGV traffic. Therefore it is not proposed to formally designate this alternative as part of the OCR until suitable cycle improvements are implemented on Boroughbridge Road in 2011/12 as part of the planned A59 Corridor Improvement Scheme. In the short-term, cyclists will be routed via Lindsey Avenue for both directions of travel.

Recommendations

9. It is recommended that the Executive Member -
 - a) Notes that public consultation is currently taking place on detailed proposals for the Clifton Green to Crichton Ave section as shown in **Annex B** and that feedback will be reported to an Officer in Consultation meeting.
 - b) Provides in-principle approval for the proposed James Street to Millennium Bridge section of the OCR, as shown in **Annex E**, and authorises Officers to undertake further detailed design and public consultation (including the advertisement of necessary Traffic Regulation Orders), with feedback to be reported to an Officer in Consultation meeting.
 - c) Provides in-principle approval for the proposed Hob Moor to Water End section of the OCR, as shown in **Annex H**, and authorises Officers to

undertake further detailed design and public consultation (including the advertisement of necessary Traffic Regulation Orders), with feedback to be reported to an Officer in Consultation meeting.

10. Reason: The proposals will provide improved facilities for cyclists, completing an orbital route that cyclists will be able to use in accessing a variety of destinations. The proposed measures would also make a significant contribution towards the aims of the Council as a Cycling City.

Background

11. Encouraging more people to cycle has been a long-standing priority for the Council, and this work was given a huge boost by our successful bid to become a 'Cycling City'. One of the key initiatives has been the development of an orbital cycle route to improve cycle access to many employment sites, schools, leisure facilities, healthcare and retail sites. The aim is to connect as many of these destinations as possible, using a combination of; off-road paths, signed routes via quiet less-trafficked streets, some on-road cycle lanes where other alternatives have been investigated but not considered feasible. Where the route crosses many of the main radial routes into the city, improved crossing facilities will also be provided.
12. A report to the Executive Member in February 2010 outlined preliminary proposals for improving three key sections of the orbital cycle route (OCR), which are listed as follows:
 - Clifton Green to Crichton Avenue
 - James Street to Heslington Road
 - Hob Moor to Water End
13. At that meeting in-principle approval was given to outline proposals for Clifton Green to Crichton Avenue, but in response to consultation feedback Officers were asked to explore alternative route options for the other two areas to make the OCR more attractive and accessible to a greater number of users.
14. Updates on all three schemes are presented below. For the two sections where alternative routes have been considered, initial consultation has taken place with relevant Councillors, the Police and other interested parties. The outcome of this work is discussed, leading to recommendations on amended scheme proposals to take forward to public consultation.

Clifton Green to Crichton Avenue

15. The outline scheme approved in principle at the 2nd February Decision Session is shown in **Annex A**. Further design work has led to the development of more detailed proposals as shown in **Annex B**, which include two key changes as summarised below.
16. Firstly, feasibility work has concluded that the use of a Toucan crossing at the junction of Kingsway North and Water Lane is the preferred solution, as it provides support for right turning cyclists and assists pedestrians crossing to the nearby school and health centre. The full signalisation of the junction has been removed from further development, as it could impact negatively on the already optimised traffic flows at the Clifton Green traffic signals.
17. Secondly, feasibility work has highlighted that creating a wide two-way off-road cycle path in the central grassed area between the tree line and carriageway edge will compromise the root protection zone. Digging in this zone usually damages tree roots and compromises the growth and stability of the tree over time and is therefore best avoided. The trees in Kingsway North are a species not typically used in York's highway extents, as they are expected to grow to 20-35m (65-115ft) tall. With this in mind, and wishing to avoid damage to the tree roots, it is proposed to develop a narrow two-way cycle path. This is considered acceptable on the basis that path width can be reduced at this location because forward visibility to oncoming cyclists is excellent, and cyclists are protected from straying into traffic by bird's mouth fencing. This approach also has design advantages in terms of drainage, and satisfies the need to keep cyclists in an illuminated and overlooked part of the highway for personal security reasons. Disruption to the leisure uses of the central grassed area is minimised by staying near the edge, and a slender path would be less visually intrusive than a wide single path.
18. Public consultation is currently underway on the latest scheme proposals, with the intention of reporting feedback to an Officer in Consultation meeting in late July/early August.

James Street to Millennium Bridge

(formerly James Street to Heslington Road)

19. The outline scheme proposals considered at the 2nd February Decision Session are shown in **Annex C**. Since then, officers have examined alternative route alignments that respond to the desire to improve connectivity to the OCR, by placing the OCR in more residential areas and shortening the distance to Millennium Bridge from James Street after recognising that the University was already well served with good cycle connections. This led to the development of the revised scheme shown in **Annex D**, with the key changes discussed below:

Key Changes

20. **Wellington Street and Wolsley Street:** it is proposed to direct cyclists via these quiet roads to avoid cycling along a section of Heslington Road that is a narrow, busy road, with extensive on-street parking and an FTR bus service. At peak times, the FTR is often blocked by oncoming traffic that is displaced to the centre of the road by parked vehicles. This leads the FTR to either squeeze cyclists against the parked cars, or follow them along the road because opportunities to overtake are limited.
21. **Heslington Road Crossing:** with the proposed route, crossing Heslington Road would be relatively easy, as the crossing comprises first a left turn then right turn that can be done in two stages. Visibility at both the Apollo Street and Wolsley Street junctions is good for cyclists and therefore no physical changes are proposed. There is only a short distance between the two junctions and therefore cyclists' exposure to traffic condition on Heslington Road is minimised.
22. **Apollo Street and Horsman Street:** these roads are quiet and easy to cycle along with existing traffic calming road humps to regulate the speed of traffic. No physical changes are proposed.
23. **Cemetery Road:** this forms an important link between the inner ring road and the Fulford Road. Traffic volumes are high but speeds are often low due to congestion and queues at the nearby traffic lights at Heslington Road. To assist right turning cyclists at Melbourne Street and Horsman Avenue junctions, a central hatch along Cemetery Road with right turn "havens" for cyclists at the junctions is proposed. The central hatch is proposed to extend from the Heslington Road traffic signals to the existing pedestrian refuge just south of the Melbourne Street junction.
24. **Melbourne Street:** this is a quiet street with existing traffic calming and therefore easy to ride. No physical changes are proposed.
25. **Fishergate:** this is similar to Cemetery Road in character. The existing painted central hatch allows cyclists to cross the road in two stages but has no physical protection from traffic. It is therefore proposed to enhance this facility by introducing raised traffic islands upstream and downstream of the painted hatch to protect waiting cyclists from vehicles.
26. **Blue Bridge Lane:** this is a quiet Street. No changes are proposed.
27. **New Walk:** this is an existing off road segregated path along the riverside to Millennium Bridge and therefore no changes are proposed.
28. In addition to the route changes described above, further design work has led to revised proposals for James Street and the James Street/Lawrence Street junction as discussed below:
29. **James Street:** previously it was proposed to widen the footway on eastern side to provide an off road shared-use path, as it aligned closely with Regent Street. However, after further feasibility work on both the path and

Lawrence Street junction designs, it was found that the western side had the greater benefits: primarily by having less side roads to cross and a more convenient alignment between the proposed path and the proposed crossing facilities.

30. **James Street/Lawrence Street junction:** the current proposals are based on a junction remodelling to create a large central refuge in the junction mouth of James Street that will form a hub for all crossing movements. The hub will link the proposed off road path on James Street with the southern side of Lawrence Street via Toucan facilities, and will also provide a pedestrian-only crossing to the eastern side of James Street. On the southern side of Lawrence Street, a shared use area will be created that will allow cyclists to access Regent Street.

Consultation

31. Details of the revised proposals (as shown in **Annex D**) were sent to relevant councillors and other key consultees for comment. Feedback is summarised below:

Ward Councillors:

- Councillors: Looker, Watson, D'Agorne, Taylor and Jamieson-Ball – no comments received at the time of finalising this report

Other Councillors:

- Councillor Gillies: no comments received at the time of finalising this report.
- Councillor Potter: commented to say that the OCR was too far from the city centre and should follow desire lines of cyclists into the city centre more. The use of Wellington Street and Wolsley Street is not expected to be common so suggested the route could use Heslington Road instead.

Other Consultees:

32. The Police: have concerns that the lack of road space in Fulford Road and Cemetery Road would preclude the provision of cycling facilities, and that the Wellington Street Wolsley Street section of the route would not be used, as instead cyclists would use the more direct Heslington Road route.
33. The Cycling Touring Club: commented to say that New Walk floods at some times of year and that alternative route signing should be included in the proposal. They also comment that the route from Regent Street to Melbourne Street looks indirect and that when the Fishergate Gyratory is remodelled, then opportunities to create a more direct alignment of the OCR should be explored.
34. York Cycle Campaign: met as a group of experienced cyclists to discuss the proposals. All of the group agreed that they would rather use the more direct Heslington Road route, than the longer Wellington Street and Wolsley Street alternative. Some concerns about refuge capacity in Fishergate were

raised, saying that once the refuge become full of cyclists, any subsequent cyclist crossing to the island may find themselves waiting in a live traffic lane. Visibility emerging from Melbourne Street for cyclists heading north was commented upon as being restricted by the bend in Fishergate. The James Street off-road path was also discussed, concluding that it was something that most cyclists wouldn't use it, as it would introduce the danger of crossing side roads and private accesses, and increase the journey times and effort needed to cycle along James Street. With this in mind, along with the cost of such an approach and the fact that it does not accord with the Hierarchy of Provision mentioned in Local Transport Note 02/08 (Cycle Infrastructure Design), York Cycle Campaign wish to vigorously oppose the James Street path.

Issues Arising/ Possible Scheme Amendments

35. The consultees are not generally supportive of designating Wellington Street and Wolsley Street as part of the OCR. Instead, they think that most cyclists would prefer to use Heslington Road as it more direct and therefore this should form the designated route. On reflection, officers agree that for many cyclists Heslington Road would be a suitable route choice but that for less confident cyclists, the quiet road option would be more attractive. Therefore it is proposed to include a section of Heslington Road designated as the OCR, but with a local alternative quiet road route signed through Wellington Street and Wolsley Street.
36. The New Walk riverside path is impassable due to flooding for approximately 14 days per year. During this time, a diversion route for cyclists would be possible via Fulford Road and Hospital Fields Road to access Millennium Bridge, which is normally still passable in flood for all but three or four days per year. A permanently signed diversion route, for use only during times of flood, is therefore proposed for Blue bridge Lane, This proposes to direct cyclists from New Walk to Fulford Road to access Millennium bridge via Hospital Fields Road. For the shorter period of time that Millennium Bridge may be impassable due to extreme flooding, no diversion is proposed, as it is considered a temporary and uncommon event.
37. The traffic islands and refuges proposed in Fishergate are intended to stop traffic from over-running the central hatched area in which turning cyclists may be waiting to turn. The capacity of the remaining hatch will be large and is therefore not thought to lead to crowding issues. However, in all cases, cyclists need to decide before initiating a part or full crossing of a main road it can be completed safely. With regard to the visibility from Melbourne Street, the visibility will be improved via footway widening as part of the Fishergate scheme.
38. The use of an off road path in James Street is considered to be in compliance with the Hierarchy of Provision described in LTN 02/08. Where viable, this hierarchy recommends looking at reducing traffic volumes/speeds as the first choice to improve conditions for cyclists, and where this is not possible, to redistribute road space for the benefit of cyclists. Beyond this the hierarchy supports the use of off-road paths.

Unfortunately, the first two approaches are not considered feasible in James Street given its local characteristics and its importance in the strategic road network. Hence, the provision of an off-road path is considered the best option to accommodate cyclists who are not sufficiently confident to cycle along James Street which has a high level of HGV and bus traffic.

39. Following the above feedback and discussion, it is considered beneficial to amend the proposals to that shown in **Annex E** to form the basis of public consultation.

Hob Moor to Water End

40. The outline scheme proposals considered at the 2nd February Decision Session are shown in **Annex F**. Since then, officers have examined alternative route alignments that respond to the desire to improve connectivity to the OCR, particularly with the outlying residential areas to the west. This led to the development of the revised scheme shown in **Annex G**, with the key changes discussed below.

Key Changes

41. The key change to the overall route affects the section between York Road to Green Lane/Hamilton Drive roundabout. This change replaces the quiet road route of Hobgate and the southern section of Moorgate, with a route via Green Lane and the Milner Street area to improve connectivity with the residential areas further west.
42. **Green Lane:** various options to make the environment on Green Lane more conducive to cycling have been considered, however all appear to have significant difficulties. For example, the road is too narrow for on-road facilities, and creating an off-road path would be problematic due to mature trees and ground level difficulties leading to drainage issues. Therefore, the only measure thought likely to create a suitable environment for a wide range of cycling abilities, is to introduce a 20 mph speed limit order supported by physical traffic calming. This should then slow traffic sufficiently for cycles to ride comfortably with traffic.
43. **Milner Street/Gladstone Street:** these streets provide the most direct and convenient link between Green Lane and York Road. However, they are currently heavily parked residential streets that often suffer from conflicts between opposing vehicles on the resultant narrow carriageway. Therefore, it is proposed to promote a traffic order to convert these streets to one way working; both to remove conflicts with opposing traffic for the benefit of cyclists, and to aid residential traffic flow. Early indications are that residents are supportive in principle and have been in contact with the neighbourhood policing teams to generate a petition for action.
44. **Manor Drive North/Boroughbridge Road:** this could provide a quiet route alternative for southbound cyclists who would prefer to avoid the steep gradient in Lindsey Avenue. However, this would involve cycling a short distance along Boroughbridge Road, which is very busy with a high level of

bus and HGV traffic. Therefore it is not proposed to formally designate this alternative as part of the OCR until suitable cycle improvements are implemented on Boroughbridge Road in 2011/12 as part of the planned A59 Corridor Improvement Scheme. In the short-term, cyclists will be routed via Lindsey Avenue for both directions of travel.

Consultation

45. Details of the revised proposals (as shown in **Annex G**) were sent to relevant councillors and other key consultees for comment. Feedback is summarised below:

Ward Councillors:

- Cllr. A. Waller, Cllr. Stephen Galloway and Cllr. Susan Galloway:

Collectively commented to say that they support the section of the route between Water End and York Road. That they support the introduction of a one-way system on Gladstone Street and Milner Street and making the Milner Street area a 20mph zone in line with the wishes of residents. The councillors also commented to say that Green Lane residents are unlikely to support physical traffic calming measures, and that these should therefore be removed from the proposal and that a vehicle activated sign (VAS) would be welcomed by residents.

- Cllrs Alexander, Crisp and Bowgett: no comments received at the time of finalising this report

Other Member Views:

- Cllr. D'Agorne: no comments received at the time of finalising this report
- Cllr Gillies: commented to say that parked vehicles in Manor Drive North, the incline from Boroughbridge Road and the journey along Boroughbridge Road itself, constitute a more dangerous route than from Boroughbridge Road direct to Lindsey Avenue.
- Cllr Potter: raised some further questions about the proposal and did not object to the scheme

Other Consultees:

46. Police: the Police reminded officers that the only authorised outlet for any comments relating to road/highway matters are those given from the traffic management office. Their comments are as reported below:

47. Green Lane is already an area that generates complaints of speeding at the posted 30mph limit. Therefore, any proposal to introduce a 20mph limit should have particularly robust engineering measures to make the speed limit self enforcing. The Police policy on supporting 20mph speed limits is:

“The relevant traffic authority for the highway concerned is responsible for the management of that highway.

The imposition of any 20 mph speed limit is made with due regard to the traffic authorities responsibility under the relevant legislation and will comply with DfT guidance.

The assumption of North Yorkshire Police is that if correctly placed, the speed limit will be self enforcing and the relevant traffic authority are fully responsible for ensuring that it meets those aims.

With due regard to the obligations of the traffic authority, North Yorkshire Police will not undertake any routine speed enforcement on any highway that has a 20 mph limit imposed.

It will be the duty of the relevant traffic authority to put into place corrective speed reduction measures if that limit fails”.

48. With regard to the one-way system for the Milner Street Area, the Police are not supportive of the proposals because the benefit to cyclists is slight and the inconvenience to residents large. The likelihood of enforcement issues is expected to be high, with an increased danger for cyclists and residents from the increased traffic speeds that often result following the introduction of a one way system. Enforcement involving cyclists is also difficult, and there are currently no difficulties with access in these streets for cyclists.
49. With regard to the existing Zebra crossing in York Road, the Police are not supportive of its conversion to a Toucan because they believe it will increase accidents. This view is based on a past desk study, in which it was discovered that the level of accidents near signal controlled crossings was higher than that found near Zebra crossings. Although further examination of this issue is needed to separate out other traffic factors from the results, it is initially thought that the presence of the red/green man indicators could be detrimental to pedestrian safety because they can often be followed arbitrarily, rather than with due regard to traffic that may still be moving, as would be the case on a Zebra crossing.
50. Cycling Touring Club: commented to say the proposed on road cycle lane in Water End would be beneficial and that the existing one-way cycle path could benefit from enhanced designation to make it clearer to pedestrians that it is intended for use by cycles only. The improvements to the path between Manor Drive North and Manor Drive South should consider that motorcycles may abuse the facilities and measures to restrict access but allow cycles to pass may be worthwhile.
51. York Cycle Campaign: commented to say that they have some concerns about the visibility from Milner Street into Green Lane.

Issues Arising/Possible Scheme Amendments

52. **Green Lane:** the feedback from ward councillors that the residents of Green Lane would not be supportive of physical traffic calming is considered to be an important issue, as the creation of a slower traffic speed environment is thought to be the only practicable way of assisting cyclists in Green Lane.
53. Without physical traffic calming it would not be possible to introduce a 20mph speed limit. This is because the average recorded vehicle speed of 27mph is well above the local and national threshold for a 20mph speed limit, which requires average speeds to be 24mph or less. This threshold recognises that the Police do not have sufficient resources to provide enforcement for 20mph speed limits, and without their regular presence a 20mph limit relying on signs alone will have only a short lived impact on most driver's speed. Unless a reduced speed limit is fully effective, conditions on the carriageway would not be significantly improved.
54. Evidence shows that VAS can lower traffic speeds by perhaps 1-3 mph. The existing 85th percentile traffic speeds in Green Lane is around 35mph and therefore a VAS could be usefully deployed in encouraging greater compliance with the current 30mph limit. However, the use of VAS could not provide a substitute for the physical traffic calming required to create an effective 20mph zone.
55. Given the difficulties in creating an environment on Green lane suitable for use by cyclists of all abilities, it is proposed to retain Green Lane as a signed route primarily for confident cyclists and reinstate Hobgate as the designated OCR.
56. To assist cyclists who choose to use Green Lane, and for the benefit of local residents, 30mph speed "enforcing" VAS could be deployed in Green Lane.
57. **Milner Street Area:** although the Police have reservations about the proposed one-way system, Officers consider there would be advantages for local residents and through cyclists and that there would be good local support for these proposals.
58. In addition, the Westfield ward councillors have suggested that the area would also benefit from having a 20mph speed limit. Officers consider that this could be beneficial to help maintain low speeds which can increase when a one-way system is introduced due to the removal of interaction with on-coming traffic. A 20mph speed limit is likely to be self enforcing in this area due to on-street parking and the restricted road widths. However, the option of introducing physical traffic calming may need to be considered in the future if monitoring highlights a problem with traffic speeds. Visibility from Milner Street to Green Lane is limited for drivers of vehicles but for cyclists, who can position themselves closer to the Give-way line, visibility is considered sufficient to allow safe egress to be made.

59. Following the above feedback and discussion, it is considered beneficial to amend the proposals to that shown in **Annex H** to form the basis of public consultation, including the advertising of the necessary traffic orders. This amended scheme will improve connectivity to the OCR for the residents of the Milner Street Area directly, and cyclists approaching from west via Dijon Avenue and Front Street. This would then leave Green Lane (supported by VAS) as a signed local cycle route alternative for confident cyclists, or those who do not find it possible or attractive to use the Lynden Way snicket.
60. To reduce the risk of not delivering a functional OCR within this financial year, it is proposed that the traffic orders for the Milner Street Area (one-way and 20mph speed limit) are progressed separately to the OCR. This removes the risk of any natural variation in the duration of the traffic order process becoming a critical delay for the OCR.
61. **Toucan Crossings:** the concern expressed by the Police that signal controlled crossings may have a higher rate of accidents than Zebra crossings is based on the assumption that pedestrians will begin to cross when they see the green man opposite regardless of the movement of traffic. While it is the case that the data presented by the Police shows more accidents occur at signal controlled crossings than at Zebras, the figures are not refined enough to draw definitive conclusions as to either the validity of the statement about accident numbers being higher or that the signalisation is a cause of accidents. On a related note, the red/green men symbols on Puffin and Toucan crossings are now on the nearside, rather than on the far-side as was the case with the older Pelican format crossing. This nearside indicator draws the user's attention to the push button unit to wait for the green man signal to cross, which in turn has the advantage of also placing approaching vehicles in the field of view of pedestrians because the push button units are always placed to the right hand side of crossings. While it is difficult to say for certain, the proposition of the Police seems to be reflected in an emerging trend that Puffins and Toucans are safer than Pelicans. With this in mind, the dangers associated with crossing carelessly should be reduced by using the proposed Toucan format crossing with its nearside green man signals, over that of a using a traditional Pelican crossing with far side signals. In addition, the number of pedestrians that already use the Zebra crossing is high, so to reflect the concern the Police have about heeding traffic, a second high level near side repeater will be added to the proposals to guard against groups of pedestrians obscuring the nearside indicators.

Options on the Way Forward

62. The options for the Executive Member to consider at this point in time are primarily aimed at reaching defined and achievable route choices for two sections of the OCR:

James Street to Millennium Bridge

63. Option One – Provide in-principle approval for the James Street to Millennium Bridge section of the OCR, as consulted upon internally and as

shown in **Annex D**. Also authorise Officers to undertake further detailed design and public consultation (including the advertisement of necessary Traffic Regulation Orders), with feedback to be reported to an Officer in Consultation meeting.

64. Option Two – Provide in-principle approval for an amended James Street to Millennium Bridge proposal (i.e. with a short section of Heslington Road designated as the OCR but with a local, alternative quiet road route signed through Wellington Street and Wolsley Street) as a response to consultation and as shown in **Annex E**. Also authorise Officers to undertake further detailed design and public consultation (including the advertisement of necessary Traffic Regulation Orders), with feedback to be reported to an Officer in Consultation meeting.

Hob Moor to Water End

65. Option One – Provide in-principle approval for the current Hob Moor to Water End section of the OCR, as consulted upon internally and as shown in **Annex G**. Also authorise Officers to undertake further detailed design and public consultation (including the advertisement of necessary Traffic Regulation Orders), with feedback to be reported to an Officer in Consultation meeting.
66. Option Two – Provide in-principle approval for an amended Hob Moor to Water End proposal (i.e. utilising the quiet roads of Hobgate for the designated OCR with a local, alternative route for confident riders signed along Green Lane and through the Milner Street Area) as a response to consultation and as shown in **Annex H**. Also authorise Officers to undertake further detailed design and public consultation (including the advertisement of necessary Traffic Regulation Orders), with feedback to be reported to an Officer in Consultation meeting.

Analysis of Options

67. Based on the consultation feedback and discussion of the issues raised, Officers consider that Option Two for both schemes represents the best way forward. The next step would be to develop plans for public consultation based on the amended scheme proposals and to initiate the necessary traffic order processes. This forms the basis of the recommendations set out in paragraph 9.

Corporate Priorities

68. The schemes would contribute to the following Corporate Priorities:
- Sustainable City – the schemes should encourage more residents to join radial routes into the city and in addition, would provide access to many employment sites, schools, leisure facilities, healthcare and retail sites. The creation of the full OCR is thought to have the potential to significantly increase cycling levels across the city, in preference to using motorised forms of transport.

- Safer City – the schemes would make many of the crossings with radial routes easier and safer for cyclists to achieve.
- Healthy City – the schemes should encourage more cycling, which would have a beneficial effect upon peoples' health.

The schemes would also contribute to several of the aims of the Local Transport Plan, namely:

- Encourage essential journeys to be undertaken by more sustainable modes where possible;
- Reduce the level of actual and perceived safety problems.

Implications

Financial/Programme

69. Resources are available from a number of sources to fund the Orbital Route including the Local Transport Plan, Cycling England and developer contributions. The Cycling City element has to be spent by the end of March 2011. Therefore, it is important that the alignment of the OCR for these two schemes is finalised to provide sufficient time to construct the all three remaining sections by this deadline.

70. The reductions to capital funding of £1.452m in 2010/11 notified by the government on 10 June has meant that the overall capital programme has been reviewed closely. The results of this review and proposed alterations to the allocations across the programme are presented in the Capital Programme Consolidated report to this Decision Session. The orbital cycle route has been reviewed to ensure that the most cost effective solution is progressed. Further value engineering will be undertaken during the detailed design stage to minimise costs wherever possible. Subject to the acceptance of the proposed changes to the programme by the Executive Member the necessary funds have been allocated to complete the orbital route as set out in the following table.

	February Proposal (current 2010/11 allocation)	Revised Route Proposal	Post Consultation Amended Proposal
Hob Moor to Water End	190K	270K (includes Green Lane)	180K (excludes Green Lane)
James Street to Millennium Bridge	600K	560K	560K
Clifton Green to Crichton Avenue	370K	390K	390K
TOTAL	1160K	1220K	1130K

Human Resources (HR)

71. There are no human resources implications.

Equalities

72. An Equalities Impact Assessment has been drafted for the Cycling City Initiative, which discusses the use of shared pedestrian and cyclist areas, and concludes that these should only be used as a last resort or where there are special considerations, such as a high volume of children using the route.

73. The James Street to Millennium Bridge section of the OCR proposes an off-road shared use path in James Street where pedestrian use is light, and protection for cyclists from HGV's is particularly important. Another small area of shared use path is proposed to serve the Toucan crossing legs at the revised James Street/Lawrence Street junction; which will be improved so that cyclists can remain mounted when accessing Regent Street and pedestrians will have greater opportunities to cross under signal control.

74. In the Hob Moor to Water End proposals, there is a shared use area adjacent to the proposed Toucan in Acomb Road; where although pedestrian activity is high, there is/will be a generous path width on both sides. A new area of shared use path is also proposed near Green Lane roundabout that will allow cyclists to bypass the large roundabout without conflicting with the usage of the nearby shops by pedestrians.

75. In the Clifton Green to Crichton Avenue scheme, the proposed paths are for cycle use only, as existing footpaths at the carriageway edges and in the centre of Kingsway North's central area can cater for all pedestrian movements. Where these paths inevitably junction or cross the cycle path, small shared used areas will be needed.

76. For all three schemes, during consultation on detailed proposals views from a wide range of consultees will be sought to ensure that opportunity is given to raise concerns over any equality aspects of the proposals.

Legal

77. The Council has powers to implement the proposals under the provisions of the Highways Act 1980 and the Road Traffic Act 1988.

Crime and Disorder

78. There are no crime and disorder issues.

Information Technology (IT)

79. There are no information technology implications.

Property

80. There are no property implications.

Risk Management

81. Physical - there is always a potential for new safety issues to arise whenever an existing highway layout is altered, but risks are minimised through careful design and the road safety audit checking process.
82. Organisation/Reputation - there is a risk of criticism from the public in implementing a scheme to which some people may have objections, but there could also be criticism from potential supporters of the scheme if it is not implemented. Good quality consultation should ensure that well informed decisions are made about the scheme and reduce the risk of public criticism.
83. Financial – there is a risk with the current proposals that the time required to promote the Green Lane elements could delay scheme delivery beyond the Cycling England matched funding deadline. This possibility of an overrun creates a financial risk score of 12, as matched funding may be withdrawn.
84. A score of 12 is not in itself a concern but if the likelihood of such an overrun increases from “possible” to “probable”, as would be the case if the necessary traffic orders prove protracted or new route alignment is required, then the financial risk score would become high enough to constitute a Corporate Risk. With the amended proposals, that do not include the Green Lane elements, and separate out the Milner Street TRO from the OCR, the financial risk is reduced to 9 as shown below:

Risk Category	Impact	Likelihood	Score
Physical	Medium	Unlikely	6
Financial	High	Unlikely	8
Organisation/Reputation	Medium	Unlikely	6

85. Measured in terms of impact and likelihood, the amended proposals have risk scores that have been assessed at being lower 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 objectives of this report.
86. Finalising the location of the OCR and selecting the amended proposals will help minimise any delay and maintain the above risk scores.

Contact Details

Author: Malcolm McAulay, Engineer Transport & Safety	Chief Officer Responsible for the report: Richard Wood Assistant Director of City Development & Transport		
	Report Approved	✓	Date 23/06/10
Specialist Implications Officer(s)			
There are no special implications			
Wards Affected: Holgate, Westfield, Guildhall, Fishergate, Heslington, Clifton			All
For further information please contact the author of the report			

Background Papers:

“York Cycling City” – report to the Meeting of Executive Members for City Strategy and Advisory Panel on 8 September 2008

“Cycling Infrastructure within York – Standards, Evaluation Tool, and Cost/Benefit Matrix” - report to the Executive Member for City Strategy Decision Session on 20 October 2009.

“Orbital Cycle Route Scheme – Proposals for the three remaining sections” a report to the Decision Session of the Executive Member for City Strategy on 2nd February 2010.

Annexes:

Annex A – Clifton Green to Crichton Avenue: Original Proposals (Feb’10)

Annex B – Clifton Green to Crichton Avenue: Current Proposals

Annex C – James Street to Millennium Bridge: Original Proposals (Feb’10)

Annex D – James Street to Millennium Bridge: Current Proposals

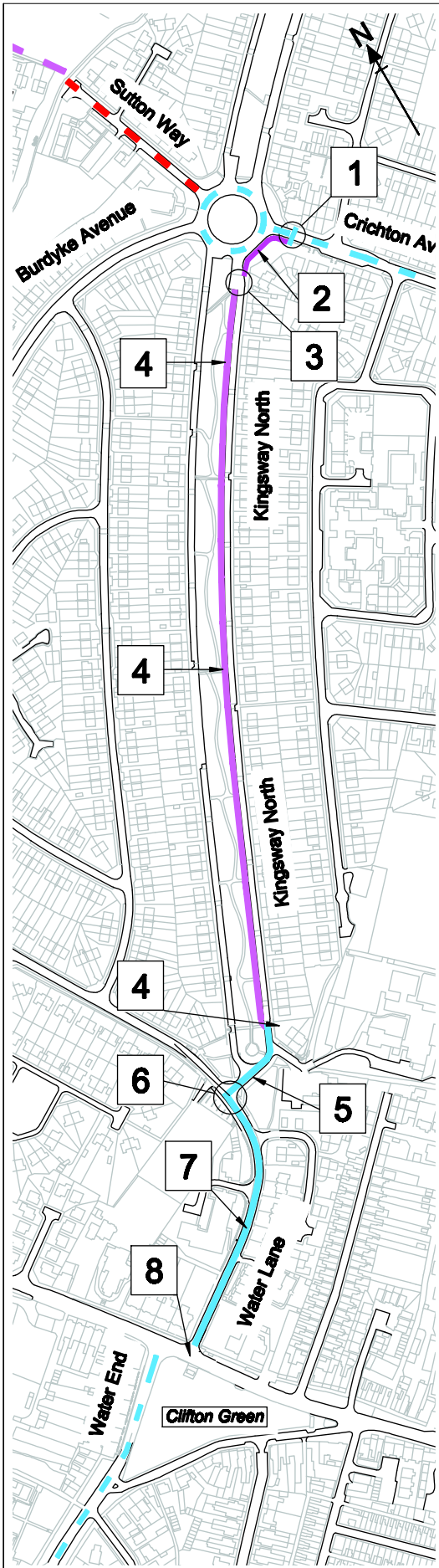
Annex E – James Street to Millennium Bridge: Amended Proposals

Annex F – Hob Moor to Water End: Original Proposals (Feb’10)

Annex G – Hob Moor to Water End: Current Proposals

Annex H – Hob Moor to Water End: Amended Proposals

This page is intentionally left blank



3

Route Section Number - see Notes

Existing off-road cycle track

Existing on-road facilities

Existing quiet road route

Proposed on-road facilities

Proposed off-road cycle track path (adopted highway)

Proposed off-road cycle track path (adopted highway)

Preliminary Proposals:

1. Crichton Avenue: convert existing pelican crossing to a Toucan crossing to allow pedestrian and cyclist usage.
2. Roundabout: provide an off-road cycle track near shops.
3. Kingsway North: introduce parking restrictions to help create a safe crossing point for cyclists.
4. Kingsway North central island : 600m of 3m wide off-road cycle track along the east side of the central area, with improved street lighting on the nearby footway.
5. Kingsway North: on-road cycle lanes
6. Water Lane/Kingsway North Junction: traffic signals to support turning cyclists and keep the junction clear of queuing traffic. These would be linked to Water End signals to manage queuing between them. Some minor localised road widening may be needed.
7. Water Lane: cycle lane markings on the southeast side of the carriageway to help cyclists access the advanced stop line at the Clifton Green traffic signals.
8. Clifton Green junction: tie in to existing facilities and signal arrangement.

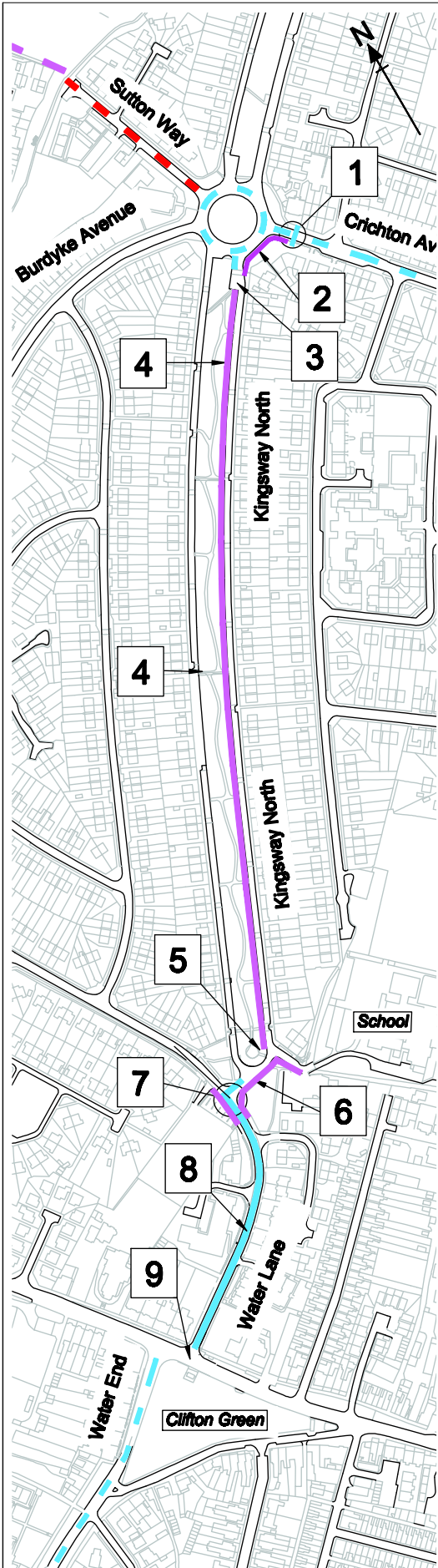


Orbital Cycle Route: Clifton Green to Crichton Avenue

BASED UPON THE ORDINANCE SURVEY MAPPING WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. CROWN COPYRIGHT. UNAUTHORISED REPRODUCTION IN WHOLE OR IN PART IS PROHIBITED AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS. City of York Council, Licence No. 1000 2018

Drawn	Checked	Date	Scale	Drawing Number
PH	MM	08/01/2010	1: 2500 @ A3	DEC/09010525

This page is intentionally left blank



3

Route Section Number - see Notes



Existing off-road cycle track



Existing on-road facilities



Existing quiet road route



Proposed on-road facilities



Proposed off-road cycle track path (adopted highway)

Preliminary Proposals:

1. Crichton Avenue: convert existing pelican crossing to a Toucan crossing to allow pedestrian and cyclist usage.
2. Roundabout: provide a 2-way, off-road cycle track near shops.
3. Kingsway North: provide access points for cycles through the existing fencing while continuing to block vehicular access.
4. Kingsway North central island : provide a 1.7m wide, two-way, off-road cycle track along the eastern side of the central area so as to avoid damage to trees by not digging in the root protection zone.
5. Kingsway North: provide access for cycles through the existing fencing while continuing to block vehicular access.
6. Kingsway North carriageway junctions: provide a shared use path between the proposed Toucan crossing and the central grassed area but also extend the path to directly serve the nearby primary school (3-11 year olds).
7. Water Lane/Kingsway North junction: provide a Toucan crossing flanked by shared use areas to help cyclists turn right at peak times and pedestrians to cross to/from the school and nearby health centre.
7. Water Lane: provide a 1.0m wide feeder lane on the southeast side of the carriageway to help cyclists access the advanced stop line at the Clifton Green traffic signals.
8. Clifton Green junction: cyclists to ride with traffic, no changes to the signal timings are proposed.

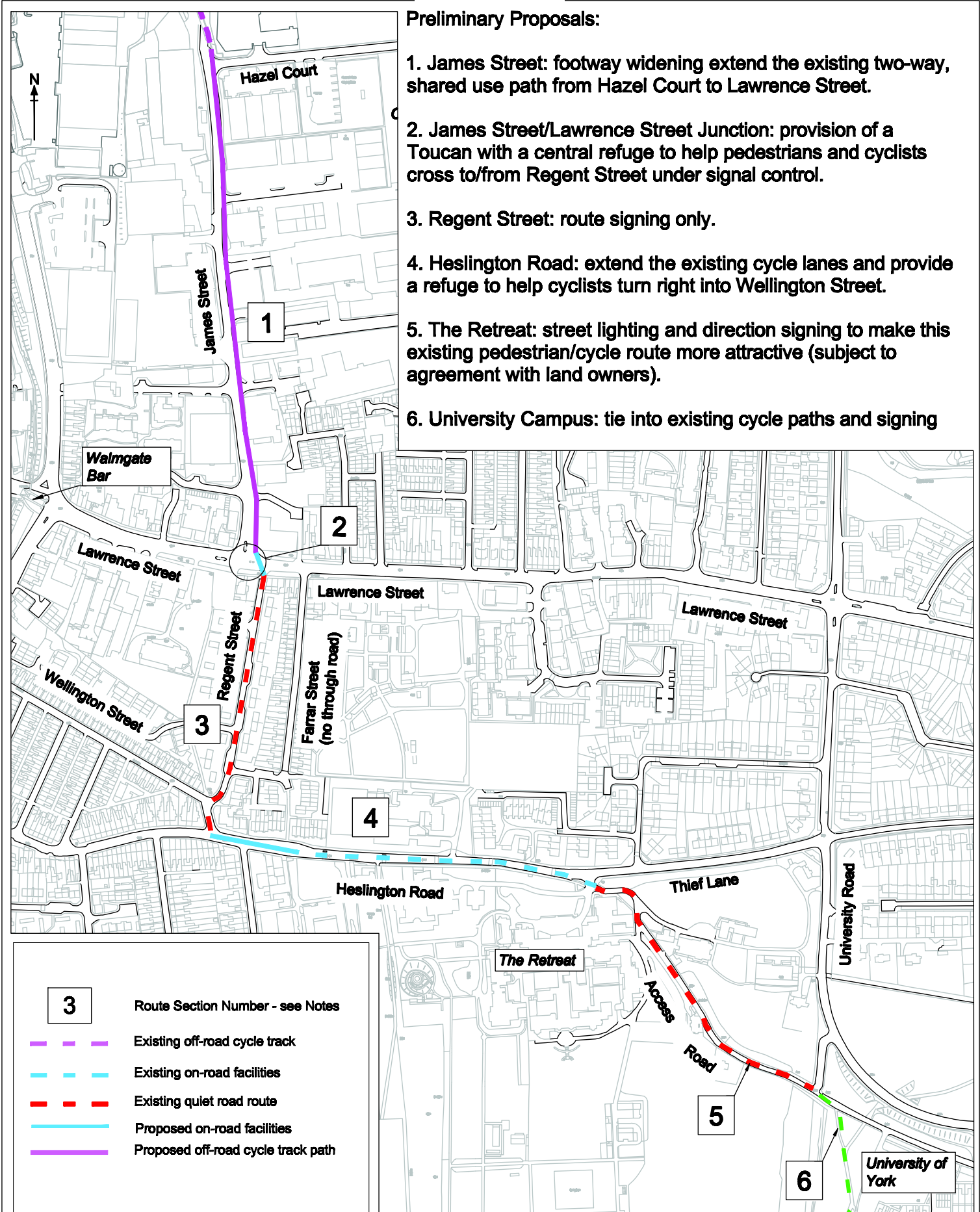


Orbital Cycle Route: Clifton Green to Crichton Avenue (Current Proposals)

BASED UPON THE ORDNANCE SURVEY MAPPING WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. CROWN COPYRIGHT. UNALTIMATED REPRODUCTION INFRINGES CROWN COPYRIGHT AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS. City of York Council, License No. 1000 20616

Drawn	Checked	Date	Scale	Drawing Number
PH	MM	May 2010	1: 2500 @ A3	DEC/09010525

This page is intentionally left blank

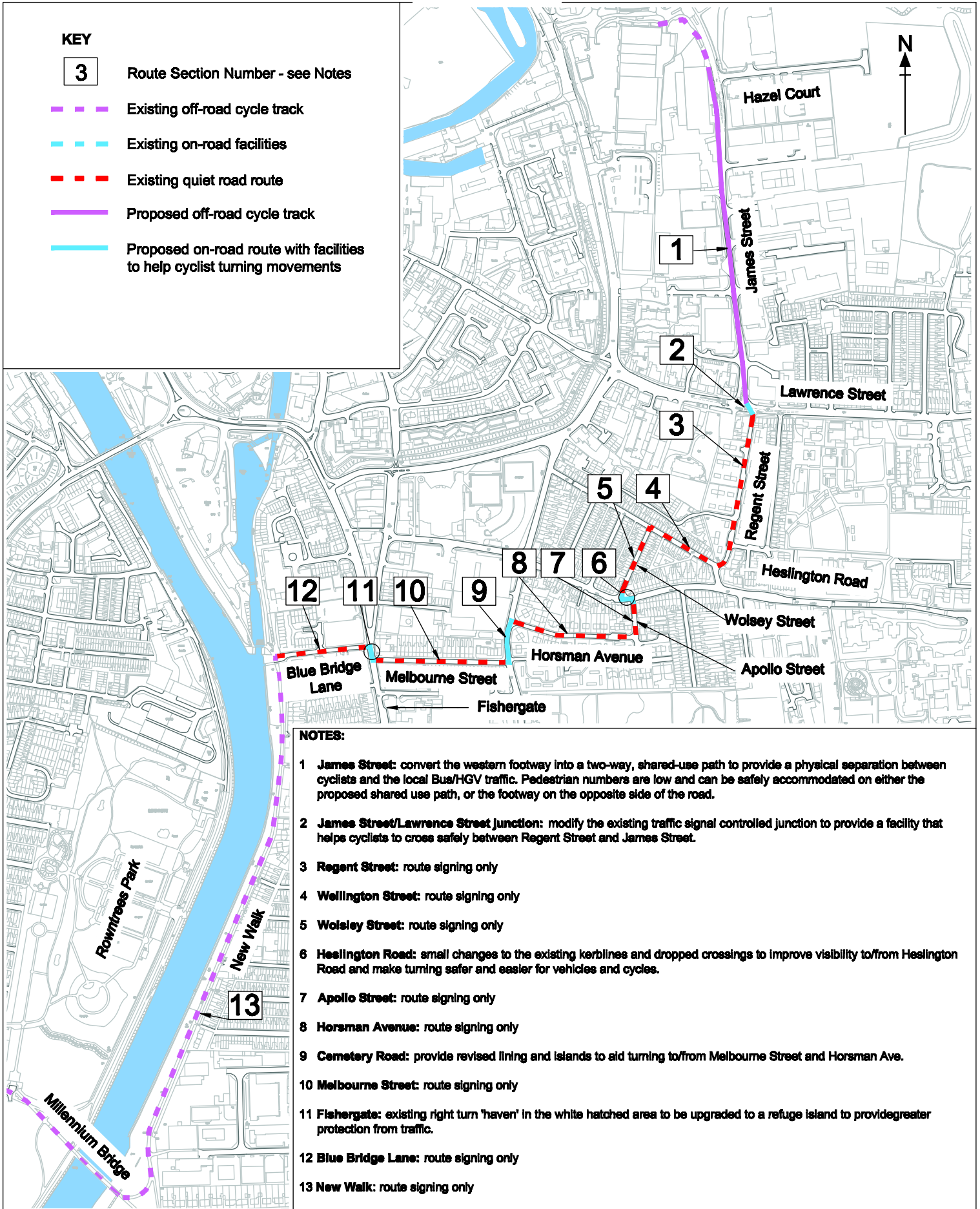


Orbital Cycle Route: James Street to Heslington Road

BASED UPON THE ORDNANCE SURVEY MAPPING WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. GROWN COPYRIGHT. UNAUTHORISED REPRODUCTION INFRINGES GROWN COPYRIGHT AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS. City of York Council, License No. 1009 20010

Drawn	Checked	Date	Scale	Drawing Number
PH	MM	08/01/2010	NTS	DEC/09010527

This page is intentionally left blank



York Consultancy
Consultants of first choice

CITY OF YORK COUNCIL

BASED UPON THE ORDNANCE SURVEY MAPPING WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. GROWN COPYRIGHT. UNAUTHORISED REPRODUCTION INFRINGES GROWN COPYRIGHT AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS. City of York Council, License No. 1000 20018

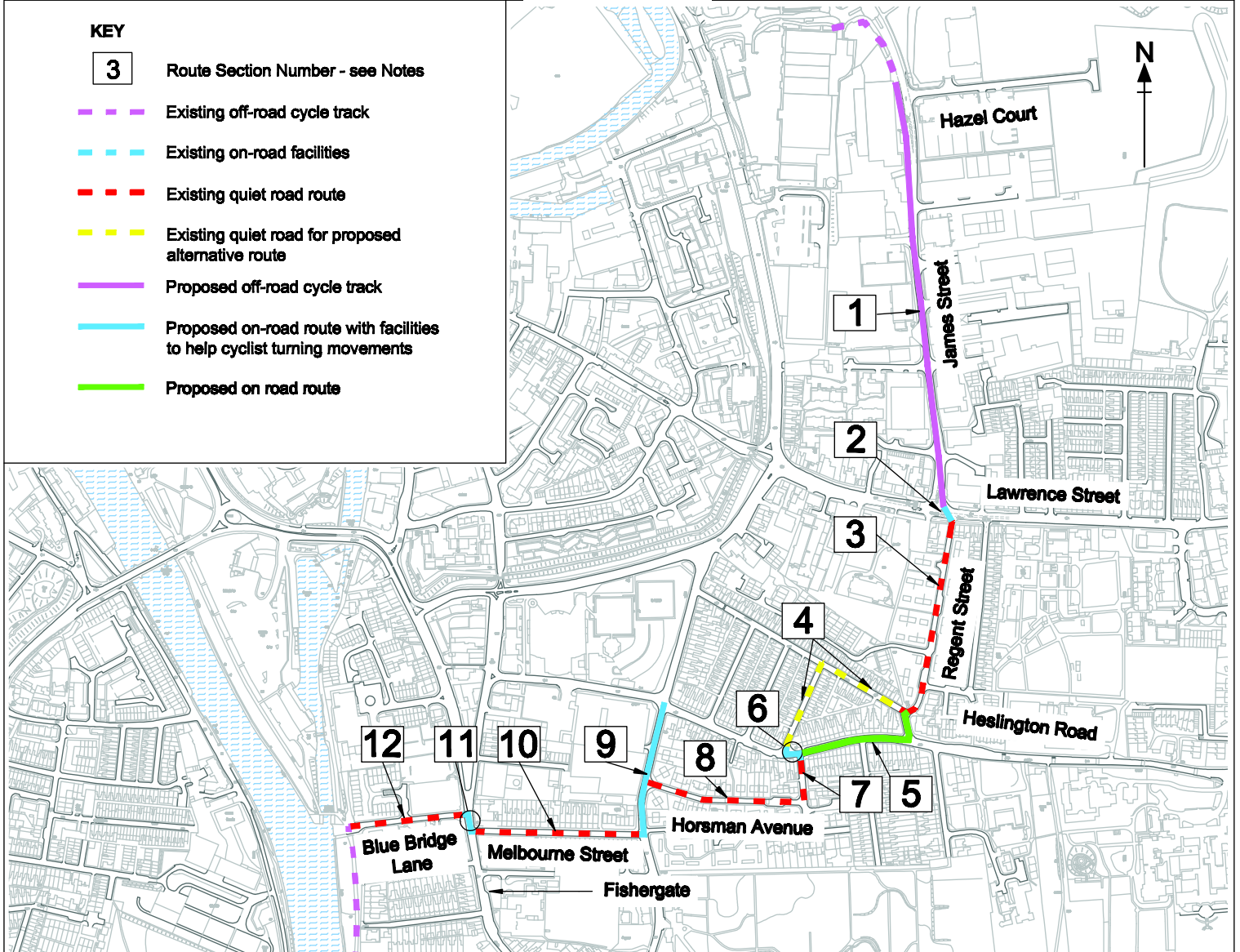
**Orbital Cycle Route:
James Street to Millennium Bridge (Current Proposal)**

Drawn	Checked	Date	Scale	Drawing Number
PH	MD	May 2010	1: 5000 @ A3	DEC/09010527

This page is intentionally left blank

KEY

- 3 Route Section Number - see Notes
- Existing off-road cycle track
- Existing on-road facilities
- Existing quiet road route
- Existing quiet road for proposed alternative route
- Proposed off-road cycle track
- Proposed on-road route with facilities to help cyclist turning movements
- Proposed on road route



NOTES:

- 1 James Street: convert the western footway into a two-way, shared-use path to provide a physical separation between cyclists and the local Bus/HGV traffic. Pedestrian numbers are low and can be safely accommodated on either the proposed shared use path, or the footway on the opposite side of the road.
- 2 James Street/Lawrence Street junction: modify the existing traffic signal controlled junction to provide a new crossing facility that helps pedestrians cross all arms of the junction and cyclists between James Street and the southern side of Lawrence Street, where a shared use area is proposed to allow cycles to link to Regent Street.
- 3 Regent Street: route signing only
- 4 Wellington Street and Wolesey Street: route signing only as a quiet (but less direct) alternative to the Heellington Road section of the OCR
- 5 Heellington Road: route signing only
- 6 Heellington Road/Apollo Street junction: small changes to the existing kerblines to improve visibility to/from Heellington Road and make turning safer and easier for cyclists who need to use the Wellington Street/Wolesey Street route.
- 7 Apollo Street: route signing only
- 8 Horsman Avenue: route signing only
- 9 Cemetery Road: provide revised lining between Heellington Road junction and the traffic island near Melbourne Street to aid turning to/from Melbourne Street and Horsman Ave.
- 10 Melbourne Street: route signing only
- 11 Fishergate: existing right turn 'haven' in the painted hatch area to be upgraded to a refuge island to provide greater protection from traffic.
- 12 Blue Bridge Lane: route signing only
- 13 New Walk: route signing only, plus alternative route signing along Fulford Road during times of flood.

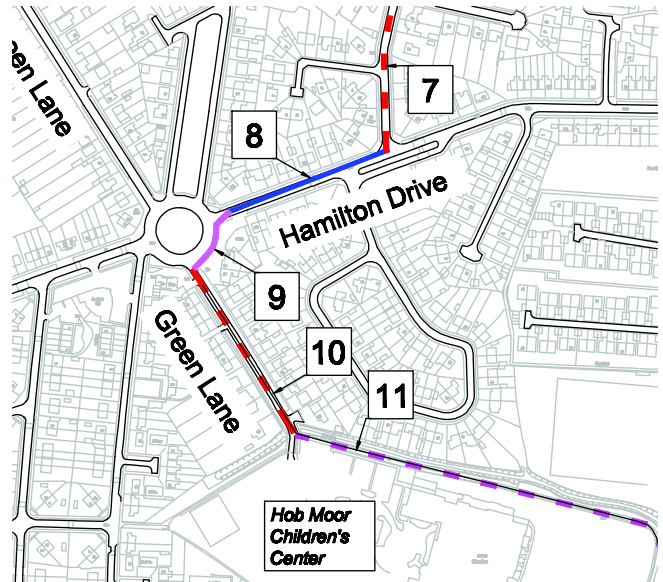
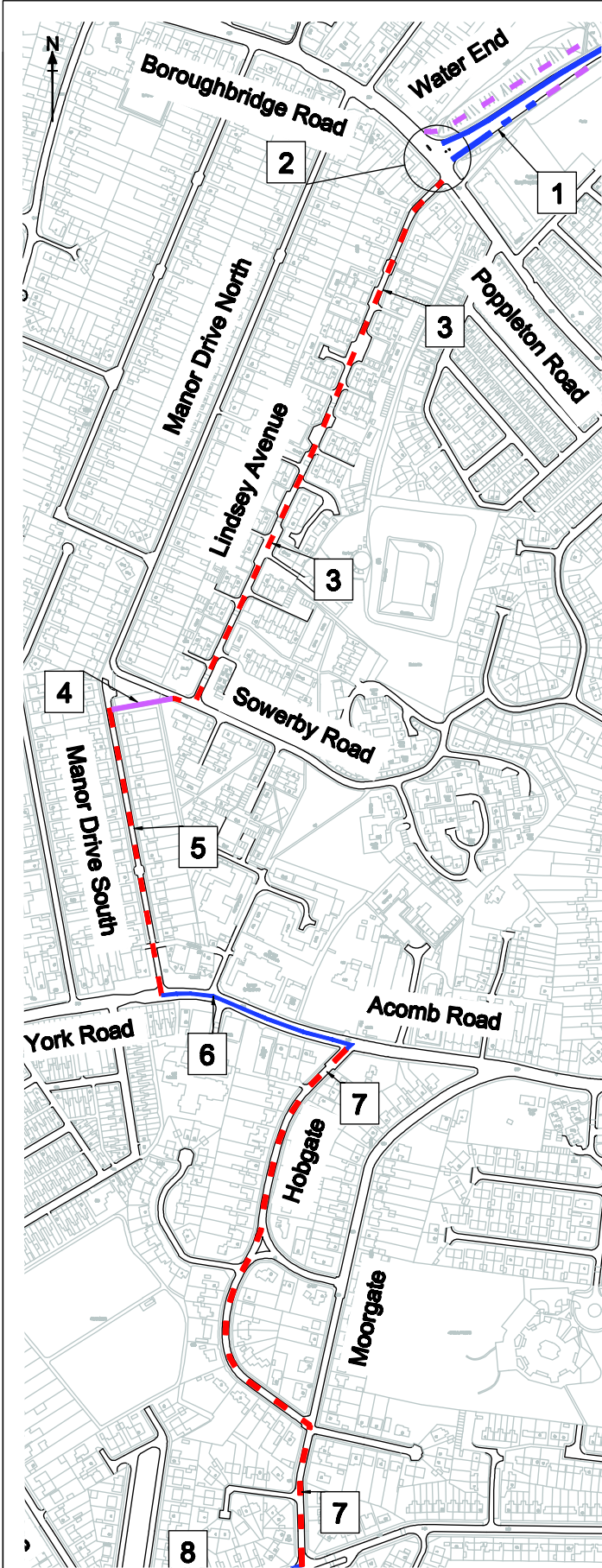


Orbital Cycle Route: James Street to Millennium Bridge (Amended Proposal)

BASED UPON THE ORDINANCE SURVEY MAPPING WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. CROWN COPYRIGHT. UNAUTHORISED REPRODUCTION INFRINGES CROWN COPYRIGHT AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS. City of York Council, Licence No. 1000 20618

Drawn	Checked	Date	Scale	Drawing Number
PH	MD	May 2010	1: 5000 @ A3	DEC/09010527

This page is intentionally left blank



3	Route Section Number - see Notes
— — —	Existing off-road cycle track
- - -	Existing on-road facilities
- - -	Existing quiet road route
—————	Proposed on-road facilities
—————	Proposed off-road cycle track path

Preliminary Proposals:

1. Water End: provide on-road cycle lanes.
2. Water End/Boroughbridge Road junction: minor improvements to make it easier and safer to cycle between Water End and Lindsey Ave.
3. Lindsay Avenue: route signing, and possibly modifications to the existing traffic calming for the benefit of cyclists
4. Sowerby Road: provide a linking path for use by cyclists and pedestrians.
5. Manor Drive South: route signing only.
6. York Road/Acomb Road: on-road facilities, such as cycle lanes and refuge islands and/or possibly a Toucan crossing to help cyclists turn right from the main road.
7. Hobgate: route signing only.
8. Hamilton Drive: on-road cycle lanes.
9. Green Lane Roundabout: provide a 2-way linking path for cyclists to bypass the roundabout.
10. Green Lane: route signing only.
11. Hob Moor: tie into existing off-road facilities.

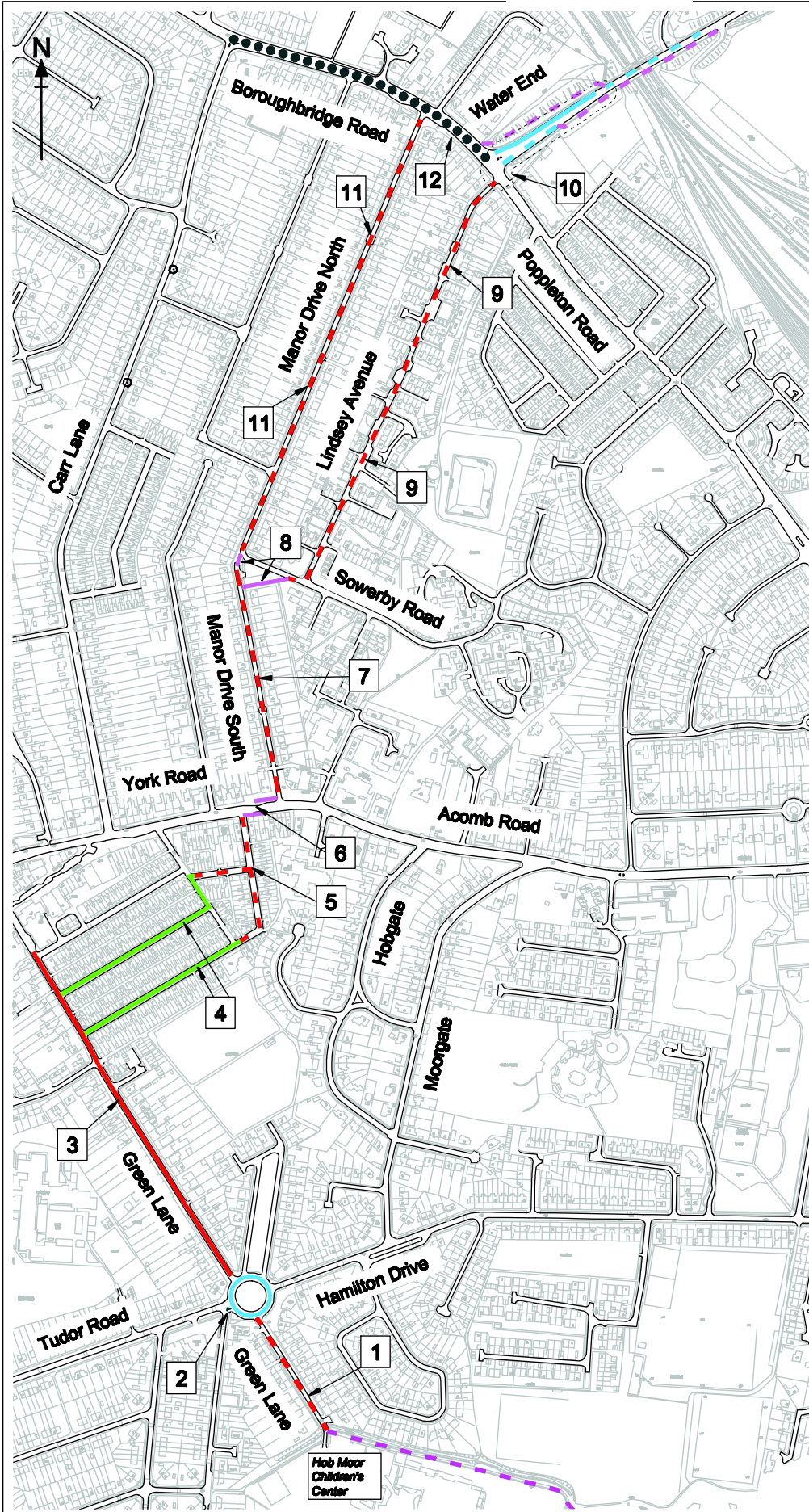


Orbital Cycle Route: Water End to Hob Moor

BASED UPON THE ORDNANCE SURVEY MAPPING WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. CROWN COPYRIGHT. UNAUTHORISED REPRODUCTION INFRINGES CROWN COPYRIGHT AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS. City of York Council, Licence No. 1000 2018

Drawn	Checked	Date	Scale	Drawing Number
PH	MM	08/01/2010	1: 5000 @ A3	DEC/0901526

This page is intentionally left blank



KEY

- 3 Route Section Number - see Notes
- Existing off-road cycle track
- Existing on-road facilities
- Existing quiet road routes
- Proposed off-road cycle track
- Proposed on-road facilities
- Proposed one-way roads
- Proposed traffic calming measures to create a more attractive and safer on-road route
- Cycle facilities as part of the proposed A59 bus priority scheme in 2011

NOTES

1. **Green Lane:** route signing only.
2. **Green Lane roundabout:** provide peripheral cycle lanes to improve cycle safety. These will reduce traffic speeds and improve driver awareness of cyclists.
3. **Green Lane:** introduce a 20mph speed limit supported by traffic calming measures (probably speed cushions).
4. **Millner Street/Gladstone Street:** convert to one-way traffic flow to support cycling along these narrow streets by removing opposing traffic conflicts and making turning to/from Green Lane easier and safer.
5. **Severus Street:** route signing only
6. **York Road/Acomb Road:** upgrade the existing Zebra to a Toucan crossing and create shared use paths to link to Severus Street and Manor Drive South.
7. **Manor Drive South:** route signing only
8. **Sowerby Road:** improve the two paths linking Manor Drive South with Lindsay Avenue and Manor Drive North to cater for cycle movements.
9. **Lindsey Avenue:** provide route signing and localised repairs to the carriageway.
10. **Water End/Boroughbridge Road junction:** minor improvements to make it easier and safer to cycle between Water End and Lindsay Ave under signal control. In addition, an on-road cycle lane on Water End to help cyclists access the existing on-road cycle lane near the railway bridge.
11. **Manor Drive North:** this provides a quiet route alternative for southbound cyclists who would prefer to avoid the steep gradient in Lindsey Avenue. However, it would involve cycling a short distance along Boroughbridge Road.
12. **Boroughbridge Road:** improvements for cyclists on Boroughbridge Road are being looked at as part of a wider bus corridor improvement scheme which should be implemented in 2011. This should result in improved access to Manor Drive North from Water End, which would make this a more attractive alternative to using Lindsey Avenue for southbound cycle movements on the Orbital Route.

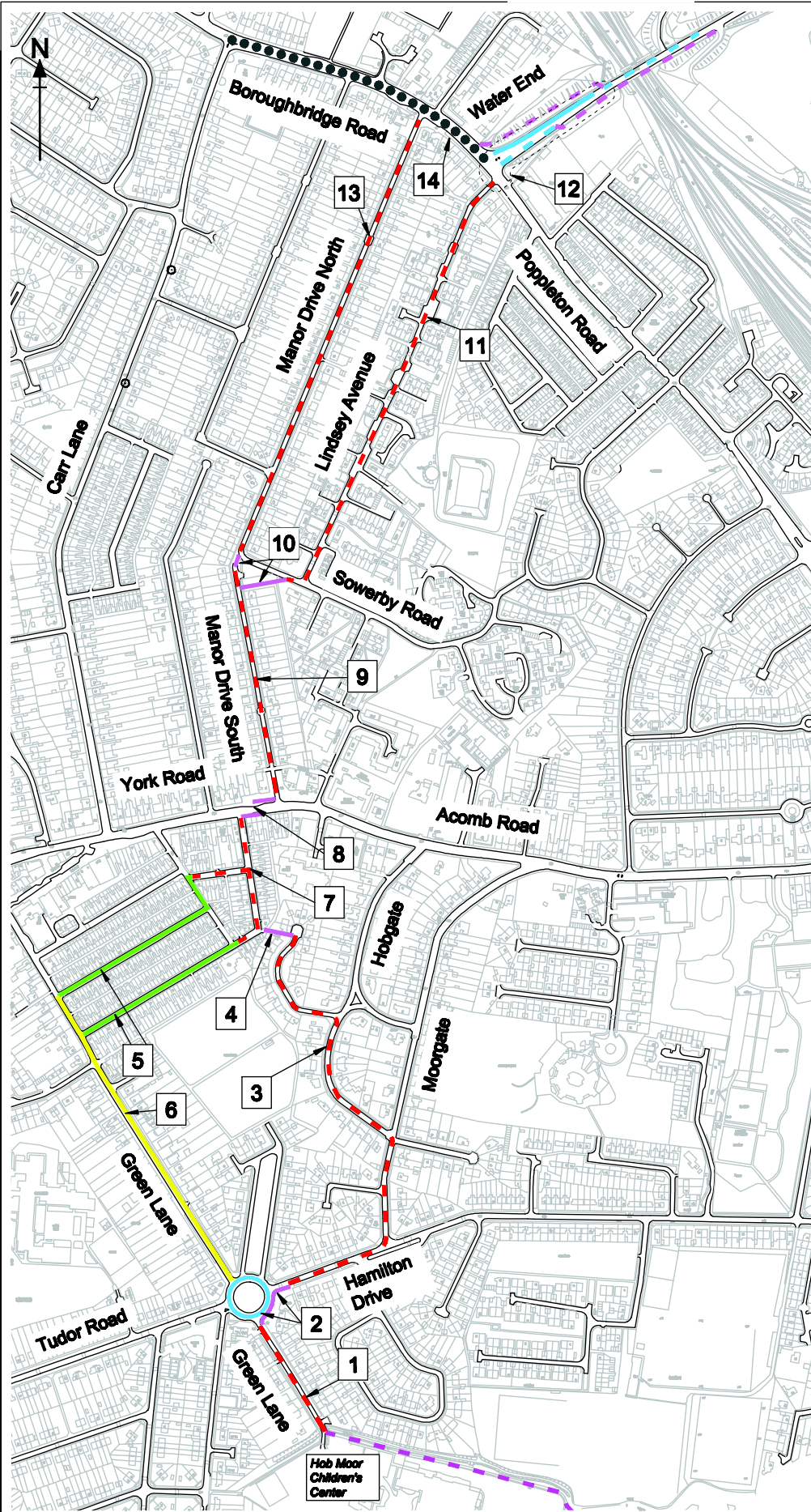


**Orbital Cycle Route: Hob Moor to Water End
(Current Proposals)**

BASED UPON THE ORDINANCE SURVEY MAPPING WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. CROWN COPYRIGHT. UNAUTHORISED REPRODUCTION INFRINGES CROWN COPYRIGHT AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS, City of York Council, Licence No. 1000 20816

Drawn	Checked	Date	Scale	Drawing Number
MM	MD	06/05/2010	1: 5000 @ A3	DEC/0901526

This page is intentionally left blank



KEY

- 3 Route Section Number - see Notes
- Existing off-road cycle track
- Existing on-road facilities
- Existing quiet road route
- Proposed off-road cycle track
- Proposed on-road facilities
- Proposed one-way roads
- Proposed alternate route
- Cycle facilities as part of the proposed A59 bus priority scheme in 2011

NOTES

1. **Green Lane:** route signing only.
2. **Green Lane roundabout:** provide peripheral cycle lanes on the roundabout to improve cycle safety and connectivity to all approaches. Create a 2-way, off-road cycle path near the shops to aid right turning cyclists.
3. **Hobgate Area:** route signing only.
4. **Lynden Way Snickett:** Existing motorcycle barriers to be renewed.
5. **Milner Street Area:** A one-way street and 20mph traffic order will be promoted in Milner Street and Gladstone Street in parallel to the OCR, improving connectivity from the west.
6. **Green Lane:** Sign as a direct route alternative for confident riders who do not wish to use the Lynden Way snickett. Install 30mph VAS to help regulate traffic speeds.
7. **Severus Street:** route signing only
8. **York Road/Acomb Road:** upgrade the existing Zebra to a Toucan crossing and create shared use paths to link to Severus Street and Manor Drive South.
9. **Manor Drive South:** route signing only
10. **Sowerby Road:** improve the two paths linking Manor Drive South with Lindsay Avenue and Manor Drive North to cater for cycle movements.
11. **Lindsey Avenue:** provide route signing and localised repairs to the carriageway.
12. **Water End/Boroughbridge Road junction:** minor improvements to make it easier and safer to cycle between Water End and Lindsay Ave under signal control. In addition, an on-road cycle lane on Water End to help cyclists access the existing on-road cycle lane near the railway bridge.
13. **Manor Drive North:** this provides a quiet route alternative for southbound cyclists who would prefer to avoid the steep gradient in Lindsey Avenue. However, it would involve cycling a short distance along Boroughbridge Road.
14. **Boroughbridge Road:** improvements for cyclists on Boroughbridge Road are being looked at as part of a wider bus corridor improvement scheme which should be implemented in 2011. This will result in improved access to Manor Drive North from Water End, which would make this a more attractive alternative to using Lindsey Avenue for southbound cycle movements on the Orbital Route.



Orbital Cycle Route: Hob Moor to Water End (Amended Proposals)

BASED UPON THE ORDNANCE SURVEY MAPPING WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. CROWN COPYRIGHT. UNAUTHORISED REPRODUCTION INFRINGES CROWN COPYRIGHT AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS. City of York Council, Licence No. 1000 2018

Drawn	Checked	Date	Scale	Drawing Number
MM	MD	Jun 2010	1: 5000 @ A3	DEC/0901526

This page is intentionally left blank



Decision Session
- Executive Member City Strategy**6 July 2010**

Report of the Director of City Strategy

FUTURE OPERATION OF BUS ROUTE 21**Summary**

1. This report informs the Executive Member of the results of the trial re-routeing of bus 21 to serve Temple Lane in Copmanthorpe following an ongoing and thorough review of passenger use. These results show that predicted loadings to and from the Temple Lane area have failed to materialise and the extended journey times resulting from the re-routeing of bus 21 are acting as a deterrent to passengers from other areas. This effect is even more apparent when, as is often the case, no passengers are picked up or set down in Temple Lane. In view of this, alternative options are put forward for consideration by Members as to the future operation of this route.

Recommendations

2. That the Executive Member for City Strategy is recommended to agree that route 21 be restored to its former routeing but operating to the revised timetable shown in Annex C, with effect from 31 August 2010.
3. Reason: The diversion to serve Temple Lane is unpopular with the majority of passengers and is of little benefit as usage from this area has been and continues to be far below that necessary to justify the additional costs borne by the Council. Adoption of the recommendation will meet the demands and requirements of the majority of users whilst providing a substantial saving in Council funding.

Background

4. In response to strong public pressure, the Executive Member for City Strategy agreed at his Decision Session held on 1st September 2009, to subsidise the re-routeing of service 21 for a trial period in order to retain a public transport link to and from the Temple Lane area of Copmanthorpe, with an implicit suggestion that this was on a 'use it or lose it' basis. The timescale was set at six months, with a review to be carried out in May 2010 to assess whether or not the significant numbers that the petitioners suggested would make use of this provision would in fact materialise, with an adjunct that should these numbers prove too few to warrant continuation, the route would revert to its former incarnation.

5. This review has now been completed, the results of which show conclusively that little use is made of the route from and to the Temple Lane area. Out of 652 journeys monitored over an entire week (w/c 19 April 2010), only 9 commenced or finished in Temple Lane, equivalent to 1.38% of the total numbers, and of these, seven (77.8%) were journeys made to/from Copmanthorpe Village. Five of these seven passengers stated that they were travelling to/from the City Centre but changing to commercial route 13 in order to do so, presumably because this was seen as a faster, more convenient option.
6. When considering options for the future of route 21, it was noted that, aside from Temple Lane and despite the intensely rural nature of the areas served, the surveys showed a respectable level of usage from most areas. In addition to those travelling to/from Bishopthorpe and Acaster Malbis, the review shows significant usage from areas lying solely within North Yorkshire, in particular Appleton Roebuck, with a reasonable level albeit lower level of demand from the hamlets of Bolton Percy and Colton.
7. The additional mileage, and associated time penalty incurred, resulting from the diversion has given rise to a significant amount of correspondence to the Transport Planning Unit from users of this route from residents in Acaster Malbis, Appleton Roebuck and Bolton Percy and their respective Parish Councils. In every instance, the complaint has been made that the extended journey time makes the route a less attractive option and actively discourages people from using the bus.
8. Subsidy for route 21 is shared between City of York Council (60.6%) and North Yorkshire County Council (39.4%). The additional subsidy needed to procure this re-routeing is £6000 p.a., this sum being borne by City of York Council alone, increasing the annual total subsidy provided by the Council to £47,023, yet the average monthly income over the five months to the end of March 2010 is £1034, compared to £1280 for the five months preceding the alteration. Whilst this drop in revenue cannot be solely attributed to the extended journey times resulting from the diversion via Temple Lane making the present route less attractive to other passengers, it has contributed to the route failing to meet the Council's own criteria for assessing the viability for subsidised services where, for the year 2009/10, the average passenger loading per bus hour (which is the total number of passengers divided by the number of hours each bus is employed on the route) was 6.21 against a recommended minimum of 11 whilst the cost of subsidy per passenger averaged £3.32 against a recommended maximum of £2.00. If separated out, in the five months preceding the change to the routeing, the average daily loading was 5.64 at a subsidy cost per passenger of £1.30. Since the alteration the average loading per bus hour has reduced to 3.56 while the cost of subsidy per passenger has risen to £1.87. These figures are tabulated in annexe D.
9. This report offers three options to the Executive Member as to how route 21 might best be operated in order to meet the financial criteria laid down for bus routes procured by the Council.

Consultation

10. During the period of experimental operation, much correspondence has been received from users of route 21. We have also received formal requests from the Parish Councils of Acaster Malbis, Appleton Roebuck, Bolton Percy & Colton asking that the

bus service be restored to its former routing as soon as possible. Copies of this correspondence is attached to this report as Annex A.

11. A questionnaire was issued to every passenger in order to gauge travel habits and patterns, of which 95 were completed and returned. Examination of these revealed that the highest priority for users is the re-instatement of a link from Appleton Roebuck and Bolton Percy to Tadcaster, although as these areas are all outside the area of responsibility for City of York, from where adequate links already exist, obliging and financing this request would be the responsibility of North Yorkshire County Council. The majority of other comments made by those offering suggestions reflected a dissatisfaction with the extended journey times resulting from the diversion to serve Temple Lane, without a single person expressing a view in favour of this routing.
12. Members for the relevant wards (Rural West York, Bishopthorpe, Dringhouses, Micklegate and Guildhall) have been consulted on the content of this report. Responses were received from Cllrs. Gillies and Healey who were both, whilst disappointed, accepting of the report's conclusions. Cllr. Healey plans to discuss the matter with Temple Lane residents and feedback any views received.

Options

13. The following options are presented for consideration by the Executive Member:
 - a) Restore route 21 to its former routing and timetable, as shown in Annex B, saving the Council £6000 per annum over current cost.
 - b) Restore route 21 to its former routing but with a timetable revised to reflect demand indicated by recent surveys conducted to demonstrate usage and travel patterns, as shown in Annex C and likely to save the Council approximately £9000 per annum over current cost.
 - c) Retain the experimental routing and timetable at current cost.

Analysis

14. The surveys conducted by the Council during the trial period, and supported by the consensus of opinion expressed by other users, confirm that retaining the experimental routing via Temple Lane is not justified. Returning the route to its former incarnation would appear to have only a minimal effect on residents of the Temple Lane area where passenger numbers have failed to materialise in sufficient numbers to warrant continuation of financial support for a regular local service. The numbers and types of journeys that have been made are more suited to the type of provision able to be offered by demand responsive operations such as dial a ride, a notion supported by the fact that since the inception of the revised routing for bus 21, five new passengers from the Temple Lane/Temple Garth area have registered with this service and in the financial year 2009/10, 323 passenger journeys were made by passengers from this area on dial and ride vehicles.
15. Table 1 below shows the timetable of available Dial and Ride journey options for Temple Lane residents and the destinations that can be reached on each trip.

MONDAY	C1: Monks Cross 09.00 - 10.00, 11.30 - 12.30
	C2: Monks Cross 10.15 - 11.15, 12.30 - 13.30
TUESDAY	C3: City centre and supermarkets 09.00 - 10.00, 11.15 - 11.30, 12.30 - 13.30
	C4: City centre 10.15 - 11.15, 14.30 - 15.30
WEDNESDAY	C5: Askham Bar 09.00 - 10.00, 11.30 - 12.30
	C6: City centre 10.15 - 11.15, 14.30 - 15.30
	C11: Monks Cross 13.30 - 14.30, 15.45 - 16.45
THURSDAY	C7: City centre and supermarkets 09.00 - 10.00, 11.15 - 11.30, 12.30 - 13.30
	C8: City centre 10.15 - 11.15, 14.30 - 15.30
	C12: Askham Bar 13.30 - 14.30, 15.45 - 16.45
FRIDAY	C9: City centre and supermarkets 09.00 - 10.00, 11.15 - 11.30, 12.30 - 13.30
	C10: City centre 10.15 - 11.15, 14.30 - 15.30

16. Restoring route 21 to its original course and timetable, whilst the most straight forward option, would according to the survey results maintain an over provision of service that is difficult to justify in the current financial climate, particularly as the existing contract does not expire until April 2013. The tribulations with this route have already occupied significant time at a cost that cannot be justified by its relative position in the hierarchy of the entire York network. The likelihood is that, should the 21 simply be returned to its former routeing and timetable, the Council will undoubtedly again be required to divert attention from other issues during the course of the contract and it is felt advisable to address these issues now.
17. The proposed timetable, compiled to match provision to proven demand, will not only reduce the financial demand upon the Council but, in addition, permits if so desired for the first journey in the morning and the final journeys in the afternoon eventually being operated by a new council owned vehicle. These journeys, whilst attracting enough use to justify their retention, do not require the capacity offered by the vehicle employed on the route at other times. Therefore this fourteen seat, fully accessible bus, due for delivery in November 2010, and of a specification designed to make it suitable for use on lightly loaded local bus routes at times when it is not required to undertake duties on dial and ride operations, will be more than sufficient to operate these journeys. Such variation to the contract will then not only reduce the cost to the Council of maintaining the service but additionally generate funding from Yorkshire Forward that has been guaranteed should the vehicle be so employed.

18. The Council has been assured by North Yorkshire County Council that the £73k capital funding for the vehicles is secure, as is the £5.9k and £7.9k revenue funding for 2010/11 and 2011/12 respectively.
19. Should the decision be made to utilise the Council dial and ride vehicle on certain route 21 journeys, the Council will ensure arrangements are put in place for interavailability of ticketing between the existing contractor and the operator of the dial and ride vehicle.

Corporate Objectives

20. The recommendation meets the Council's objectives of encouraging use of public transport and reducing the number of private car journeys made into the City and additionally meets the requirements to procure non-commercial services in the most cost effective and favourable manner.

Implications

- **Financial** *The proposal will involve a contract variation that will restore the revenue support figure to that which it originally was. Should it then be decided to operate the early morning and evening journeys using dial and ride vehicles, a further reduction will ensue, expected to be in the region of £76.50 per day, whilst the cost of providing them in house is estimated to be approximately £42-49 per day.*
- **Human Resources (HR)** *There are no HR implications*
- **Equalities** *There are no equality 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:** *Whilst adoption of the recommendation would leave Temple Lane without a regular local bus service, statutory notice will be given and public transport facilities will remain available through the Council's demand responsive dial and ride operation.*

Risk Management

21. There are no known risks associated with this report.

Contact Details

Andrew Bradley
Principal Transport Planner
Transport Planning Unit
Tel: 01904 551404

Chief Officer Responsible for the report:
Richard Wood, Assistant Director, City Strategy

Report Approved **Date** 16.6.2010

Specialist Implications Officer(s) *Financial: Patrick Looker, Finance Manager, City Strategy. Tel 01904 551633*

Wards Affected: *Rural York West, Bishopthorpe, Micklegate, Guildhall, Dringhouses*

For further information please contact the author of the report

Background Papers:

All relevant background papers must be listed here:

Documents relating to the original decision to experimentally re-route bus 21 are contained in minutes of Decision Session for Executive Members dated 1st September 2009.

A Summary of route 21 journey and usage survey results for one week, survey undertaken in May 2010 is available on request.

Annexes

Annex A - Selection of correspondence received by Transport Planning Unit during trial period from users and parish councils regarding routing of route 21.

Annex B - Timetable for route 21 that operated prior to the experimental routing via Temple Lane.

Annex C - Suggested timetable for route 21 compiled to match current demand and restoring original course.

Annex D - Comparison of operational costs & returns prior to and after experimental changes to route 21.

APPLETON ROEBUCK & ACASTER SELBY PARISH COUNCIL

Clerk to the Council: Mrs Sammie Brambles
'The Brambles', 3, Southfield Grange, Appleton Roebuck
York YO23 7EH
Tel: 01904 744646

27931

Mr Nigel Pursell
Acting Transport Planner
City Strategy
City of York Council
9 St Leonard's Place
YORK YO1 7ET

14th March 2010

Dear Mr Pursell

RE. BUS ROUTE 21 ROUTEING ALONG TEMPLE LANE, COPMANTHORPE

With reference to the above bus service, Appleton Roebuck & Acaster Parish Council have received a number of objections with regards to the re-routing of this service down Temple Lane.

Passengers feel that the service into York from the village takes far too long, due to this new diversion.

The Parish Council would urge you to reconsider reinstating the original route once the trial period has ended in May 2010.

I look forward to hearing from you.

Yours sincerely

Sammie Brambles
Parish Clerk Appleton Roebuck & Acaster Selby Parish Council

This page is intentionally left blank

City of York
Council
18 JAN 2010
RECEIVED

**BOLTON PERCY, COLTON & STEETON
PARISH COUNCIL**

Chairman:
Denise Ford
Woodlands
The Rampart
Bolton Percy
YO23 7AB
01904 744361

122199

Parish Clerk:
Joyce Collier
Barons Court
Marsh Lane
Bolton Percy
YO23 7BA
01904 744334

joycecollier@btinternet.com

11th January 2010

York City Council
Public Transport Planner
9 St Leonards Place
York
YO1 7ET

For the attention of: Mr Terry Walker

Dear Sir,

Ref: Connexions Bus Service along Temple Lane, Copmanthorpe

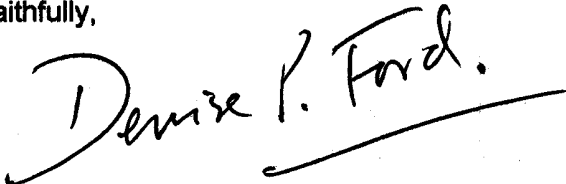
With reference to the above bus service, at our recent Parish Council meeting the councillors received objections to the re-routing of this service down Temple Lane.

Both passengers and the bus driver have complained that the service into York from the villages is far too long, due to this diversion, which instead of encouraging more passengers is loosing them. I understand that only one person is being picked up in Temple Lane. Also the bus now has to divert down the back lane into Colton, which is a very narrow road and completely inappropriate for the bus, especially in the bad weather.

The councillors would like you to look into this matter again before the trial period has ended in May 2010.

An early response would be appreciated.

Yours faithfully,



Denise P Ford – Mrs
Chairman

This page is intentionally left blank

**BOLTON PERCY, COLTON & STEETON
PARISH COUNCIL**

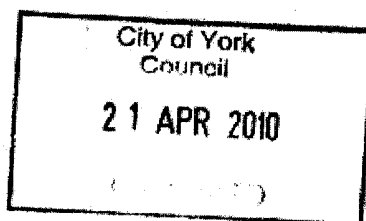
Chairman:
Denise Ford
Woodlands
The Rampart
Bolton Percy
YO23 7AB
01904 744361

Parish Clerk:
Joyce Collier
Barons Court
Marsh Lane
Bolton Percy
YO23 7BA
01904 744334

joycecollier@btinternet.com

15th April 2010

City of York Council
Transport Planner
9 St Leonards Place
York
YO1 7ET



For the attention of: Mr Nigel Pursell

Dear Sir,

Re: Bus Route 21 Routing along Temple Lane, Copmanthorpe.

Many thanks for your response to our concern regarding the above bus route. It has now to the attention of our Parish Council by some residents who use this service on a regular basis that major problems are occurring due to the length of journey involved to York, since the diversion down Temple Lane.

Some of their concerns are as follows:

1. The service 11.08 at Temple Lane, by the time the bus has gone through the villages of Colton, Bolton Percy, Appleton Roebuck etc the bus does not arrive at York Station until 12.17. It is noted that if the residents of Temple Lane walk 600yds from the bus stop of the Connexion bus, they can catch the Coastliner or indeed the First Bus service to York.
2. This service now takes 25 minutes longer to get to York from Bolton Percy and Appleton Roebuck.
3. Whilst the journey route has been changed the fare structure has not been adjusted accordingly.
3. During the bad weather in January/February the Connexions bus had to divert down the A64 as the Back Road to Colton was impassable. It has also been noted that this lane has very few "passing places" and also has three "blind" bends. This road is used by heavy farm vehicles on a regular basis, which makes it impossible for the bus and these vehicles to pass each other.
4. Would it be possible to consider the re-instatement of the service to Tadcaster, as residents of these villages are finding it very hard to get to doctors, dentists, and shopping etc.

This page is intentionally left blank

We do not want to loose this service, as it is very important for the villages involved to get to York, but the councillors feel, that due to the extended journey time, less people are using the service, not more as was thought with the extension of the service into York City Centre.

I would be very grateful if you could give the above comments your consideration when the review of this service takes place at the end of the present trial period.

Yours comments would be appreciated.

Yours faithfully,

J M COLLIER

Joyce Collier - Mrs
Parish Clerk

This page is intentionally left blank

Purssell, Nigel

From: Harrogatecoach@aol.com
Sent: 11 December 2009 11:24
To: Purssell, Nigel
Cc: Bradley, Andrew
Subject: Service 21

Morning Nigel,

I am writing to you about the service 21, which, since the alteration in November, has seen the reliability go very seriously downhill.

I realise that there have been outside factors also - i.e. the floods and the St Nicholas Fayre, but the biggest problem with it is that there is no make up time at all. Once the bus is late, it just gets worse.

I know that you have had Chris out surveying this week, and he has come up with some suggestions for you, but the following are mine:

The Copmanthorpe loop has upset the Appleton Roebuck residents (who are the main ones), as they now have a ridiculously long journey back for the sake of about 3 or 4 people who might use the bus once a week. The South Bank loop is a waste of time - there are buses that go round South Bank, and quite often Nunnery Lane is a bottleneck adding to the delays.

Consequently, we are losing customers (and the revenue is ours) - and our previous reputation for reliability has been thrown out of the window.

Middlethorpe Grove is still proving to be a problem with parking - can we please get someone to paint yellow lines around the corners and on one side of the road in certain parts of the loop. It seems that some of the problems are now caused by York College students parking all over, as there isn't enough provision at College.

It is very annoying that the problems above have had such a detrimental effect on what was a very good and problem free service. We have spent 6 years buliding the customer base and loyalty, and this is now in tatters.

I hope the you can look into the above, and I look forward to hearing from you

Craig Temple
Managing Director
Harrogate Coach Travel Ltd

This page is intentionally left blank

Purssell, Nigel

From: timothy Evans [timeevanshome@hotmail.co.uk]
Sent: 24 March 2010 13:35
To: Purssell, Nigel
Subject: Route 21 Colton to York and to Appleton Roebuck

Dear Nigel,

I understand that you are the person to contact regarding the review of passenger transport and am using someone else's email to give you my views on the service provided to Appleton Roebuck and York, as someone who does have to use the service.

I live in Colton and have to use the bus regularly in order to visit York and Appleton Roebuck. The recent changes has resulted in not being able to easily access York and the neighbouring villages as the return journey is so long. This is made worse as nobody gets on or off the bus on Temple Lane.

I hope you find these comments constructive, and look forward to hearing about the previous service resuming from the start of May when the current timetable is to change.

Yours sincerely

Janet Addison

We want to hear all your funny, exciting and crazy Hotmail stories. [Tell us now](#)

Got a cool Hotmail story? [Tell us now](#)

Do you have a story that started on Hotmail? [Tell us now](#)

This page is intentionally left blank

Brear, Kathleen

07/132/5

From: Marjorie Harrison [mjharrison@live.co.uk]
Sent: 11 March 2010 15:06
To: Purssell, Nigel
Subject: No 21 Bus Route

Nigel Purcell
Acting Transport Planner
City of York council
9 St Leonards Place
YORK YO1 7ET

Dear Mr Purcell

CONNEXIONS 21 BUS SERVICE

The Connexions bus service is a lifeline for many people living in the area it serves, particularly the elderly and younger people going to York College, and into York itself. The recent changes however, notably the trial diversion through Copmanthorpe, have made the service less attractive to those who are **NOT** forced to use it. Whilst appreciating the lack of service for those living along Temple Lane, it is a walkable distance to the route 13 bus stop for those who are able.

The bulk of passengers come from Appleton Roebuck and Acaster Malbis. The latter are well served as the Copmanthorpe diversion does not affect them. I am sure that many people will have pointed out to both inspectors and drivers that it now takes an hour to get back to Appleton Roebuck, made all the more intolerable by the bus turning up to go to Copmanthorpe when only 7 minutes from the village. I lose the will to live at this point knowing that I won't get home for another 30 minutes or so and if this continues on a permanent basis, I and many others will revert to taking our cars up to the Park & Ride at Askham Bar. Journeys are inevitably slower by bus and until the Copmanthorpe diversion, the convenience of the Service 21 has outweighed the time factor, but an hour is just too long.

It is also no longer practical to use the bus between the villages e.g. someone in Colton working in Appleton can't get home without going right into York and out again. A simple link has been made more complicated.

The journey into York via Middlethorpe has proved to be popular and it seems to me that more people are now using the service from that area, particularly as the bus now goes right down to the Stonebow and on to Morrisons. I don't feel the Bishopthorpe Road stretch adds much in terms of passengers and certainly doesn't justify the increase in the time of the journey, but I am not privy to the actual passenger numbers.

This is written from the point of view of a passenger who has alternatives but wishes to support local transport because of environmental issues. The free bus pass also helps but I would still use it if I had to pay. There are many elderly people who have no choice in the matter and are unlikely to voice an opinion in writing. If the Copmanthorpe diversion continues, it will be giving a very small minority a service at the expense of a greater number of passengers, some of whom will just abandon the village bus.

Yours sincerely

Marjorie Harrison

17/03/2010

This page is intentionally left blank

Brear, Kathleen

DT/132/5

From: nita shah-evans [shahevans@hotmail.com]
Sent: 14 March 2010 21:09
To: Purssell, Nigel
Subject: Route 21
Follow Up Flag: Follow up
Flag Status: Flagged

Connexions Bus Service to Appleton Roebuck.

Dear Nigel,

I understand that you are the person to contact regarding the review of passenger transport and would like to give you my views on the service provided to Appleton Roebuck, as someone who does have to use the service.

The connexions bus service has been very welcome, however the latest changes have been less so and have reduced to virtually zero. This is the only public transport serving the village and, before the recent changes, I was able to easily access York and the neighbouring villages and return home without a significant wait at Askham Bar Park and Ride. The recent changes have prevented me from what I would like via public transport as

1. The route from Askham Bar to the centre of York & back is so long. There must be local bus services for these housing estates on route!
2. The horrendously long return journey from Askham Bar to Appleton is unbearable given that you are not much more than 5 minutes from home to make a half hour plus diversion through Temple Lane. This is even worse when nobody gets on or off the bus for this portion of the journey.

These changes have also meant it is not possible to use the bus to travel between Appleton and Colton without a very long journey in one direction.

Finally if the service is being reviewed, would you also consider?

1. An occasional service into Tadcaster? Appleton and Colton are part of the Selby District, and are supposed to look to Tadcaster as a service centre, something that is now impossible to do without a car. If there was a service specifically timed once or twice a week which would allow people time to go to the Doctors, Dentists, swimming, shopping at Sainsburys, go to the bank, council offices or market etc this might be better supported. Perhaps one morning and one afternoon during the week and maybe on a Saturday too would be successful.

I hope you find these comments and suggestions constructive, and look forward to a better service from the start of May when the current timetable is to change.

Yours sincerely

Nita

Nita Shah-Evans
07730 697 439

17/03/2010

This page is intentionally left blank

Purssell, Nigel

From: Jenkins [rj.jenkins@zen.co.uk]
Sent: 30 March 2010 11:05
To: Purssell, Nigel
Subject: Connexions Bus Service No. 21

Dear Sir

I live in Appleton Roebuck and am extremely grateful for the Connexions Bus Service No. 21 which now takes us all the way into town (and not just to Askham Bar) and out again. However, since November the return route diverts the bus just before it reaches Appleton Roebuck and takes it via Copmanthorpe (a village already very well served by buses, not least the buses which run from York to Leeds at very regular intervals) and then back along the narrow lane via Colton and then via Bolton Percy. The whole journey takes just over an hour.

Frankly, I dread the return journey on the bus. You get to within 5 minutes of Appleton Roebuck but then have to face another 30 minutes covering the tortuous route indicated above. I travel on the bus on different days and at different times and have never seen anyone get on or off the bus in or near Copmanthorpe. There was a rumour that the bus diversion was to meet the needs of someone living on Temple Lane. Is it possible they have either moved or decided to us a car instead?

I have frequently been tempted to get off the bus as it diverts and walk the last stretch (just over a mile and a half) home. However, that road has several bends and many stretches have no verge for pedestrians to jump on to, to get out of the way of cars.

Furthermore, the lane between Copmanthorpe and Colton is really not suitable for buses, being narrow with a number of sharp bends. I am full of admiration for the bus drivers who are endlessly patient about pulling in the make room for other vehicles. It is, however, sad that local cyclists have had to delete this road from one of their normal circuits because they feel it is now too unsafe for a cyclist.

Please can you reconsider the revised routing for the No. 21 which was, I think, intended as a trial only? The current return journey from town is truly grim and I fear that because of it we will all eventually succumb to the temptation to drive to the the Askham Bar Park & Ride, the parking for which is already inadequate in the Summer months and school holidays.

Should I send this email as a letter too, or will this email be sufficient to register my feelings?

Additionally I should like to make a plea for a bus to run from here to Tadcaster, even if only occasionally. Tadcaster is where there is a user-friendly supermarket (unlike the Tesco Superstore), a swimming pool and a gym and a library, all essentials to modern life! You may not be the person to ask about this – do you know who I should contact?

I do so hope there can be an amendment to the York-Appleton Roebuck route, it would make the bus service much more viable for people who live in Appleton Roebuck/Bolton Percy/Colton.

Yours faithfully

30/03/2010

This page is intentionally left blank

Annexe B

Service No:	21NS	21	21	21	21	21	21	21	21FS
Colton , Sun Inn	0715	0810	0910	1118	1318	1518	1720	1820	-
Bolton Percy, Phone Box	0722	0817	0917	-	-	-	-	-	1912
Appleton Roebuck, Roeb'k Inn	0728	0823	0923	1123	1323	1523	-	-	1918
Acaster Malbis, Mt Pleasant	0734	0829	0929	1129	1329	1529	-	-	1924
Bishopthorpe, Acaster Lane	0742	0837	0937	1137	1337	1537	-	-	1932
Askham Bar, Tesco	0748	0843	0943	1143	1343	1543	1730	1830	1938
Middlethorpe Grove, Shops	-	-	0946	1146	1346	1546	-	-	-
Campleshon Rd, Curzon Terr	-	-	0952	1152	1352	1552	-	-	-
York, Rail Station	-	-	1001	1201	1401	1601	-	-	-
York, Stonebow	-	-	1007	1207	1407	1607	-	-	-
York, Foss Bank	-	-	1010	1210	1410	1610	-	-	-
Service No:	21NS	21	21	21	21	21	21	21NFS	21FS
York, Foss Bank	-	-	1020	1220	1420	1620	-	-	-
Foss Islands, Morrisons	-	-	1022	1222	1422	1622	-	-	-
York, Stonebow	-	-	1025	1225	1425	1625	-	-	-
York, Rail Station	-	-	1030	1230	1430	1630	-	-	-
South Bank, Balmoral Terrace	-	-	1036	1236	1436	1636	-	-	-
Middlethorpe Grove, Shops	-	-	1042	1242	1442	1642	-	-	-
Askham Bar, Tesco	0757	0857	1047	1247	1447	1647	1747	1847	1847
Bishopthorpe, Acaster Lane	-	-	1052	1252	1452	1652	1752	1852	1852
Acaster Malbis, Mt Pleasant	-	-	1059	1259	1459	1659	1759	1859	1859
Appleton Roebuck, Roeb'k Inn	-	-	1105	1305	1505	1705	1805	1905	1905
Bolton Percy, Phone Box	-	-	1111	1311	1511	1711	1811	1911	1911
Colton, Sun Inn	0809	0909	1116	1316	1516	1720	1820	1920	-

NS = Not Saturdays**FS** = Fridays and Saturdays only**NFS** = Not Fridays & Saturdays

This page is intentionally left blank

Annexe C

Service No:	21	21	21	21	21	21	21FS
Colton , Sun Inn	0800	1000	1200	1400	1600	1755	1901
Bolton Percy, Phone Box	0807	1007	1207	1407	1607	1802	1908
Appleton Roebuck, Roeb'k Inn	0812	1012	1212	1412	1612	1807	1913
Acaster Malbis, Mt Pleasant	0818	1018	1218	1418	1618	1813	1919
Bishopthorpe, Acaster Lane	0826	1026	1226	1426	1626	1821	1927
Askham Bar, Tesco	0831	1031	1231	1431	1631	1826	1932
Middlethorpe Grove, Shops	0834	1034	1234	1434	1634	-	1935
Campleshon Rd, Curzon Terr	0840	1040	1240	1440	1640	-	1941
York, Rail Station	0849	1049	1249	1449	1649	-	1950
York, Stonebow	0855	1055	1255	1455	1655	-	1956
York, Foss Bank	-	1058	1258	1458	-	-	-
Service No:	21	21	21	21	21	21	21FS
York, Foss Bank	-	1101	1301	1501	1620	-	-
Foss Islands, Morrisons	-	1105	1305	1505	1622	-	-
York, Stonebow	-	1111	1311	1511	1625	1700	-
York, Rail Station	-	1117	1317	1517	1630	1706	-
South Bank, Balmoral Terrace	-	1123	1323	1523	1636	1712	-
Middlethorpe Grove, Shops	-	1128	1328	1528	1642	1718	-
Askham Bar, Tesco	0928	1133	1333	1533	1647	1723	1830
Bishopthorpe, Acaster Lane	0933	1140	1340	1540	1652	1728	1835
Acaster Malbis, Mt Pleasant	0940	1146	1346	1546	1659	1735	1842
Appleton Roebuck, Roeb'k Inn	0946	1152	1352	1552	1705	1741	1848
Bolton Percy, Phone Box	0952	1159	1359	1559	1711	1747	1854
Colton, Sun Inn	0959	1200	1300	1600	1720	1754	1901

FS = Fridays and Saturdays only **NFS** = Not Fridays & Saturdays

This page is intentionally left blank

Annexe D

COMPARISON OF OPERATIONAL COSTS & RETURNS, PRIOR TO AND AFTER EXPERIMENTAL CHANG

	Monthly subsidy	Monthly Income (av)	Av. Pax	Cost per pax
Jul-09 Nov-09	#####	£1,280	5.64	£1.30
Nov 09 - Mar-10	#####	£1,034	3.56	£1.87

Annual Subsidy	Ann Pax	Cost per pax
£41,023	6.21	£3.32
£47,023		
CRITERIA	Min 11	Max £ 2.00

GES TO ROUTE 21



**Decision Session
– Executive Member for City Strategy**

6 July 2010

Report of the Director of City Strategy

FUTURE OPERATION OF BUS ROUTE 55

Summary

1. This report draws attention to the unsatisfactory financial performance and poor patronage of bus route 55, which is procured by the Council under competitive tender. Officers have examined the reasons for this and have identified areas where the route duplicates more frequent commercial services as being the main cause for concern.
2. As a result, an investigation has been undertaken to identify actions to improve the route's overall performance, including timetable amendments and revisions to the routing. Several options had been prepared for consideration by the Executive Member but in the intervening period between preparation of a report containing recommendation and the date of this decision session, officers were made aware of major changes to be implemented to the commercial network that directly impact upon the existing route. In the light of this, it is considered preferable that any prospective amendments to the route be deferred until such time as the effects on the bus network in York can be further examined.
3. Members will be consulted on future options prior to the commencement of the tendering exercise for services whose contracts expire in September 2011.

Recommendations

4. That the Executive Member for City Strategy is recommended to:
5. Agree the proposal to maintain the present operation of route 55 until the expiry of the existing contract in 2011.
6. Reason: This will provide sufficient time for officers to assess the effects on the bus network in York resulting from the changes to the commercially operated routes and investigate and propose alternatives that best meet the requirements of the local transport plan and the residents of York.

Background

7. Bus route 55 has operated in its current form since April 2009, as a bi-directional, circular route operating City Centre, Huntington Road, Monks Cross Shopping Centre, York University, Fulford, City Centre and vice-versa. The contract, which is due to expire in September 2011, receives support from the Council of £60,560 per annum, although the University of York provides the Council with a subsidy of £5000 per annum in recognition of the service to and from the University. However, except between Monks Cross and Fulford the route is little used, leading to the average passenger loading per bus hour (that is the total number of passengers carried divided by the total number of hours operated by every bus providing the service) as of May 2010 being only 8.06. Council criteria state that this figure should not be less than ten and any route where the figure continually fails to reach this target should be reviewed to consider its viability. In the case of route 55, as stated in the summary above, for much of its length, the route mirrors other, more frequent commercial services, all of which are operated by the same company and on whose buses alone popular day tickets can be used. The tender for operation of route 55 was awarded to another operator, so these day tickets are not valid on this service.

Consultation

8. Ward members affected have outlined broad support for the proposal to maintain the current operation in the light of existing circumstances.

Options

9. The following, nil cost options are presented for consideration by the Executive Member:
 - To continue with the current route unchanged until the contract expires, despite this operation failing to meet the Council's own criteria.
 - Withdraw the route completely without replacement.
 - Replace route 55 with a new, more frequent, end to end route (provisionally numbered 15) operating solely between Monks Cross Shopping centre and the Designer Outlet, St. Nicholas Avenue via Heworth, University of York, Fulford Broadway and the A19.

Analysis

10. The recommended option maintains the existing provision whilst a thorough review is undertaken of the effects resulting from changes to the commercial bus network.
11. Adoption of the recommended proposal will permit the present level of service to be maintained under the existing contract for a period of twelve months at no additional cost to the Council. This is considered sufficient time for a comprehensive review to be completed and options for full consultation to be

carried out as to future provision, with a fully costed proposal to be prepared and submitted to the Executive Member for consideration.

Corporate Objectives

12. Support for the bus services in this area would contribute to the following Corporate priorities:
 - **Sustainable City** - There is considerable scope for reducing vehicle congestion delay on the overall network through greater bus use, thereby reducing the associated adverse affects, such as air pollution and congestion.
 - **Inclusive City** – The introduction of the proposed route increases access to opportunities and facilities for a wider demographic of the travelling public.

Implications

- **Financial:** There are no financial implications.
- **Human Resources (HR):** There are no Human Resource 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

Risk Management

13. There are no known risks associated with adoption of the proposal.

Contact Details

Author:

Nigel Purssell
Acting Public Transport Planner
Transport Planning Unit
Tel No. 01904 551403

Chief Officer Responsible for the report:

Richard Wood
Assistant Director (City Development & Transport)
City Strategy

Report Approved

Date 23 June 2010

Specialist Implications Officer(s) Patrick Looker, *Finance Manager, City Strategy.*
Tel:01904 551633

Wards Affected: Fulford, Fishergate, Heslington, Hull Road, Heworth, Heworth
Without, Huntington & New Earswick, Clifton, Guildhall.

For further information please contact the author of the report

Background Papers:

Annexes

Annexe 'A': Timetable and mileage for existing route 55

York Pullman Bus Company Ltd

Service 55 – Don't Drive take the 55

Monday – Friday (excluding public holidays)

Service No.	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55
York, Clifford Street		0738		0846	0946	1046	1146	1246	1346	1446	1546 (*)	1646	1751	1851					
Broadway Shops		0741		0851	0951	1051	1151	1251	1351	1451	1551 (*)	1651	1756	1856					
University, Heslington Hall Arr		0745		0855	0955	1055	1155	1255	1355	1455	1555 (*)	1655	1800	1900					
University, Heslington Hall Dep	0700	0800 (*)	0835	0900	1000	1100	1200	1300	1400	1500 (*)	1600 (*)	1700	1805	1905					
Melrosegate/HeworthHall Dr.	0705	0807 (*)	0842	0907	1007	1107	1207	1307	1407	1507 (*)	1607 (*)	1707	1812	1912					
Anthea Drive	0708	0810 (*)	0845	0910	1010	1110	1210	1310	1410	1510 (*)	1610 (*)	1710	1815	1915					
Monks Cross, Shopping Cen Arr	0713	0815 (*)	0850	0915	1015	1115	1215	1315	1415	1515 (*)	1615 (*)	1715	1820	1920					
Monks Cross, Shopping Cen Dep	0715	0820 (*)		0920	1020	1120	1220	1320	1420	1520 (*)	1620	1725	1825	1925					
Huntington Road, Sessions	0721	0827 (*)		0927	1027	1127	1227	1327	1427	1527 (*)	1627	1732	1832	1932					
Haxby Road, Nestle Factory	0726	0832 (*)		0932	1032	1132	1232	1332	1432	1532 (*)	1632	1737	1837	1937					
Clarence Street for Hospital	0730	0835 (*)		0936	1036	1136	1236	1336	1436	1536 (*)	1636	1741	1841	1941					
York, Theatre Royal (Stand A)	0733	0840 (*)		0940	1040	1140	1240	1340	1440	1540 (*)	1640	1745	1845	1945					
Rougier Street (Stand B)	0735	0843 (*)		0943	1043	1143	1243	1343	1443	1543 (*)	1643	1748	1848						
York, Clifford Street (Stand C)	0738	0846 (*)		0946	1046	1146	1246	1346	1446	1546 (*)	1646	1751	1851						
	55	55	55	55	55	55	55	55	55	55	55	55	55	55					
		SD only																	
York, Clifford Street (Stop B)			0821(*)	0921	1021	1121	1221	1321	1421	1521 (*)	1621	1726	1826						
Rougier Street (Stand F)			0824(*)	0924	1024	1124	1224	1324	1424	1524 (*)	1624	1729	1829						
York, Theatre Royal (Stand C)			0832(*)	0932	1032	1132	1232	1332	1432	1532 (*)	1632	1737	1837						
Clarence Street for Hospital			0835(*)	0935	1035	1135	1235	1335	1435	1535 (*)	1635	1740	1840						
Haxby Road, Nestle Factory			0839(*)	0939	1039	1139	1239	1339	1439	1539 (*)	1639	1744	1844						
Huntington Road, Sessions			0843(*)	0943	1043	1143	1243	1343	1443	1543 (*)	1643	1748	1848						
Monks Cross, Shopping Cen Arr			0848(*)	0948	1048	1148	1248	1348	1448	1548 (*)	1648	1753	1853						
Monks Cross, Shopping Cen Dep			0850	0950	1050	1150	1250	1350	1450	1550 (*)	1655	1755	1855						
Anthea Drive			0855	0955	1055	1155	1255	1355	1455	1555 (*)	1700	1800	1900						
Melrosegate/Heworth Hall Dr.			0858	0958	1058	1158	1258	1358	1458	1558 (*)	1703	1803	1903						
University, Heslington Hall			0905	1005	1105	1205	1305	1405	1505	1605 (*)	1710	1810	1910						
University, Heslington Hall	0810 (*)	0830	0910	1010	1110	1210	1310	1410	1510 (*)	1610	1715	1820							
Broadway, Shops	0813 (*)	0833	0913	1013	1113	1213	1313	1413	1513 (*)	1613	1718	1823							
York, Clifford Street	0821 (*)	0838	0921	1021	1121	1221	1321	1421	1521 (*)	1621	1726	1830							

Mileage: Schooldays 259.8 Non Schooldays 287.7: Annual mileage 2010: 69621.3

* School holidays only



Decision Session
– Executive Member for City Strategy

6 July 2010

Report of the Director of City Strategy

Haxby Station Update

Summary

1. This report provides an update on the progress of the Haxby Station project and the need for a further Line Speed Improvement Study prior to Network Rail providing the necessary support for the scheme. The report also recommends that the delivery of the project should be suspended until the availability of funding is clarified.

Recommendations

2. The Executive Member is recommended to:
 - Note the progress made on the delivery of the Haxby Station scheme.
 - Progress Option 1 to deliver the station in accordance with standard procedures but defer commencement of further work, until the availability of funding for the delivery of the scheme is clarified.

Reason: To enable a high value for money scheme to be progressed whilst minimising the risk of abortive expenditure.

Background

3. The provision of a station at Haxby has been an aspiration of the Council for many years. It is included in the 2nd Local Transport Plan as a scheme to progress through a bid for funding to the Department for Transport (DfT).
4. The station, located on the TransPennine network, with trains running to Scarborough, York, Leeds and Manchester, has been the subject of extensive feasibility and investigation work over a number of years. Whilst having significant local benefits of providing a fast alternative route into York for the residents of the area, the principal benefit is sub-regional, allowing a 3km catchment population of approximately 22,000 direct access to Scarborough, Leeds and Manchester. The transfer of these longer commuting/leisure trips, many of which are currently undertaken by car, would reduce congestion levels, particularly on the A1237 Outer Ring Road and the A64.
5. Following a feasibility study undertaken by Network Rail the further development of a conventional (opposing platform) station approximately 230m south of the Station Road level crossing adjacent to the existing allotments was approved in principle by the Executive Member at the 16 March 2009 Executive Member Advisory Panel. To establish the practicality of providing the

station in railway infrastructure terms an outline layout has been developed. This proposal comprised 2 platforms, a footbridge (with ramp or lift access), a small station building, a car park and the provision of an access off Station Road. The proposal would be subject to consultation and detailed design before the submission of a planning application (including an updated Transport Assessment).

6. To enable a station to be constructed Network Rail have to be satisfied that the proposal is practical to deliver and the Train Operating Company for the route (First TransPennine) need to be assured that there is an acceptable business case for the facility. In particular the train operator must be confident that sufficient new passengers will use the service to cover the additional maintenance, supervision and station access charges. In the case of the station at Haxby separate approvals are required as it is proposed to fund the scheme from Network Rail and DfT resources.
7. The funding from the DfT is currently allocated by the region to a list of prioritised transport schemes through the Regional Transport Advisory Board. The availability of funding for the station within the Regional Funding Allocation was confirmed by the Minister of Transport on 22 July 2009. However, the role of the Region in determining funding allocations is subject to review as part of the introduction of the proposed Decentralisation and Localism Bill. In addition the entire Major Scheme process was suspended on 10 June 2010 until the spending review in the autumn is complete. It is not anticipated that the funding will be clarified until after the review has been completed and a new major scheme process has been developed.
8. Under the previous procedure, once the scheme has been allocated potential funding within the regional programme the detailed approval and ultimate release of funds is obtained directly from the DfT through the Major Scheme process. In the case of railway schemes acceptance of the scheme by Network Rail and the Train Operating Company is a pre-requisite of approval by the DfT.
9. Where the scheme is to be part funded by Network Rail it also needs to be satisfied that it is possible to obtain the necessary Station Access Charge and station development charge from the Train Operating Company to cover the operation of the station and funding for construction. In the case where the construction of the scheme is after the end of an existing Train Operator's franchise DfT(Rail) also have to provide approval.
10. Until recently it was understood that the Fast Track study on options for the station completed at the end of 2008 and reported to the City Strategy Executive Member Advisory Panel on 16 March 2009 would be adequate for Network Rail to approve the proposal in principle to allow the Major Scheme process to progress. At that time it was thought that the necessary 2.5 minutes required to allow trains to stop at the station could be incorporated into the existing timetable. However, the proposed changes to the East Coast Main Line timetable planned to be introduced in May 2011 have a knock-on effect on the Scarborough line connecting services, reducing the scope for alterations to the service. Network Rail, therefore, needs more assurance that the track works that may be required to allow sufficient time for trains to stop at the station are feasible, before confirming approval of the scheme.

11. The necessary Line Speed Improvement study would cost in the region of £60k and would be charged on an emerging cost basis. The actual costs may be significantly lower if a relatively simple and cost effective solution becomes apparent at an early stage.
12. Network Rail have an 8 stage development process described in the Guide to Railway Investment Projects (GRIP).

GRIP Stage	Description
1	Output definition
2	Pre-feasibility
3	Option selection
4	Single option selection
5	Detailed design
6	Construction test and commission
7	Scheme hand back
8	Project close out

13. Once the Line Speed Improvement study has been completed both the station and the necessary trackworks will be developed to the same stage i.e. GRIP 3 (Option Selection).
14. The guidance for preparing business cases for Major Schemes suggests that development of railway schemes up to GRIP 4 is required before a bid can be submitted. However, subject to detailed confirmation it is now understood that the DfT will accept a Major Scheme Business Case at a GRIP 3 stage of development. Submission of a Programme Entry Business Case at the less developed GRIP 3 stage is preferred as it reduces the level of detail and expenditure required to prepare the bid, although additional time would be introduced into the overall delivery programme.
15. It should be noted that apart from the resolution of the funding and technical approvals with Network Rail and the DfT there are a number of other risks associated with delivery of the scheme. The most significant additional risks identified at this stage are: obtaining planning consent, acquisition of land and resolution of allotment issues. These all have the potential to prevent the scheme proceeding and, therefore, detailed mitigation strategies will need to be prepared for these items once the funding and railway technical issues have been resolved.

Options

16. There are four main options to consider:
17. Option 1 (Recommended Option): Progress in accordance with standard procedures with commencement deferred until future funding allocations are clarified.
 - The commencement of Line Speed Improvement Study would be deferred until after the implications of the Comprehensive Spending Review were clear.

- Subject to the agreement and necessary funding being provided by the Regional Transport Advisory Board, Department for Transport, Network Rail and First Transpennine, it is anticipated that the station could be delivered by the end of 2014. However the delivery by this date would also be dependent on the receipt of planning consent, the acquisition of land and the satisfactory resolution of allotment issues.
18. Option 2: Progress in accordance with standard procedures immediately
- The Line Speed Improvement study would be commenced immediately.
 - Subject to the agreement and necessary funding being provided by the Regional Transport Advisory Board, Department for Transport, Network Rail and First Transpennine, it is anticipated that the station could be delivered by Mid 2014. However the delivery by this date would also be dependent on the receipt of planning consent, the acquisition of land and the satisfactory resolution of allotment issues.
19. Option 3: Progress more rapidly prior to obtaining approvals.
- Subject to the same agreements and approvals identified in Option 2 it is anticipated that the station could be delivered by mid 2013 if some of the development and preparatory work was undertaken concurrently rather than consecutively.
20. Option 4: Defer scheme.
- No further development of scheme.

Analysis

21. Both the DfT and Network Rail have project development processes designed to minimise abortive costs and to ensure that only good value for money schemes which meet the government's priorities are progressed. In particular the processes encourage resolution of railway technical issues before finalising other risk areas i.e. the provision of a station should be technically achievable in railway terms before resolving other items. However, these processes can introduce considerable additional time into the overall delivery programme, particularly if no work is undertaken on the next development stage until the previous stage is approved.
22. It is anticipated that, due to the level of national debt, there will be substantial funding reductions for transport schemes in the future. However, it is considered that the Haxby Station scheme is well aligned with the Coalition's aspirations to make the most of existing infrastructure and to develop a greener and more sustainable transport sector. There is an increased risk of abortive expenditure if work is progressed before the funding situation is clarified and all approvals are in place.
23. Under Option 1 (recommended) the necessary approval processes are progressed sequentially allowing the major risks to be addressed in a structured way. This extends the delivery programme but minimises the risk of abortive expenditure. It also ensures that expectations or concerns are not raised and abortive consultation is not undertaken on options which are not practical to deliver. However, there is still a risk that if some of the major

uncertainties materialise at a later date the scheme may still have to be terminated or significantly altered. In Option 1 the fundamental railway issues would be resolved before the secondary issues are progressed in detail. This option minimises the cost of the scheme to the Council as the major preparatory expenditure would be incurred after the receipt of Programme Entry from the DfT, when costs would be split between CYC, Network Rail and DfT.

24. The following programme has been prepared to understand the likely delivery timescale of Option 1. It is proposed to defer the implementation of the Line Speed Improvement Study until the implications of the proposed reductions to Local Authority and DfT future budgets have been confirmed in the autumn. The programme does not allow for undertaking any elements at risk in advance of the necessary approvals. This is considered prudent, due to the high cost of the preparatory work and relatively high risk of delivery. Approval would be sought from Network Rail and the Council prior to progressing to the next stage of development. A shorter programme could be progressed if more of the work was undertaken at risk – See Option 3.

Option 1 Indicative Programme		
MSB Stage	Key Elements	Anticipated Stage Dates
Development Stage	Approval in Principle (GRIP 3) Station + Line Speed Improvements	December 2010 – June 2011
Programme Entry	Outline Consultation Major Scheme Business Case	June 2011 – February 2012
Conditional Approval	Detailed Consultation Railway Development Stage GRIP4 Planning Consent Securing Land	March 2012– April 2013
Full Approval	Detailed Design & Tender (GRIP 5) Land Acquisition	November 2012 – December 2013
Implementation	Construction & Commissioning (GRIP 6, 7, 8)	January 2014 – October 2014

25. The indicative future costs of the various stages are indicated in the following table. The costs and the apportionment is subject to detailed agreement with Network Rail and the DfT. The allocation of risk and responsibility for funding of any cost overruns would also need to be confirmed prior to progressing beyond the development stage.

Option 1 Indicative Costs			
MSB Stage	Indicative Costs	Possible Cost Apportionment: Subject to Approval by NR & CYC	
		Estimated Total Cost	City of York Council
Development Stage	£75k	100%	Internal Costs
Programme Entry	£175k	100%	Internal Costs

Conditional Approval	£250k	10% (RFA 50%)	40%
Full Approval	£400k	10% (RFA 50%)	40%
Implementation	£6,900k	0% (RFA 60%)	40%
Total Estimated Cost	£7,800k	£300k (RFA £4,500k)	£3,000k

26. In Option 2 the scheme would be progressed sequentially following each approval stage as in option 1 but the Line Speed Improvement Study would be commenced straight away. This would mean each stage could commence approximately 4-5 months earlier with the anticipation that, subject to the receipt of the necessary approvals, the station could commence operation in mid 2014. It is likely that the overall costs would be similar to option 1 but the risk of expenditure on abortive work would be higher.
27. Under Option 3 the scheme would be progressed on a broad front resolving the funding, railway, land, planning and allotment issues at the same time. This option would enable full consultation to be undertaken at an earlier stage and an earlier completion date for the scheme. However this approach would increase the risk of abortive work being undertaken and would mean substantial increased costs to the council as more preparatory work would have to be undertaken before Programme Entry was received from the DfT.
28. The following programme has been prepared to understand the likely delivery timescale of Option 3. The programme includes for the preparation of designs at risk prior to approvals being received. This will increase costs to the Council and increase the risk of abortive work being undertaken. It is anticipated that the scheme could be delivered by mid 2013 subject to the necessary notices and land acquisition being completed.

Option 3 Indicative Programme		
MSB Stage	Key Elements	Anticipated Stage Dates
Development Stage	Approval in Principle (GRIP 3)	July 2010 – December 2010
Programme Entry	Outline Consultation Major Scheme Business Case Railway Development Stage GRIP4 Preparing Planning Application	July 2010 – May 2011
Conditional Approval	Detailed Consultation Planning Consent Securing Land	Jan 2011-October 2011
Full Approval	Detailed Design & Tender (GRIP 5) Land Acquisition	August 2011 - November 2012
Implementation	Construction & Commissioning (GRIP 6, 7, 8)	December 2012 – July 2013

29. The indicative future costs of the various stages for Option 3 are indicated in the following table. The costs and the apportionment is subject to detailed

agreement with Network Rail and the DfT. The allocation of risk and responsibility for funding of any cost overruns would also need to be confirmed prior to progressing beyond the development stage. The costs to the Council increase to approximately £540k with Option 3 principally due to the earlier commencement of the planning application process and preparation of the GRIP 4 Railway Infrastructure stage in advance of the Programme Entry submission.

Option 2 Indicative Costs			
MSB Stage	Indicative Costs	Possible Cost Apportionment: Subject to Approval by NR & CYC	
	Estimated Total Cost	City of York Council	Network Rail
Development Stage	£100k	100%	Internal Costs
Programme Entry	£400k	100%	Internal Costs
Conditional Approval	£100k	10% (RFA 50%)	40%
Full Approval	£300k	10% (RFA 50%)	40%
Implementation	£6,900k	0% (RFA 60%)	40%
Total Estimated Cost	£7,800k	£540k (RFA £4,340k)	£2,920k

30. The Executive Member has the option to stop the progression of the scheme taking account of the anticipated future development costs, availability of funding and risks to delivery. However this would mean that the aspirations of the residents of the area, LTP2 and the anticipated transport benefits from the scheme, both locally and in the wider region, would not be realised and the expenditure to date would have been abortive.
31. Summary of Options

	Option 1	Option 2	Option 3	Option 4
Commence Line Speed Improvement Study	Following Spending Review (December 2010?)	July 2010	July 2010	N/A
Completion Date	October 2014	May 2014	July 2013	N/A
Future CYC Costs (Subject to agreement with Network Rail)	Approx. £300k	Approx. £300k	Approx. £540k	Nil
Total Future Scheme Cost	£7,800k	£7,800k	£7,800k	N/A
Risk of Further Abortive Costs	Low	Medium	High	Nil
Delivery Risk	Medium	Medium	Medium	N/A

Consultation

32. Updates on the scheme have been presented to Haxby Town Council and the Haxby and Wigginton ward committee a number of times of the last few years. Most recently at the ward committee in July 2009 and to the Town Council in October 2009.
33. Under the recommended Option 1 (and Option 2) consultation on the outline scheme would be progressed after Network Rail had confirmed that there was a practical scheme which could be delivered. It would be proposed to consult with all residents in the Haxby and Wigginton area to gain their views on the proposal, identify their principal concerns and help to gauge the level of potential usage. Following the receipt of Programme Entry and further design development a formal pre-planning application consultation would be undertaken to refine the proposed scheme.
34. Under Option 3 the more detailed consultation would be undertaken at an earlier stage to enable the planning application to be submitted in advance of funding confirmation.

Member Views

35. Officers consulted with Haxby and Wigginton Ward Councillors Firth, Hogg, and Watson plus Councillors D'Agorne, Gillies and Potter on the proposals. Their current views on the station proposal are summarised below.

Ward Member Views

36. Councillor Firth has the following comments:
 - Questions the viability of the location of the station
 - Concerned about the impact of the station on the local area (increased traffic flow, lack of appropriate road system, parking issues in the area, the allotments and the need to link in local bus routes to the station.
 - Interested in seeing how the Train Operating Company views the viability of the station / rail link in today's market, particularly since the introduction of the free bus passes.
 - What consideration has been given to linking the station to the Park and Ride? or locating it on the edge of York near the Northern ring road providing a second rail hub for the area?
37. Cllrs. Hogg has the following comments
 - Is supportive of a station in Haxby but considers that the cautious approach in Option 1 is the preferred way forward.
38. Cllr Watson has the following comments
 - Welcomes the broad principle of a station in the area although considers that there needs to be detailed consultation on siting.
 - Considers that effects of line speed and timetabling need to be understood before progressing the scheme in detail.

Other Member Views

39. Councillor Gillies had the following comments on the station proposal
 - Concerned about the value for money of the proposal at the current location.
 - Would support a Park & Ride site next to the Railway line with access from the A1237.
 - Considers a heavy rail shuttle service between York Station and Strensall would be the best option of all, with halts at Haxby and the Hospital part of the service. Provision of a station at Haxby is not the favoured option by a long way.
40. Councillor Potter supports the progression of the scheme in accordance with standard procedures with commencement deferred until future funding allocations are clarified.
41. Comments had not been received from Cllr. D'Agorne at the time of writing the report.

Response to Member Views

42. The majority of the comments have been addressed in previous reports on the station project. The business case for the station is dependent on the large potential market within walking/cycling distance to the station (Approx. 22,000 within 3km). Additional car trips are likely to be encouraged if the station was situated further away from the population centre. The existing train frequency would need to be substantially increased to allow it to operate as a Park & Ride service with a significant impact on the level crossing downtime.
43. It is anticipated that the station will generate approximately 105,000 new rail trips annually and a further 83,000 trips abstracted from York station. The principal destination is anticipated to be Leeds (72,000 trips). The case for the station was based on these longer trips. Haxby to York trips are already well served by a regular bus service. The detailed implications on the locality, particularly the impact of additional car trips to the station, will be investigated further during the preparation of the Programme Entry Business Case.

Corporate Priorities

44. The provision of a station at Haxby will contribute to the following corporate priorities and fulfil an aspiration within the City's Local Transport Plan 2006-2011 (LTP2):
45. Thriving City – The provision of a station will provide an additional more sustainable transport option for the residents in the area. It is anticipated that there will be a slight reduction in traffic on the A1237 and A64 as some of the longer distance trips are diverted to the railway.
46. Sustainable City – The provision of a station will enable more trips to be undertaken using sustainable modes.
47. Safer City – The projected reduction in traffic travelling along adjacent roads is anticipated to reduce the level of accident risk in residential areas.

Implications

48. The following implications have been reviewed.
- **Financial** – A nominal £150k allocation for the progression of this scheme has been included in the 2010/11 City Strategy Capital Programme. The implications of the £1.452m of budget cuts for 2010/11 announced by the government on 10 June is the subject of a separate report to the Executive Member. The availability of future funds for delivering Major Schemes will be the subject of the Spending Review due to be published in the autumn. In addition the methodology for prioritising and evaluating schemes is being reviewed.
 - Option 1 (recommended) proposes the deferment of the Line Speed Improvement Study until the funding levels in future years and new Major Scheme processes have been confirmed. If Option 2 is progressed the financial commitment at this stage is restricted to the progression of the Line Speed Improvement Study. Further approvals would be obtained for the costs associated with the preparation of the Programme Entry business case once Network Rail's commitment to the scheme has been established. If Option 3 is progressed the allocation in 2010/11 would need to be substantially increased and additional resources appointed to deliver the scheme. The impact on other schemes within the programme would need to be assessed prior to progressing Option 3.
 - **Human Resources (HR)** – The HR implications would be dependent on the option chosen. Additional resources would be required to deliver the station to a faster programme.
 - **Equalities** – There are no fundamental equalities implications. The station will be designed in accordance with the latest standards to be accessible to all.
 - **Legal** – It is anticipated that there will be a number of legal issues to resolve throughout the delivery of the scheme including land acquisition, allotments, procurement, agreements with Network Rail etc.
 - **Crime and Disorder** – There are no crime and disorder implications
 - **Information Technology (IT)** – There are no IT implications
 - **Property** – There will be land purchase and allotment relocation issues to resolve during the delivery of the scheme.
 - **Other** – There are no other implications

Risk Management

49. A full risk register for the delivery of the project will be prepared as the scheme is developed. An initial review of the risks that are associated with the scheme has identified: obtaining funding, gaining planning consent, acquiring land and resolving issues with the existing allotments, as the major risks to be addressed. These are considered to be significant and a failure to address would seriously affect the delivery of the scheme. The management of these risks will be reviewed at each stage of the delivery of the project.

Contact Details

Author:
Tony Clarke
Capital Programme Manager
City Strategy
Tel No. 55 1641

Chief Officer Responsible for the report:
Richard Wood
Assistant Director City Development and
Transport

Report Approved Date 23/06/10

Specialist Implications Officer(s)

Wards Affected:
Haxby and Wigginton

All

For further information please contact the author of the report

Background Papers

Haxby Station Update Report to Executive Member for City Strategy Advisory Panel:
16 March 2009.

Annexes

None

This page is intentionally left blank



Decision Session
– Executive Member for City Strategy

6 July 2010

Report of the Director of City Strategy

York Transport Model Upgrade

Summary

1. This report considers options for the updating and upgrading of York's transport model.
2. The York transport model is currently maintained by Halcrow under the consultancy framework contract and managed by the transport planning modelling team. The data that underpins the model is getting out of date and some of the methodologies applied in the model no longer fully comply with the latest national advice and guidance.
3. It is proposed that whilst updating the model data and methods, necessary to maintain compliance with national guidance, the opportunity is taken to upgrade the model by migrating it to an integrated modelling platform (CUBE).
4. This will:
 - Simplify the model and make it portable, to enable the model to be further developed and used more effectively in-house. This will reduce costs and reduce development time.
 - Provide a more robust model for use in analysis of schemes. It is of increasing importance as capital budgets become limited that effective testing of schemes through modelling is carried out to maximise the realisation of benefits.
 - Increase confidence in the model to ensure that the model can continue to be used in the assessment of future planning applications to maximise transport benefits.
5. It is acknowledged that the recent government announcements on budget cuts is likely to be replicated more severely in future years which will enable fewer capital schemes to be delivered. However, under these circumstances it is anticipated that the robust justification of schemes using transport modelling will become even more important. The cost of not undertaking the model update/refresh could have a more significant impact in the longer term if the model is not compliant with DfT guidance and cannot be used with any

confidence to determine planning applications and effects on the highway. The DfT have already commented negatively on the age of the data used in the existing model when they assessed the Access York Phase 1 project. A number of large development sites and schemes are currently progressing or are under discussion which could potentially have a far greater influence on the city if the full impacts of traffic are not identified.

6. With an anticipated reduction in capital funding in future years it becomes more critical that private developer funding can be captured. Accurate modelling and confidence in the model will be critical to securing contributions.
7. Subject to the approval of the overall programme at the 6 July 2010 Decision Session it is proposed to use existing Section 106 developer contributions to finance the update. This mechanism is proposed so that the budget cuts on the overall funding levels of the programme do not impact on this essential longer-term project.
8. The update of the model and purchase of additional software will enable more of the modelling work required for planning applications and integrated transport schemes to be undertaken in-house. This will reduce the need for consultants undertaking the work.

Recommendations

9. The Executive Member is asked to note the contents of this report and:
 - 1) Agree to the commissioning of transport surveys to take place in autumn 2010 and spring 2011 and the refresh and update of the model.
 - 2) Authorise the proposed upgrade to the software platform with model validation and calibration late 2010 and delivery of new model spring 2011.

Reason: To ensure that the model remains 'fit for purpose', can be bought back 'in-house' to provide improved outputs.

Background

10. York's current strategic transport model has been developed over a number of years, with recent upgrades being completed on an ad hoc basis.
11. The model was last refreshed in 2008 and used in the preparation of the business case for the successful major scheme bid for three new park and rides in 2009. It has also been used recently to provide evidence for master planning of the Foss Basin, Hungate, Germany Beck, Terry's, University campus 3, LTP2 and the capital programme development.
12. The model consists of a SATURN highway model, EMME2 public transport model, bespoke trip assignment, distribution and model choice models. Data is passed between the various elements of the model with outputs from one fed into the inputs to another. Outputs can be displayed graphically using the SATURN interface or exported to GIS package (MapInfo). Whilst the model has

some weaknesses it is currently compliant with the DfT transport advice guidance.

13. The model is currently being used to provide evidence for Nestle South, LDF, York Northwest, LTP3 and the Community Stadium.
14. Future uses include analysing proposals arising from LTP3 and the capital programme, City centre review, LDF, core strategy and analysis of development proposals.
15. Recent government announcements on budget cuts will impact on the number of infrastructure schemes that can be delivered in this and future years. The proposal to allocate funds to update the city's transport model will reduce funds available for other capital schemes in future years. However the benefits of funding the model update this year include the reduction in ongoing revenue costs for undertaking modelling work, the reduced risk of the model not being compliant for future funding bids, a better understanding of the impact of transport schemes across the city and the improved confidence in the quality of the information when considering future development sites/applications.

Key Weaknesses of current model

16. Whilst the current model remains an important evidential and investigative tool for use in decision making, planning and the bidding process of transport planning; there are a number of technical weaknesses. Many of these were highlighted by the DfT as areas of concern in the recent P&R Major Scheme Bid:
 - i) **Age of data** – mostly over five years old and over ten in some areas. The maximum age in the DfT guidance is five years.
 - ii) **Segmentation of demand** - the demand segmentation profiles in our model do not meet the current guidance.
 - iii) **Limited** model coverage – the current model does not include all of CYC area for example Dunnington and Elvington are not currently modelled.
 - iv) **Detail** – there is a lack of detail in the modelling of the strategic road network on the peripheries of the model at the Authority area boundary and immediately beyond. Redistribution of traffic on this network causing any changes to arise in York will not be picked up.
 - v) **Lack of a trip generation and distribution model** – this is currently carried out externally to the model making it difficult to track and audit changes.
 - vi) **Poor variable demand modelling capability** - does not comply with current guidance.
17. In addition to the technical weaknesses above there are some practical management difficulties with the current model.
18. The model has in recent years been maintained by the council's framework consultant Halcrow. This arrangement, whilst successful, is expensive. The main issue is that the way that the model has been developed increases

complexity and reduces 'portability'. This means that it is not easy to make use of the model 'in-house' by the councils modelling team, nor can the model be provided for external use. Management version control and auditing of the modelling process is difficult and this is limiting the uses made of the model. Far more could be done in-house with a portable model.

Options

'Do nothing' option:

19. Keeping the existing model under the current management framework is an option. Despite the above weaknesses the model could still be used to provide some indications of future highway impact of more minor schemes and developments.
20. There would however be an increasingly reduced level of confidence in the modelling outputs and the model would be non-compliant. It would not be suitable for presentation to the Highways agency nor the DfT in support of scheme bidding purposes. It would be open to challenge and would be difficult to defend in planning appeal or public enquiry.

'Do minimum' option:

21. Keep the existing model as in the do nothing option and undertaking a data refresh to bring the data up to date. Commission Halcrow to effectively 'bolt on' the required upgrades to the public transport, trip generation, distribution and mode choice elements of the model in order to keep the model compliant.
22. Undertake an extensive programme of transport surveys autumn and spring 2010/11, to update and refresh the existing models. The coverage of the model would also require to be expanded. This will go some way to address the weaknesses outlined i), ii) iii) and iv) above.
23. Compliance would require Halcrow to develop 'external' bespoke trip generation and distribution models, as stand-alone models and to include a variable demand modelling package. These three new models would require complex linking to the existing models. This would further reduce the portability increase the complexity and so reduce the ability to audit the model. The resultant suite of models would however be 'fit for purpose' and compliant with the current national guidance. The model could be bought back in-house but this would require the software licences and training.
24. This option would require transport surveys costing £81,400 (for weekdays only) with £143,500 to expand, update and upgrade with additional £20,000 to provide in-house capability. A total of £244,900. There would be additional annual software licence and maintenance fee of £3,000.

Improvement option:

25. There is the opportunity to rationalise the modelling framework whilst undertaking the do minimum option as above. This would involve migration of

elements of the existing model (SATURN) to a single integrated modelling software platform (CUBE). Making use of the trip generation, distribution, mode choice and public transport elements built in to the CUBE package.

26. A single and integrated package would be far more manageable and auditable than the current arrangement. The turnover of modelling scenarios would be improved. The modelling process its self would benefit from becoming more transparent.
27. The surveys would still need to take place tailored to satisfy the data requirements for the new integrated model and the model coverage would be expanded to cover the entire City boundary and linked to strategic road network.
28. Halcrow would be commissioned to build the integrated model in association with York's modellers. A compliant, integrated, portable model would be delivered to the Council in late spring 2011.
29. Migration to the CUBE modelling platform has additional advantages in that it provides enhanced version control and auditing. It also has an embedded graphical interface capabilities based on ArcGIS. ArcGIS is the Councils preferred GIS system so there would be interoperability. The CUBE platform is widely used in the UK by other authorities (including Leeds, Bradford, Newcastle, Manchester and Transport for London).
30. This option would require transport surveys costing £81,400 (weekdays only) with £150,500 to expand, update and upgrade with additional £15,750 to provide in-house CUBE capability. A total of £247,650. There would be additional annual software licence and maintenance fee of £3,750.

Enhanced improvement option:

31. The above option includes for limited weekday surveys supplemented by data from automatic traffic counters, car park, park and ride, public transport and journey time data. The most costly element of the surveys is the roadside interviews at £5,000 each. These are expensive due to the traffic management and requirement for Police officers to stop the traffic. In setting up the original model 23 roadside sites were used, 10 are proposed for the refresh above. This is the minimum that we can use to give a reasonable level of confidence in the model. To carry out an upgrade with full surveys would cost £354,250 + annual licence fees as above. This option would provide an enhanced level of confidence in the model data although the priority would be to update the Saturday model.
32. An option to update the Saturday model has been priced at an additional £97,000 (with reduced RSI surveys). A Saturday model may be necessary for some schemes having a large potential impact on this day i.e. the Community Stadium or large retail developments. When undertaking an economic assessment the 'value of time' is far less during on non work days so the economic impact is smaller. Other impacts, environmental for instance can be assessed using a weekday model scaled for the Weekend because they do not require the level of detail as the economic assessments. There is no current

budget allocation to develop a Saturday model. A Saturday model is desirable and should be developed if funding becomes available.

33. It should be noted that whilst the new model will be an improvement over the old there are some areas that it is not an appropriate model for land-use traffic interaction nor for detailed modelling of road user charging. These applications would require different types of model to be developed, although they could share data from the transport model.

Analysis of options

34. Doing nothing would incur no new capital costs. Continued revenue expenditure on consultancy fees would be required for each model run. Failure to update the model input data would lead to the model becoming increasingly outdated. Failure to update the modelling methodology would mean that the model would become non-compliant.
35. Do minimum would incur an estimated £81,400 in survey costs and £143,500 in update costs. The model would not be portable and could not easily be run in house without the expenditure of an additional £20,000 on software licences and training. A total of 244,900. There would be additional annual software licence and maintenance fee of £3,000. The increased model complexity would increase the consultancy fees over the do-nothing case and increase the time taken to model scenarios.
36. The recommended improvement option would require the same survey fees of £81,400 and £150,500 for upgrade costs. The licence for CUBE is £15,750 a total of £247,650 with annual software licence and maintenance fees of £3,750.
37. The enhanced improvement and Saturday model updates whilst desirable are not considered affordable, although funding could be sought through future section 106 contributions.

Savings

38. The improvement option has the opportunity to bring about direct revenue savings by bringing the model in-house. Efficiencies in the design time of schemes will also be realised by bringing the model in-house. Larger schemes would still require some consultancy input. However, a portable model would allow this to be open tendered with the potential for cost saving.
39. There are opportunities for revenue generation through charging fees for use of the model by outside bodies. This revenue could be used to help maintain the model.

Consultation

40. Highways Development Control supports the principal of bringing of the model in-house and the proposed improvements to the modelling methodology. They also express their concern over the potential for a challenge to the model outputs at planning should the upgrade not take place and the model become non-compliant.

Corporate Objectives

41. Assessing the future of York's transport network and developing the capital programme contributes towards the corporate objectives of 'Building a Sustainable City' via LTP3 and 'Thriving City' with its assistance in the planning process. A contribution is also made by the model to air quality analysis and the 'Healthy City' objectives.

Implications

42.

- **Financial –**

- Capital cost of £94,900 for surveys and £150,500 to update, upgrade and migrate to the CUBE platform giving a total of £245,400. An allocation of £250k funded from developer contributions is proposed in the overall Integrated Transport Programme which is presented for approval at this Decision Session.

- There will be an increased revenue cost for software support of £3,570 a year.

- The Council spent over £50k in revenue on modelling support with Halcrow last year. This will reduce substantially when the new model is available for use in-house.

- **Human Resources (HR)** - none

- **Equalities** - none

- **Legal** - none

- **Crime and Disorder** - none

- **Information Technology (IT)** - The Council has existing software licences for some of the model elements. It is proposed that the new integrated model and associated software is developed and provided by Halcrow as a package and installed on the existing modelling PCs. There is a minimal impact on IT the only impact is the requirement for additional storage of the GIS outputs on the council servers. The software is not available to run on the CITRIX platform although a browser based interface is being developed.

- **Property** - none

Risk Management

43. Failure to update the transport model would result in the model becoming increasingly non-compliant according to the national guidance (Web-Tag). The risk to the reputation of the Council of this failure is that future use of a non-

compliant model would be open to challenge in a planning appeal or public enquiry.

44. A lack of confidence in the model and its outputs risks undermining Transport Planning and the Highways Development Control process.

Contact Details

Author:
Simon Parrett
Principal Transport Modeller
Transport Planning
Tel No. 1631

Chief Officer Responsible for the report:
Richard Wood
Assistant Director (City Development &
Transport)
City Strategy

Report Approved

Date 23 June 2010

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

Implication: Financial
Name: Patrick Looker
Title: Finance Manager
Tel No.: 1633

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

All

For further information please contact the author of the report



Decision Session
– Executive Member for City Strategy

6 July 2010

Report of the Director of City Strategy

City Strategy Capital Programme – 2010/11 Consolidated Budget Report

Report Summary

1. This report identifies the proposed changes to the 2010/11 City Strategy Capital Programme to take account of the budget cuts identified by the government, carryover of funds from 2009/10, additional funds received since the budget report, and variations to developer contribution budgets. The report also proposes adjustments to scheme allocations to align with latest cost estimates and delivery projections.
2. On June 10 the Government announced £1.452m of in-year cuts to the 2010/11 transport capital budget. The implications of these budget cuts have been assessed and variations to the allocations are proposed in this report. Further work will be undertaken to finalise allocations, and the detailed budgets will be confirmed in the Monitor 1 report to the Executive Member in September.
3. The 2010/11 Integrated Transport budget has been reduced from £6,910k to £5,674k to accommodate the funding variations. All projects in the programme have been critically reviewed against LTP priorities and assessed for value for money. Overprogramming levels have been reduced in recognition of the anticipated reduced future budget allocations.
4. The budget reductions have been achieved by the suspension of detailed work on a small number of schemes and re-phasing or reduction of scope of schemes across the programme. Details of the proposed changes are included in the Annexes to the report.

Recommendations

5. The Executive Member is requested to:
 - i) Approve the variations to the programme to accommodate the reduction in funding and addition of carryover schemes in 2010/11, as identified in Annexes 1 and 2.

- ii) Approve the variations to the 2010/11 City Strategy capital budget, subject to the approval of the Executive.

Reason: To enable the effective management and monitoring of the council's capital programme.

Background

6. The City Strategy Planning and Transport Capital Programme budget for 2010/11 was confirmed as £7,000k at Full Council on 25 February 2010. The approved Integrated Transport budget of £6,910k includes £2,986k of Local Transport Plan (LTP) funding, plus other funding from the Cycling City grant, Road Safety grant, Regional Funding Allocation (RFA) Supplementary Grant and developer contributions. This represents the budget available to spend, and is therefore net of the over-programming built into the Local Transport Plan element of the programme.
7. The City Strategy Capital Programme also includes £90k of funding from council resources for the maintenance of the City Walls.
8. Since 1 April 2010 the property section has been integrated into the City Strategy Directorate. The Property Capital Programme has a starting budget of £1,336k in 2010/11 funded from council resources.
9. The Accommodation Review and Stadium schemes being progressed by the City Strategy Directorate are reported separately.
10. Table 1 illustrates the current approved capital programme.

Table 1: Current Approved Capital Programme

Original Budgets approved by Council at 25 February 2010	Gross Budget £000s	External Funding* £000s	Capital Receipts £000s
Planning & Transport	7,000	6,910	90
Property	1,336		1,336
Current Approved Capital Programme	8,336	6,910	1,426

*External funding refers to government grants, non government grants, other contributions, developer contributions and supported capital expenditure.

Summary of Key Issues

11. On 24 May the government announced that £6.2bn of cuts were to be made from 2010/11 budgets. The detail of where the cuts would be made was published on 10 June and included £1.452m from capital Integrated Transport budgets in York. In addition the Major Scheme process, which was to be used to fund the majority of the Access York Phase 1 project,

has been suspended until the completion of the Spending Review in the autumn. As part of this process it is anticipated that a new prioritisation and evaluation methodology for major schemes will be established later in the year.

12. The cuts include £750k from the LTP budget (approx. 25%), £660k from the Regional Funding Allocation Supplement (50% of 10/11 allocation) and £42k from the Road Safety Grant (100%). The Cycling City budget remains as originally allocated.
13. The entire programme has been reviewed against the objectives of the Local Transport Plan and has been amended to achieve the highest value for money possible using the available funds. The level of overprogramming has been reduced by approximately £600k in light of the anticipated reductions to future budgets.
14. Expenditure has been focussed on the delivery of schemes in 2010/11, rather than preparatory work for projects planned to be delivered in future years. However, even with the lower level of overprogramming additional schemes may need to be deferred later in the year if good progress continues on all projects. Updates will be provided to the September and December Decision Sessions.
15. The budget reductions have been achieved by the suspension of detailed work on a small number of schemes (e.g. Haxby Station, Access York Phase 2, Howden Dike, Bootham Crossing, Quality Bus Contract Scheme), and the re-phasing or reduction of scope of schemes across the programme (e.g. Access York Phase 1, Blossom Street, Fishergate Gyratory, Beckfield Lane Phase 2, Minor Cycling Schemes). Details of the proposed changes to the programme are provided in Annexes 1 & 2.
16. As reported to the Executive Member in June, the outturn for the 2009/10 capital programme was £4,737k, an underspend of £496k against the adjusted budget of £5,233k (Monitor 2 budget of £5,145k, plus £88k additional grant funding and council resources). The proposed carryovers are identified in the following table.
17. The current approved budget and proposed adjustments are indicated in Table 2 below. Additional information, including details of the proposed changes to allocations, is provided in the Annexes to the report.

Table 2: Capital Programme Budget 2010/11

Gross City Strategy Capital Programme	2010/11 £000s	Paragraph Ref
Current Approved Capital Programme	7,000	
<u>Transport Adjustments:</u>		
Regional Funding Allocation (Carryover from 2009/10)	+13	Annex 1
Proposed Section 106 Funding increase	+130	Annex 1
Yorkshire Forward grant (Dial & Ride bus purchase)	+73	Annex 1
<u>Transport Budget Cuts</u>		
Local Transport Plan Cut	-750	
Regional Funding Allocation Cut	-660	
Road Safety Grant Cut	-42	
<u>Total Transport Variation</u>	-1,236	
City Walls (Carryover of underspend in 2009/10)	+92	Annex 1
Revised Capital Programme	5,856	

Scheme Specific Analysis

18. The key proposed changes included in this report are summarised below and are detailed in Annex 1.

- Reduce the allocation for the Access York Phase 1 scheme, following suspension of the Department for Transport (DfT) Major Scheme process on 10 June. It is proposed to suspend the delivery of the full scheme at a sensible break point to minimise abortive expenditure, but continue preparatory works on the Askham Bar site up to the completion of the detailed design stage.
- Continue the delivery of the A19/A1237 Roundabout Improvements scheme with an anticipated completion in early 2011.
- Stop work on the Access York Phase 2 and Haxby Station schemes, pending confirmation of the new Major Schemes process.
- Reduce the allocation for the Blossom Street scheme and focus delivery on the Nunnery Lane/Queen Street Junction in 2010/11.
- Reduce the allocation for the Fishergate Gyratory scheme to allow for consultation and detailed design in 2010/11, and defer implementation of the scheme to future years.
- Increase the allocation for the Fulford Road scheme to complete the construction of the Hospital Fields Road to Heslington Lane section and progress the Cemetery Road to Fishergate section.

- Add grant funding from Yorkshire Forward for the purchase of a new Dial & Ride vehicle.
- Reduce the allocations for the Bus Location and Information Sub-system (BLISS) and Urban Traffic Management and Control (UTMC) projects.
- Reduce the allocations for the smaller walking and cycling schemes.
- Adjust the allocations for the Footstreets Review and City Centre Accessibility Improvement schemes.
- Slip the allocation for the Minster Piazza scheme to 2011/12, pending confirmation of the success of the funding bid to the Heritage Lottery Fund by the Minster.
- Suspend the delivery of the Bootham Crossing Cycling scheme subject to progress on other schemes in 2010/11.
- Reduce the allocation for the Beckfield Lane Phase 2 scheme to enable delivery of the proposed revised scope of the project.
- Increase the allocation for the City Walls Restoration scheme using carry over funds from 2009/10.

Consultation

19. The capital programme was developed under the Capital Resource Allocation model (CRAM) framework and agreed at Full Council on 25 February 2010. Whilst the capital programme as a whole is not consulted on, the individual scheme proposals do follow a consultation process with local councillors and residents in the locality of the individual schemes.

Corporate Priorities

20. The capital programme is decided through a formal process, using a Capital Resource Allocation Model (CRAM). CRAM is a tool used for allocating the council's scarce capital resources to schemes that meet corporate priorities.
21. The City Strategy Capital Programme supports the Sustainable City, Thriving City and Safer City elements of the new Corporate Strategy.
22. **Sustainable City** We aim to be clean and green, reducing our impact on the environment while maintaining York's special qualities and enabling the city and its communities to grow and thrive. Improvements to cycle routes, walking routes and public transport will help to meet this objective.
23. **Thriving City** We will continue to support York's successful economy to make sure that employment rates remain high and that local people benefit from new job opportunities. Improvements to the city's sustainable transport network including the improvements to the Park & Ride service will assist the economy by reducing the impact of congestion.
24. **Safer City** We want York to be a safer city with low crime rates and high opinions of the city's safety record. Improvement schemes and speed management measures are targeted at prioritised sites to reduce

casualties. Education and enforcement campaigns complement the highway improvement works.

Implications

25. The report has the following implications:

- **Financial** – See below
- **Human Resources (HR)** – The lower budget means that reduced resources will be needed to deliver the programme in the year. This will be managed by reducing the use of consultants and agency staff where possible and appropriate.
- **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

26. The LTP allocation for 2010/11 was confirmed by the Government Office for Yorkshire and the Humber on 27 November 2007. The City Strategy Capital Programme budget was agreed by the Budget Council as part of the overall CYC Capital Programme on 25 February 2010. All funding for the base budget of £7,000k had therefore been agreed and confirmed, prior to the announcement of cuts to the 2010/11 transport capital programme.

27. The cuts announced on 10 June have reduced the funding available directly from government sources by £1,452k. Carryovers of funding from 2009/10, additional grants, and use of more developer contributions in 2010/11 has reduced the overall budget variation to £1,144k.

28. If the proposed changes are accepted, the total value of the City Strategy Planning and Transport Capital Programme for 2009/10 would be **£6,461k** including overprogramming. The overprogramming would decrease from £1,184k to **£605k** (compared to £1,259k at this stage in 2009/10). The budget would decrease to **£5,856k**, and would be funded as follows:

	Current Budget £000s	Proposed Alteration £000s	Proposed Budget £000s
LTP Settlement	2,986	-750	2,236
Regional Funding Allocation	2,327	-647	1,680
Developer Contributions	500	+130	630
Road Safety Grant	42	-42	0
Cycling City Grant	1,055		1,055
CYC Resources	90	+92	182
Other Grant Funding		+73	73
Total	7,000	-1,144	5,856

29. Details of the proposed Property Services budget are provided in Annex 4. This budget is fully funded from council capital resources as indicated in the following table:

	Current Budget £000s	Proposed Alteration £000s	Proposed Budget £000s
Total	1,366	+677	2,013

Risk Management

30. 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.
31. In addition to the cuts to transport capital budgets for 2010/11, there is a significant risk that future budgets will be substantially lower than in recent years. This will increase the importance of the prioritisation of schemes to ensure that the reduced funding is allocated to schemes which deliver the best value for money in accordance with the objectives of the LTP.

Author:

Tony Clarke
Capital Programme Manager
City Strategy
Tel No. 01904 551641

Chief Officer Responsible for the report:

Richard Wood
Assistant Director City Development and
Transport

Co-Author

Patrick Looker
Finance Manager
City Strategy
Tel No. 01904 551633

Report Approved Date 24 June 2010

Report Approved Date 24 June 2010

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: 2009/10 Monitor 2 Report – 1 December 2009

City Strategy Capital Programme: 2010/11 Budget Report – 2 March 2010

City Strategy Capital Programme: 2009/10 Outturn Report – 1 June 2010

Annexes

Annex 1: 2010/11 Consolidated Report – Scheme Progress Report

Annex 2: Summary of Proposed Changes

Annex 3: Current and Proposed Budgets

Annex 4: Property Services Capital Programme

Annex 1: 2010/11 Consolidated Report – Scheme Progress Report

1. This annex provides an update on the progress of schemes within the City Strategy Capital Programme, and details a number of proposed changes to the programme. Progress on schemes is reported by exception i.e. an update is only provided if the cost or delivery programme has changed from the budget report in March 2010. Details of the current and proposed allocations for all schemes in the programme are set out in Annex 3.
2. On 10 June the government announced £1.452m of cuts from capital Integrated Transport budgets for York. This is made up of a £750k reduction to Local Transport Plan funding (25%), and £660k (50% of 2010/11 allocation) reduction to the Regional Funding Allocation (RFA) grant. 100% of the capital element of the Road Safety Grant (£42k) has also been cut.
3. As a result, all schemes in the transport capital programme have been re-assessed to review value for money and contribution to the priorities of the council's second Local Transport Plan. In response to the budget reductions it is proposed to defer work on some schemes and reduce allocations for others to accommodate the lower levels of available funding. The level of overprogramming has also been reduced across the programme to take account of the lower anticipated levels of funding in future years.
4. Reports on four of the schemes in the programme (Haxby Station Update; Orbital Cycle Route – Proposed Improvement Schemes; Beckfield Lane – Alternative Highway Proposals; Wigginton Road – Proposed Improvements for Cyclists) are also on the agenda at this meeting. Decisions on these schemes may affect the overall programme allocations.

Transport Schemes

5. Access York Phase 1 (AY01/09) - £550k. The council were notified on 10 June that the Major Scheme process for transport projects has been suspended by the government until the completion of the Spending Review in the autumn. It is still considered that the scheme represents the most effective way to reduce congestion, improve air quality, support economic activity and encourage use of public transport at relatively low cost whilst being assessed to be good value for money. However, owing to the reduced availability of funding nationally it is anticipated that the delivery of the entire scheme will need to be over a longer timeframe than currently planned. The highest value for money and lowest cost site is at Askham Bar where there is a known lack of capacity. The additional revenue cost of delivering an amended service at this site is also substantially lower than the provision of a new service from the other sites.
6. In line with advice from the DfT and in accordance with the wishes of the Project Board, it is proposed to partially suspend delivery of the Access York Phase 1 project. Work will progress, if necessary, to the next suitable point and then be brought to a close on the A59 Poppleton Bar P&R, the A59 roundabout upgrade at the outer ring road, the Clifton Moor P&R site, and the bus corridor

works along the A59 and Wigginton Road. However, to retain some continuity with the project and to take advantage of the resource spent in the procurement of the Lead Design Consultant, the project will continue on a limited basis with the detailed design of the Askham Bar P&R site. The small Project Team will remain in place but will investigate other sources of funding as well as assisting with other projects to minimise costs.

7. This approach will mean that the council is in the best position possible to react to the outcome from the Government Spending Review in the autumn by either being able to quickly re-mobilise if required, or to have the resources to enter a further bidding process. Alternatively, if there is no realistic possibility of the project being able to continue at this stage then a decision on complete suspension will be required. It is therefore proposed to reduce the allocation for this project to £350k in 2010/11 to allow the detailed design for the Askham Bar site and access to be completed, and a controlled suspension of the work on the other sites.
8. Access York Phase 2 Development (AY02/08) - £100k. It is proposed to reduce the allocation for this scheme to £5k, and defer further development work on the proposed A1237 Outer Ring Road roundabout improvements until the result of the Spending Review is known.
9. A19 Roundabout Improvements (OR01/09) - £1,400k. It is proposed to continue the delivery of the capacity improvements at the A19/A1237 Roundabout. Owing to the longer time taken to complete the detailed design it is anticipated that final completion will not be until early in 2011. Opportunities for minimising the cost of this scheme whilst maintaining the journey time reduction benefits will be investigated.
10. Blossom Street Multi-Modal Scheme (PT07/06) - £500k. It is proposed to reduce the allocation for this scheme to £200k, to allow the delivery of the key elements of the scheme at the Blossom Street/ Queen Street/ Nunnery Lane junction in 2010. It proposed to defer the delivery of the remainder of the scheme at the Holgate Road junction and the pedestrian crossing by the cinema into 2011/12.
11. Fishergate Gyratory Multi-Model Scheme (MM01/08) - £450k. Following the report to the June Decision Session, approval was granted for the implementation of improvements for pedestrians and cyclists along the gyratory, and a trial reduction in carriageway width at the southern end of the gyratory. However, due to the budget pressures and to allow a longer period for consultation and scheme design, it is proposed to reduce the allocation for this scheme to £50k in 2010/11, and defer implementation to future years.
12. Fulford Road – 09/10 Completion (PT04/06) - £50k. As reported in the 2009/10 Capital Programme Outturn Report, the improvements to Fulford Road between Hospital Fields Road and Heslington Lane were not completed at the end of March 2010, leading to an underspend of £266k. It is proposed to increase the allocation for this scheme by £280k for the cost of the works carried out early in 2010/11, including some additional work in Naburn village.

13. Fulford Road (Cemetery Road to Fishergate) (MM01/10) - £75k. The proposed options for this scheme were included in the Fishergate Gyratory report to the June Decision Session. Approval was granted for improvements to Fishergate between Cemetery Road and Melbourne Street, including a new pedestrian refuge near Melbourne Street and footway widening along the route. It is proposed to increase the allocation for this scheme to £80k, due to the anticipated increased cost of implementing the scheme in 2010/11.
14. Urban Traffic Management & Control (UTMC) (AQ01/10) - £100k. It is proposed to reduce the allocation for UTMC schemes to £75k, and slip delivery of some elements to 2011/12.
15. Low Emission Strategy Development (AQ02/10) - £100k. It is proposed to reduce the allocation for the Low Emission Strategy Development scheme to £75k, which includes £20k for the purchase of air quality monitoring equipment in 2010/11.
16. James Street Link Road Phase 2 Development (JS01/09) - £50k. It is proposed to reduce the allocation for this scheme to £10k, which will allow a review of the options for delivering the missing section of the second phase of the James Street Link Road (between Layerthorpe and the existing access road to 'The Forum' development off Heworth Green) to be carried out.
17. Car Park Ticket Machines – New Scheme. It is proposed to allocate £20k for the installation of new ticket machines at a number of car parks in the city centre. The machines will be similar to those installed at the Piccadilly Car Park in 2009/10 and will allow credit/debit cards to be used for transactions.
18. Park & Ride Schemes - £50k. It is proposed to reduce the allocations for improvements at existing Park & Ride sites and upgrades to Park & Ride city centre bus stops to £40k, which will allow a number of small improvement schemes to be carried out.
19. Haxby Station Scheme (PT03/08) - £150k. As the Major Scheme process has been suspended until the outcome of the government's Spending Review in the autumn, it is proposed to stop work on this scheme until the outcome of the review is known, and reduce the allocation for this scheme to £5k. A separate report on this scheme is also being presented at this meeting.
20. Bus Location and Information Sub-System (BLISS) (PT01/10) - £100k. It is proposed to reduce the allocation for the BLISS schemes to £75k, and slip delivery of some elements of the scheme to 2011/12.
21. Dial & Ride Vehicle (PT03/09) - £97k. It is proposed to increase the total allocation for this scheme to £170k, as Yorkshire Forward have provided £73k of grant funding towards the provision of the two new Dial & Ride vehicles.
22. Quality Bus Contract Scheme Development (PT04/10) - £100k. It is proposed to reduce the allocation for this scheme to £10k, until further information on the Government's transport policy has been confirmed.

23. Station Frontage (PT05/10) - £50k. It is proposed to reduce the allocation for this scheme to £20k to allow minor improvements to be carried out in 2010/11. The implementation of the scheme is dependent on the outcome of a joint review with the station operator (East Coast).
24. It is proposed to reduce the allocations for the Dropped Crossings and Minor Pedestrian Schemes to £40k overall as a contribution to the required savings.
25. Clifton Moor Pedestrian Audit (PE03/10) - £50k. It is proposed to reduce the allocation for this scheme to £20k, which will allow the priority improvements identified in the audit of pedestrian facilities in the Clifton Moor area to be implemented in 2010/11.
26. Footstreets Review (PE04/09) - £25k. The outcome of the review of the operation of the Footstreets zone was reported to the Executive in May, and four 'short-term' schemes were identified for implementation in 2010/11 (standardisation of Footstreets hours; extension of the Footstreets operational period; review of signing and lining in the Footstreets zone, and a trial of cycle access along designated routes in the Footstreets zone). It is proposed to increase the allocation for this scheme to £70k to allow these schemes to be implemented in 2010/11, pending the outcome of public consultation on the proposed schemes.
27. City Centre Accessibility Improvements (PE04/10) - £200k. It is proposed to reduce the allocation for this scheme to £125k, which will allow enhancements to the Library Square area and Museum Street Park & Ride stop (subject to additional funding contributions). Feasibility work on improvements to other junctions in the city centre will be progressed following the completion of the City Centre Accessibility study currently being undertaken by the council.
28. Howden Dike Crossing, Naburn (PE05/10) - £25k. The required match funding from the Ward Committee has not been made available in 2010/11, therefore it is proposed to slip this scheme into a future year. The scheme will be reconsidered against other priorities and the availability of match funding in 2011/12.
29. Improvements to Hungate Bridge Approaches (PE06/10) - £10k. It is proposed to increase the allocation for this scheme to £40k, to allow preparatory work to be carried out for the new bridge on the Navigation Road side of the Foss. The new bridge itself (to be constructed by the Hungate developer) has recently obtained the final consent from the Secretary of State. The proposed budget includes an allocation for feasibility work on improvements to Navigation Road to link to the new bridge, and an allocation for the demolition of the concrete 'tunnel' adjacent to the former Walker's builders merchant site.
30. Minster Piazza (PE08/10) - £250k. Following discussions with the Minster it is understood that the previously approved contribution to the upgrade of the Deangate area will not be required in 2010/11. Subject to a successful bid to the Heritage Lottery Fund, it is understood that the £250k contribution from the Integrated Transport budget to the scheme promoted by the Minster may not be

required until 2012/13. As a result, this allocation has been removed from the 2010/11 programme.

31. The allocation of Cycling City funding across the transport capital programme has been adjusted due to budget reductions across the programme. The main change has been the reduction of the Cycling City contributions to the Blossom Street and Fishergate Gyrotory schemes to be delivered in 2010/11, which has been transferred to other cycling schemes, including the Orbital Cycle Routes and the Station Access Ramps schemes. Full details of the changes to the proposed funding allocations are shown in Annex 2.
32. Lendal Hub Station (CY01/09) - £250k. It is proposed to increase the allocation for this scheme to £256k, to include funding carried over from 2009/10. Work is expected to start on the scheme in July.
33. Orbital Cycle Route: James Street to Millennium Bridge (formerly James St to Heslington Road) (CC03/09) - £600k. Following the report presented at the February Decision Session meeting, a revised route has been suggested which runs from James Street to link to the existing off-road cycle route along New Walk to the Millennium Bridge. It is proposed to reduce the allocation for this scheme to £560k, as the scheme cost is lower than originally estimated.
34. Orbital Cycle Route: Clifton Green to Crichton Avenue (CC01/09) - £370k. It is proposed to increase the allocation for this scheme to £390k, as the scheme cost is higher than originally estimated following more detailed design. This scheme will link the existing cycling facilities on Water End to the Crichton Avenue cycle route, which was completed in 2009/10.
35. Orbital Cycle Route: Hob Moor to Water End (CC02/09) - £190k. At the February Decision Session meeting, officers were requested to develop alternative route proposals for this section of the orbital route. However, due to the uncertainty of the progress of the Access York Phase 1 scheme, which would have included provision for cyclists at the Water End/ A59 junction as part of the bus corridor works, it is now proposed to reduce the allocation for this scheme to £180k, to allow a scheme along Lindsay Avenue and Hobgate to be progressed in 2010/11.
36. Further details of the proposed Orbital Cycle Route schemes are available in a separate report on the schemes being presented at this meeting.
37. Bootham Crossing (CY03/09) - £75k. The relative priority of the Bootham Crossing scheme has been reviewed against other cycling schemes to take account of the reduced budget available. It is considered that other projects within the cycling budget have higher priority in 2010/11. It is, therefore, proposed to defer the implementation of the scheme and progress it as a reserve project to be delivered if the progress on other schemes is slower than anticipated within the year. It is proposed to reduce the current budget to £5k.
38. Beckfield Lane Phase 2 (CY07/09) - £280k. This scheme has been subject to a wide-ranging review since the original layout was approved in principle. Subject to the approval of the option recommended in the report to this Decision

Session, it is proposed to reduce the budget allocation to £50k. This will allow a new toucan crossing of Beckfield Lane along with a short section of off-road path near Ostman Road to be delivered.

39. Removal of Barriers to Cycling (CY01/10) - £50k. It is proposed to reduce the allocation for this scheme to £20k, and review the proposed programme of adjustments to barriers at accesses to off-road cycle routes to identify the priority schemes for implementation in 2010/11.
40. Cycling Minor Schemes (CY02/10) - £75k. This allocation was included in the programme for the implementation of minor improvements to cycle facilities across the city, and feasibility work to develop cycling schemes for implementation in future years. It is proposed to reduce the budget allocation for this scheme to £50k, which will be split into separate allocations for Cycle Minor Schemes (£30k), and Cycle Scheme Development (£20k).
41. Cycle Route Signing (CC07/09) - £50k. It is proposed to reduce the allocation for this scheme to £25k, and review the proposed programme of work to identify priority schemes for implementation in 2010/11.
42. Cycle Parking (CY03/10) - £75k. It is proposed to reduce the allocation for this scheme to £30k, and transfer £30k to support carryover cycling schemes from 2009/10. The 2010/11 Cycle Parking allocation will be separated into the following three schemes:
 - Cycle Parking: Installation of cycle parking across the city - £10k.
 - Employment Sites Cycle Parking: Match funding contributions to employers for the installation of cycle parking - £10k.
 - City Centre Cycle Parking: Installation of cycle parking in the city centre - £10k.
43. As reported to the Executive Member in the 2009/10 Capital Programme Outturn Report, there were some cycling schemes in the 2009/10 programme where work was not completed within the year. It is proposed to add the following three schemes to the programme:
 - Scarborough Bridge Upgrade: Feasibility study of potential improvements to access to the bridge for pedestrians and cyclists on the northern side of the existing bridge - £10k.
 - Inner Ring Road (Crossings & Route): Implementation of new cycle lanes on Gillygate, which was approved at the April Decision Session meeting - £10k.
 - Lighting Schemes: Completion of the installation of way-marking lights on the cycle path across Bootham Stray, and development of other cycle route lighting schemes - £10k.
44. At the time of writing the 2010/11 Budget Report, the programme of Safety Schemes was still being developed and a detailed programme was not included in the report to Decision Session in March. Due to the overall budget pressures, the allocation for the Local Safety Schemes, Speed Management Schemes, and Danger Reduction schemes has been reduced from £200k to £150k. A programme of schemes has now been developed, and is included in Annex 3.

45. Safe Routes to 'Playbuilder' Sites – New Scheme. An allocation of £30k has been included in the programme to provide safe routes to the proposed play locations provided through the 'Playbuilder' scheme, including the provision of cycle parking at play sites.
46. Details of the programme of School Schemes has also been included in Annex 3 to this report, as this programme was still being developed when the 2010/11 Budget Report was written. This includes eight schemes that have been carried over from 2009/10, and nine new schemes. Funding for cycle parking at schools has been reduced by £10k with the remaining £40k allocated to Fulford Secondary School and Elvington Primary School.
47. Carryover Commitments from Previous Years - £100k. This budget covers minor completion works and retention monies associated with LTP schemes undertaken in previous years. It is proposed to reduce the allocation for this scheme to £60k, due to the lower expected carryover costs from schemes completed in previous years.

City Strategy Maintenance Programme

48. City Walls Restoration (CW01/10) - £90k. Work began on the section of the City Walls on Lord Mayor's Walk at the end of 2009/10, and has continued into 2010/11. It is proposed to increase the allocation for this scheme to £182k, to include £92k of council resources funding that has been carried over from 2009/10.

This page is intentionally left blank

Local Transport Plan		
Scheme	Change	Budget Change
		£1,000's
Access York Phase 1	Defer until Major Scheme process has been updated; design work to continue on Askham Bar	-55.00
Access York Phase 2 Development	Defer until Major Scheme process has been updated	5.00
Traffic & Transport Model Enhancement	LTP funding replaced with Section 106 funding	-50.00
Blossom Street Multi-Modal Scheme	Delivery of Nunnery Lane/ Queen Street junction improvements in 2010/11	-250.00
Fishergate Gyratory Multi-Modal Scheme	Consultation and scheme design only in 2010/11	-100.00
Fulford Road - 09/10 Completion	Increased funding to allow completion of work carried over from 2009/10	280.00
Fulford Road (Cemetery Road to Fishergate)	LTP funding replaced with Cycling City and Section 106 funding	-75.00
Urban Traffic Management & Control (UTMC)	Delivery of some elements slipped into 2011/12	-25.00
Low Emission Strategy Development	Overall allocation reduced due to budget pressures;	-45.00
Air Quality	separate allocation for Air Quality work set out	20.00
James Street Link Road Phase 2 Development	Allocation reduced due to budget pressures; options for delivery of scheme to be reviewed	-40.00
Car Park Ticket Machines	New Scheme - installation of new ticket machines in city centre car parks	20.00
P&R Site Upgrades	Allocation reduced due to budget pressures	-5.00
P&R City Centre Bus Stop Upgrades	Allocation reduced due to budget pressures	-5.00
Haxby Station Scheme	Defer until Major Scheme process has been updated; Regional Funding Allocation replaced with LTP funding	5.00
Bus Location & Information Sub-System (BLISS)	Delivery of some elements slipped into 2011/12	-25.00
Quality Bus Contract Scheme Development	Defer until new transport policy has been confirmed	-90.00
Station Frontage	Allocation reduced due to budget pressures; progress dependent on joint review with station operator	-30.00
Dropped Crossing Budget	Allocation reduced due to budget pressures	-5.00
Minor Pedestrian Schemes Budget	Allocation reduced due to budget pressures	-5.00
Clifton Moor Pedestrian Audit Schemes	Allocation reduced due to budget pressures; highest priority elements to be delivered in 2010/11	-30.00
Footstreets Review	Increased to allow implementation of schemes identified in Footstreets Review report to Executive	45.00
City Centre Accessibility Improvements	Allocation reduced due to budget pressures	-75.00
Howden Dike Crossing, Naburn	Scheme deferred until match funding from the Ward Committee is available	-25.00
Minster Piazza	Council contribution to scheme not required in 2010/11	-250.00
Lendal Hub Station	Increased to include carryover funding from 2009/10	6.00
Orbital Cycle Route - James St to Millennium Bridge (formerly James St to Heslington Road)	Overall scheme cost lower than originally estimated; adjustments made to funding resources	-25.00
Orbital Cycle Route - Clifton Green to Crichton Avenue	LTP funding replaced with Section 106 funding	-105.00
Orbital Cycle Route - Hob Moor to Water End	Lower cost scheme to be progressed along Lindsey Avenue and Hobgate	-45.00
Bootham Crossing	Delivery of scheme slipped to future years	-45.00
Beckfield Lane Phase 2	Lower cost scheme to be progressed	-230.00
Station Access Ramps	Regional Funding Allocation replaced by LTP funding and Cycling City funding	2.00
Cycling Minor Schemes	Overall allocation reduced due to budget pressures;	-30.00
Cycle Scheme Development	separate allocation for scheme development work set out	20.00
Cycle Route Signing	Allocation reduced due to budget pressures	-5.00
Cycle Parking	Allocation reduced due to budget pressures; individual scheme allocations set out	-30.00
Local Safety Schemes - Various Locations	Proposed programme of work lower than initial allocation; Road Safety Grant funding replaced with LTP funding	22.00
Speed Management Schemes	Allocation reduced due to budget pressures	-20.00
Danger Reduction Schemes	Allocation reduced due to budget pressures	-10.00
Safe Routes for 'Playbuilder' Schemes	Continuation of delivery of safe routes to new play areas as part of the council's 'Playbuilder' programme	30.00
School Schemes	Proposed programme of work lower than initial allocation	-5.00
School Cycle Parking Schemes	Proposed programme of work lower than initial allocation	-9.00
Carryover Commitments from Previous Years	Reduced due to lower costs of schemes from previous years	-40.00

Total Programme Change
Budget Change
Overprogramming change

-1,329.00
-750.00
-579.00

Regional Funding Allocation		
Scheme	Change	Budget Change
		£1,000's
Access York Phase 1	Defer until Major Scheme process has been updated; design work to continue on Askham Bar	-145.00
Access York Phase 2 Development	Defer until Major Scheme process has been updated	-100.00
Traffic & Transport Model Enhancement	Regional Funding Allocation replaced with additional Section 106 funding	-150.00
Haxby Station Scheme	Defer until Major Scheme process has been updated	-150.00
Station Access Ramps	Regional Funding Allocation replaced with Cycling City funding	-102.00
Total		-647.00

Cycling City Funding		
Scheme	Change	Budget Change
		£1,000's
Blossom Street Multi-Modal Scheme	Delivery of Nunnery Lane/ Queen Street junction improvements in 2010/11	-50.00
Fishergate Gyratory Multi-Modal Scheme	Consultation and scheme design only in 2010/11	-100.00
Fulford Road (Cemetery Road to Fishergate)	LTP funding replaced with Cycling City and Section 106 funding	30.00
Orbital Cycle Route - James St to Millennium Bridge (formerly James St to Heslington Road)	Overall scheme cost lower than originally estimated; Section 106 funding replaced with Cycling City funding	60.00
Orbital Cycle Route - Hob Moor to Water End	Lower cost scheme to be progressed along Lindsey Avenue and Hobgate; LTP funding replaced with Cycling City funding	35.00
Bootham Crossing	Delivery of scheme slipped to future years	-25.00
Station Access Ramps	Regional Funding Allocation replaced with Cycling City funding	100.00
Removal of Barriers to Cycling	Allocation reduced due to budget pressures	-30.00
Cycling Minor Schemes	Allocation reduced due to budget pressures	-15.00
Cycle Route Signing	Allocation reduced due to budget pressures	-20.00
Cycle Parking	Allocation reduced due to budget pressures; individual scheme allocations set out	-15.00
Scarborough Bridge Upgrade	Feasibility work carried over from 2009/10	10.00
Inner Ring Road (Crossings & Route)	Scheme not implemented in 2009/10	10.00
Lighting Projects - pilots on off-road routes	Cost of scheme completion works carried over from 2009/10	10.00
Total		0.00

Section 106 Funding		
Scheme	Change	Budget Change
		£1,000's
Traffic & Transport Model Enhancement	LTP funding and Regional Funding Allocation replaced with Section 106 funding	200.00
Fishergate Gyratory Multi-Modal Scheme	Consultation and scheme design only in 2010/11	-200.00
Fulford Road (Cemetery Road to Fishergate)	LTP funding replaced with Cycling City and Section 106 funding	50.00
Improvements to Hungate Bridge Approaches	Higher cost of preparatory and accommodation works in 2010/11	30.00
Orbital Cycle Route - James St to Millennium Bridge (formerly James St to Heslington Road)	Overall scheme cost lower than originally estimated; Section 106 funding replaced with Cycling City funding	-75.00
Orbital Cycle Route - Clifton Green to Crichton Avenue	LTP funding replaced with Section 106 funding	125.00
Total		130.00

Grant Funding		
Scheme	Change	Budget Change
		£1,000's
Dial & Ride Vehicle	Grant funding from Yorkshire Forward added to programme	73.00
Local Safety Schemes - Various Locations	DfT no longer providing the capital element of the Road Safety Grant	-42.00

Total	31.00
--------------	--------------

CYC Funding		
Scheme	Change	Budget Change
		£1,000's
City Walls Restoration	Increased to include CYC funding carried over from 2009/10	92.00

Total	92.00
--------------	--------------

Total Programme Change	-1,723.00
-------------------------------	------------------

This page is intentionally left blank

Scheme Ref	10/11 City Strategy Capital Programme	10/11 Programme (Total)	10/11 Programme (LTP)	Proposed Consolidated Budget (Total)	Proposed Consolidated Budget (LTP)	Scheme Type	Comments
		£1000s	£1000s	£1000s	£1000s		
Access York Phase 1							
AY01/09	Access York Phase 1	550.00	225.00	350.00	170.00	Study/ Works	Allocation reduced - Askham Bar site to be progressed to detailed design other sites deferred until Major Scheme process has been updated
	Askham Bar Expansion/ Relocation						
	A59 (Poppleton Bar)						
	Wigginton Road (Clifton Moor)						
Access York Phase 1 Programme Total		550.00	225.00	350.00	170.00		Programme decreased Overprogramming decreased Budget decreased
Overprogramming		100.00	100.00	50.00	50.00		
Budget		450.00	125.00	300.00	120.00		
Access York Phase 2							
AY02/08	Access York Phase 2 Development	100.00	0.00	5.00	5.00	Study	Allocation reduced - scheme deferred until Major Scheme process has been updated
AY01/10	Traffic & Transport Model Enhancement	250.00	50.00	250.00	0.00	Study	Funded from developer contributions
OR01/09	A19 Roundabout Improvements	1,400.00	0.00	1,400.00	0.00	Works	Completion in early 2011
Access York Phase 2 Programme Total		1,750.00	50.00	1,655.00	5.00		Programme decreased Overprogramming decreased Budget decreased
Overprogramming		50.00	50.00	0.00	0.00		
Budget		1,700.00	0.00	1,655.00	5.00		
Multi-Modal Schemes							
PT07/06	Blossom Street Multi-Modal Scheme	500.00	350.00	200.00	100.00	Works	Allocation reduced - delivery of Nunnery Lane/ Queen Street junction scheme only in 10/11
MM01/08	Fishergate Gyrotory Multi-Modal Scheme	450.00	150.00	50.00	50.00	Study	Allocation reduced - consultation and scheme design only in 10/11
PT04/06	Fulford Road - 09/10 Completion	50.00	50.00	330.00	330.00	Works	Allocation increased - additional cost of work not completed in 09/10
MM01/10	Fulford Road (Cemetery Road to Fishergate)	75.00	75.00	80.00	0.00	Works	Allocation increased - higher cost of work in 10/11
Multi-Modal Schemes Programme Total		1,075.00	625.00	660.00	480.00		Programme decreased Overprogramming decreased Budget decreased
Overprogramming		250.00	250.00	50.00	50.00		
Budget		825.00	375.00	610.00	430.00		
Air Quality & Traffic Management							
AQ01/10	Urban Traffic Management & Control (UTMC) Projects	100.00	100.00	75.00	75.00	Works	Allocation reduced - delivery of some elements slipped to 11/12
AQ02/10	Low Emission Strategy Development	100.00	100.00	55.00	55.00	Study/ Works	Allocation reduced due to overall budget pressures; separate allocation for air quality monitoring equipment split out
AQ03/10	Air Quality			20.00	20.00	Works	
JS01/09	James Street Link Road Phase 2 Development	50.00	50.00	10.00	10.00	Study	Allocation reduced - options for delivery of scheme to be reviewed
TM01/10	Car Park Ticket Machines			20.00	20.00	Works	Allocation added - installation of new ticket machines at city centre car parks
Air Quality & Traffic Management Programme Total		250.00	250.00	180.00	180.00		Programme decreased Overprogramming decreased Budget decreased
Overprogramming		50.00	50.00	50.00	50.00		
Budget		200.00	200.00	130.00	130.00		
Park & Ride							
PR01/10	P&R Site Upgrades	25.00	25.00	20.00	20.00	Works	Allocation reduced due to overall budget pressures
PR02/10	P&R City Centre Bus Stop Upgrades	25.00	25.00	20.00	20.00	Works	Allocation reduced due to overall budget pressures
Park & Ride Programme Total		50.00	50.00	40.00	40.00		Programme decreased Overprogramming decreased Budget decreased
Overprogramming		0.00	0.00	0.00	0.00		
Budget		50.00	50.00	40.00	40.00		

Scheme Ref	10/11 City Strategy Capital Programme	10/11 Programme (Total)	10/11 Programme (LTP)	Proposed Consolidated Budget (Total)	Proposed Consolidated Budget (LTP)	Scheme Type	Comments
		£1000s	£1000s	£1000s	£1000s		

Public Transport Improvements							
PT03/08	Haxby Station Scheme	150.00	0.00	5.00	5.00	Study	Allocation reduced - scheme deferred until Major Scheme process has been updated
PT01/10	Bus Location and Information Sub-System (BLISS)	100.00	100.00	75.00	75.00	Works	Allocation reduced - delivery of some elements slipped to 11/12
PT02/10	Bus Stop & Shelter Programme	50.00	50.00	50.00	50.00	Works	
PT03/09	Dial & Ride Vehicle	97.00	97.00	170.00	97.00	Works	Allocation increased - grant funding from Yorkshire Forward included in programme
PT04/10	Quality Bus Contract Scheme Development	100.00	100.00	10.00	10.00	Study	Allocation reduced - deferred until new transport policy has been confirmed
PT05/10	Station Frontage	50.00	50.00	20.00	20.00	Works	Allocation reduced due to overall budget pressures

Public Transport Improvements Programme Total	547.00	397.00	330.00	257.00		
Overprogramming	117.00	117.00	0.00	0.00		
Budget	430.00	280.00	330.00	257.00		

Programme decreased

Overprogramming decreased

Budget decreased

Walking							
PE01/10	Dropped Crossing Budget	25.00	25.00	20.00	20.00	Works	Allocation reduced due to overall budget pressures
PE02/10	Minor Pedestrian Schemes Budget	25.00	25.00	20.00	20.00	Works	Allocation reduced due to overall budget pressures
PE03/10	Clifton Moor Pedestrian Audit Schemes	50.00	50.00	20.00	20.00	Works	Allocation reduced - highest priority elements to be develiered in 10/11
PE04/09	Footstreets Review	25.00	25.00	70.00	70.00	Study/ Works	Allocation increased - implementation of schemes identified in Footstreets Review report to Executive
PE04/10	City Centre Accessibility Improvements	200.00	200.00	125.00	125.00	Study/ Works	Allocation reduced due to overall budget pressures
PE05/10	Howden Dike Crossing, Naburn	25.00	25.00	0.00	0.00	Works	Allocation removed - scheme deferred until match funding from Ward Committee is available
PE06/10	Improvements to Hungate Bridge Approaches	10.00	0.00	40.00	0.00	Study/ Works	Allocation increased - improvements at Navigation Road approaches to bridge
PE07/10	Rawcliffe Recreation Ground Shared Use Path	100.00	100.00	100.00	100.00	Works	
PE08/10	Minster Piazza	250.00	250.00	0.00	0.00	Works	Allocation removed - contribution to Minster scheme not required in 10/11

Walking Programme Total	710.00	700.00	395.00	355.00		
Overprogramming	220.00	220.00	150.00	150.00		
Budget	490.00	480.00	245.00	205.00		

Programme decreased

Overprogramming decreased

Budget decreased

Cycling							
CY01/09	Lendal Hub Station	250.00	125.00	256.00	131.00	Works	Allocation increased - carryover funding from 09/10
CC03/09	Orbital Cycle Route - James St to Millennium Bridge (formerly James St to Heslington Rd)	600.00	225.00	560.00	200.00	Works	Allocation reduced - scheme cost lower than originally estimated
CC01/09	Orbital Cycle Route - Clifton Green to Crichton Avenue	370.00	185.00	390.00	80.00	Works	Allocation increased - scheme cost higher than originally estimated
CC02/09	Orbital Cycle Route - Hob Moor to Water End	190.00	95.00	180.00	50.00	Works	Allocation reduced - lower cost scheme to be progressed along Lindsey Avenue and Hobgate
CY01/07	Wigginton Road Cycle Route (Hospital)	50.00	25.00	50.00	25.00	Works	To be delivered with Hospital Car Park scheme
CY03/09	Bootham Crossing	75.00	50.00	5.00	5.00	Study	Allocation reduced - delivery of scheme slipped to future years
CY07/09	Beckfield Lane Phase 2	280.00	280.00	50.00	50.00	Works	Allocation reduced - lower cost scheme to be progressed
CY04/09	Station Access Ramps	217.00	15.00	217.00	17.00	Study/ Works	Contribution to East Coast scheme
CY01/10	Removal of Barriers to Cycling	50.00	0.00	20.00	0.00	Works	Allocation reduced due to overall budget pressures
CY02/10	Cycling Minor Schemes	75.00	50.00	30.00	20.00	Works	Allocation reduced due to overall budget pressures; separate allocation for scheme development work split out
CY06/09	Cycle Scheme Development			20.00	20.00	Study	
CC10/09	Cycle Route Maintenance	50.00	25.00	50.00	25.00	Works	
CC07/09	Cycle Route Signing	50.00	20.00	25.00	15.00	Works	Allocation reduced due to overall budget pressures
CY03/10	Cycle Parking	75.00	50.00	10.00	10.00	Works	Allocation reduced due to overall budget pressures; split into individual schemes
CC08/09	Employment Sites Cycle Parking			10.00	0.00	Works	
CC01/08	City Centre Cycle Parking			10.00	10.00	Works	
CY02/09	Crichton Avenue Cycle Route - Retention Costs	20.00	0.00	20.00	0.00	09/10 Costs	

Scheme Ref	10/11 City Strategy Capital Programme	10/11 Programme (Total)	10/11 Programme (LTP)	Proposed Consolidated Budget (Total)	Proposed Consolidated Budget (LTP)	Scheme Type	Comments
		£1000s	£1000s	£1000s	£1000s		

Carryover Schemes

CC04/09	Scarborough Bridge Upgrade			10.00	0.00	Study	Allocation added - continuation of feasibility work from 09/10
CC05/09	Inner Ring Road (Crossings & Route)			10.00	0.00	Works	Allocation added - implementation of scheme carried over from 09/10
CC05/08	Lighting Projects - pilots on off-road routes			10.00	0.00	Works	Allocation added - implementation of scheme carried over from 09/10

Cycling Programme Total	2,352.00	1,145.00	1,933.00	658.00
Overprogramming	257.00	257.00	175.00	175.00
Budget	2,095.00	888.00	1,758.00	483.00

Programme decreased
Overprogramming decreased
Budget decreased

Safety and Accessibility Schemes

SA01/10	Deighton Access Improvement	200.00	200.00	200.00	200.00	Works	Being delivered with A19 Drainage/Resurfacing Scheme
SA02/10	Other Village Access Schemes	60.00	45.00	60.00	45.00	Study	

Local Safety Schemes

LS01/10	Local Safety Schemes - Various Locations	50.00	8.00	30.00	30.00	Study/ Works	Allocation reduced - lower scheme costs in 10/11
---------	--	-------	------	-------	-------	--------------	--

Speed Management Schemes

SM01/10	Review of Speed Limits on A & B Roads	100.00	100.00	30.00	30.00	Study/ Works	Overall allocation reduced due to budget pressures; Review of speed limits on A & B roads, and implementation of schemes to address speeding at various locations across the city
SM02/10	Speed Management Schemes - Various Locations			50.00	50.00	Study/ Works	

Danger Reduction Schemes

DR01/10	Holtby Manor Bends	50.00	50.00	10.00	10.00	Works	Investigation & implementation of measures to improve safety
DR02/10	Reactive Danger Reduction			10.00	10.00	Study/ Works	Investigation and minor improvement work as required throughout the year
DR03/10	Route Assessments			20.00	20.00	Study	Review to identify safety issues along routes
DR04/10	Safe Routes for 'Playbuilder' Schemes			30.00	30.00	Works	Implementation of safe routes to new 'Playbuilder' sites

Safety and Accessibility Schemes Programme Total	460.00	403.00	440.00	425.00
Overprogramming	90.00	90.00	80.00	80.00
Budget	370.00	313.00	360.00	345.00

Programme decreased
Overprogramming decreased
Budget decreased

School Schemes

SR03/09	Hob Moor SRS	200.00	200.00	22.00	22.00	Works	Pedestrian improvements at entrance; footway improvements at Green Lane Roundabout
SR06/09	Ralph Butterfield SRS			5.00	5.00	Works	New footpath to link to Park & Stride site
SR01/09	Haxby Road Primary SRS			10.00	10.00	Works	Modifications to traffic calming outside school
SR02/09	Hempland Primary SRS			51.00	51.00	Works	New pedestrian crossing on Stockton Lane, and improvements to Burnholme Drive access
SR09/09	Heworth Primary SRS			30.00	30.00	Works	Speed limit alterations
SR04/09	Naburn Primary SRS			18.00	18.00	Works	Pedestrian improvements
SR05/09	Poppleton Ousebank SRS			5.00	5.00	Study/ Works	Enhancement of traffic calming; minor cycling improvements
SR08/09	York High SRS			15.00	15.00	Study/ Works	Review of School Safety Zone on Tudor Road; monitoring use of new pedestrian/ cycle access from Gale Lane
SR01/10	Acomb Primary SRS			2.00	2.00	Study	Feasibility work on pedestrian crossing improvements
SR02/10	Applefields/ Burnholme SRS			10.00	10.00	Works	Review of School Safety Zone/ accessibility improvements
SR03/10	Burton Green Primary SRS			10.00	10.00	Works	Review of School Safety Zone & pedestrian improvements
SR04/10	Danesgate/Steiner SRS			2.00	2.00	Study	Review of School Safety Zone & pedestrian/ cycling improvements
SR05/10	Fulford Secondary SRS			2.00	2.00	Study	Feasibility work on road safety improvements/ route studies
SR06/10	Joseph Rowntree Secondary SRS			2.00	2.00	Study	Feasibility work on cycling improvements
SR07/10	Robert Wilkinson Primary SRS			2.00	2.00	Study	Feasibility work on pedestrian crossing improvements
SR08/10	St Aelreds Primary SRS			2.00	2.00	Study	Review of School Safety Zones
SR09/10	Wheldrake Primary SRS			2.00	2.00	Study	Review of School Safety Zones
N/A	Safety Audit Works			5.00	5.00	Works	Allocation for cost of safety audit works

Scheme Ref	10/11 City Strategy Capital Programme	10/11 Programme (Total)	10/11 Programme (LTP)	Proposed Consolidated Budget (Total)	Proposed Consolidated Budget (LTP)	Scheme Type	Comments
		£1000s	£1000s	£1000s	£1000s		

School Cycle Parking

SR11/10	Fulford Secondary Cycle Parking	50.00	25.00	25.00	0.00	Works	Installation of cycle parking at school
SR12/10	Elvington Primary Cycle Parking			7.00	7.00	Works	Installation of cycle parking at school
SR13/10	Other School Cycle Parking			9.00	9.00	Works	Further cycle parking schemes to be identified

School Schemes Programme Total	250.00	225.00	236.00	211.00	
Overprogramming	50.00	50.00	50.00	50.00	
Budget	200.00	175.00	186.00	161.00	

Programme decreased

Budget decreased

Previous Years Costs

-	Carryover Commitments from Previous Years	100.00	100.00	60.00	60.00	-	Allocation reduced - lower costs from previous years
---	---	--------	--------	-------	-------	---	--

Previous Years Costs Total	100.00	100.00	60.00	60.00	
-----------------------------------	---------------	---------------	--------------	--------------	--

Budget decreased

Total Integrated Transport Programme	8,094.00	4,170.00	6,279.00	2,841.00	
Total Integrated Transport Overprogramming	1,184.00	1,184.00	605.00	605.00	
Total Integrated Transport Budget	6,910.00	2,986.00	5,674.00	2,236.00	

Programme decreased

Overprogramming decreased

Budget decreased

City Strategy Maintenance Budgets**City Walls**

CW01/10	City Walls Restoration	90.00	0.00	182.00	0.00	Works	Allocation increased - carryover funding from 09/10
---------	------------------------	-------	------	--------	------	-------	---

Total City Walls	90.00	0.00	182.00	0.00	
-------------------------	--------------	-------------	---------------	-------------	--

Budget increased

Total City Strategy Maintenance Programme	90.00	0.00	182.00	0.00	
Total City Strategy Maintenance Overprogramming	0.00	0.00	0.00	0.00	
Total City Strategy Maintenance Budget	90.00	0.00	182.00	0.00	

Programme increased

Budget increased

Total City Strategy Programme	8,184.00	4,170.00	6,461.00	2,841.00	
--------------------------------------	-----------------	-----------------	-----------------	-----------------	--

Programme decreased

Total Overprogramming	1,184.00	1,184.00	605.00	605.00	
------------------------------	-----------------	-----------------	---------------	---------------	--

Overprogramming decreased

Total City Strategy Budget	7,000.00	2,986.00	5,856.00	2,236.00	
-----------------------------------	-----------------	-----------------	-----------------	-----------------	--

Budget decreased

City Strategy Property Budgets

1. The following table indicates the budget allocations in 2009/10 and 2010/11, the 2009/10 outturn, the level of carryovers, and the consolidated budget available to spend in 2010/11. Brief details of the schemes to be progressed are included in the following paragraphs.

Property Capital Programme	2009/10	2009/10	2009/10	2010/11	2010/11
	Monitor 3 Budget	Outturn	Carryover	Budget	Consolidated
	£000s	£000s	£000s	£000s	£000s
Property Key Components	666	519	147	100	247
DDA Legislation Compliance	38	0	38	60	98
35 Hospital Fields Road	11	11	0	0	0
Fire Safety Regulations	229	202	27	105	132
Removal of Asbestos	19	5	14	40	54
St. Clements Hall Refurbishment	977	798	179	66	245
Urgent River Bank Repairs	330	252	78	70	148
Acomb Office	356	356	0	144	144
Mansion House External Repairs	65	36	29	0	29
Hungate/ Peaseholme Hostel Relocation	1,273	1,242	31	34	65
Slipways	140	6	134	0	134
River Bank Repairs				717	717
Property Compliance (Asbestos & Fire Regulation)	£80k (2010/11) allocation added to Asbestos Removal (£40k) and Fire Safety Regulations (£40k) projects				
Total	4,104	3,427	677	1,336	2,013

2. Property Key Components – Funds will be used to support schemes which deliver a significant reduction in the maintenance backlog. In 2010/11 this will include urgent repairs to North St and Fishergate towers and some outstanding work at the Crematorium. The full programme will be developed through the year as critical structural failures/ breakdowns occur across the portfolio.
3. DDA Legislation Compliance – The majority of these funds are earmarked for improvements to disabled access to council buildings. In 2010/11 the largest item is planned to be a contribution to the remodelling of the Library forecourt being part funded by the City Strategy Transport budget. The remainder will be spent to improve disabled access in the non-admin/accom portfolio.
4. Fire Safety Regulations – This is the final year of a three year programme (£300k total) to improve the fire precautions in social services-type residential establishments. £40k of additional funding has been added to this scheme

following the successful CRAM bid for ongoing Property Compliance expenditure. There are several schemes underway which will spend the allocation in 2010/11.

5. Asbestos Removal/ Compliance – The two budgets are used for statutory checks on asbestos materials in CYC premises and the removal/treatment of asbestos materials in a dangerous condition. £40k of additional funding has been added to this scheme following the successful CRAM bid for ongoing Property Compliance expenditure.
6. St Clements Hall – This allocation relates to external government funding and a CYC contribution for the substantial works to bring this building into community use as part of the Asset Transfer scheme. It is anticipated that the funding will be fully used to ensure the building is completed by the end of July 2010.
7. Urgent River Bank Repairs – Repairs to a section of River Ouse bank near Clifton Bridge were commenced in 2009/10 but had to be suspended earlier in the year due to poor weather and high river levels. The contractor returned at the beginning of June and it is anticipated that the work will be complete by the end of July.
8. Acomb Office – This scheme provides a community building on land acquired at the rear of Acomb Explore. The scheme is currently at the planning stage to determine the size and use of the building to enable a detailed cost to be established.
9. Mansion House – Completion of repairs commenced in 2009/10.
10. Hungate/ Peaseholme Relocation – The carryover funds and 2010/11 budget will be used to complete the transfer of the hostel to the new premises in Fishergate.
11. Slipways – This allocation was provided in 2009/10 to repair the slipways to the Lendal Boatyard. The scheme was slipped into 2010/11 due to delays caused by high river levels and the weather hampering ground investigation and survey work. The work is now anticipated to commence at the end of June.
12. Riverbank Repairs – £717k has been allocated to repairing the river banks and island between the sluice gate and locks in the Foss Basin area in 2010/11. The site investigation and design works have commenced on this project in order to seek the necessary consents from the Environment Agency and tender the works. It is anticipated that the works will be completed in this financial year, but delivery is heavily dependent on the weather and river levels.

DECISION SESSION – EXECUTIVE MEMBER FOR CITY STRATEGY

TUESDAY 6 JULY 2010

Annex of additional comments received from Members and residents since the agenda was published.

Agenda Item	Report	Received From	Comments
4	Westminster Road Area Proposed 20mph Speed Limit Objections (page 13)	Cllr R Potter Spokesperson for the Labour Group	I would support the 20mph speed limit as in option A. To get 20mph into residential streets has been Labour group policy for a number of years now.
5	Six Monthly Review of Speeding Issues (page 17)	Cllr R Potter Spokesperson for the Labour Group	<ul style="list-style-type: none"> • I welcome the reduction in KSI • I am concerned at the length of time that it takes to implement recommendations with outstanding problems from over a year still being reported needing solutions. How long does it take to get SID to the areas mentioned? Who monitors the use and records the data? • I am very disappointed that the only action being taken for Dodsworth Avenue is to repaint line markings. Residents have been expressing concern about speeds on this road for a long time now. <p>I would very much support road closure in eastern Terrace, this is what residents have been requesting for some time. I welcome the consultation</p>

6	Beckfield Lane – Alternative Cycling Improvements (page 79)	Cllr R Potter Spokesperson for the Labour Group	Happy to support ward member comments
7	Wigginton Road: Proposed Improvements for Cyclists (page 107)	Cllr R Potter Spokesperson for the Labour Group	Continue to support the scheme
8	Orbital Cycle Route Scheme (page 133)	Cllr R Potter Spokesperson for the Labour Group	Happy to support, my questions/concerns addressed by the report
		Cllr D Merrett As Cycling Champion Cllr A D'Agorne	<p><u>Section Two: James Street to Millennium Bridge</u></p> <p>That he would like to endorse the York Cycle Campaign comments</p> <p>He feels the right turn out of Regent Street onto Heslington road is risky due to FTR buses on a road too narrow for a central refuge, and that removing the existing on-street parking would result in significant objections, leaving no scope for cycle lanes on this congested length of road where drivers are more focused on the movement of buses than cycles.</p> <p>Cllr D'Agorne also commented on the route alignment raised by York Cycle Campaign, saying: while I have been involved in the development of the route alignment, "I take the point about preferring to use Heslington Rd and Kent St- Fawcett St provided that there is a 1.5m on</p>

		<p>Cllr D Merrett As Cycling Champion</p>	<p>road cycle lane provided for the westbound route. However, going the other way from Blue Bridge Lane I would suggest that Melbourne St would be more attractive, turning left onto Cemetery Rd then right at the lights (which have an advance right turn green phase) onto Heslington Rd. This would be more attractive than turning right onto Horsman Avenue at a busy unsignalised junction and then having to cross Heslington Rd. I realise this might appear unconventional to have different routes for east and westbound cyclists, but those using it would appreciate the ease of safely avoiding difficult right turns.” In general terms however, the relocation of the route (that does not include the bow out to the University) will serve more people and provide more direct links.</p> <p>With regard to James Street, the Councillor agreed with the comments of the York Cycle Campaign to widen James Street and provide 1.5m cycle lanes, and also a dropped kerb for the benefit of cyclists.</p> <p>In general terms, Councillor D’Agorne noted that the schemes need to take account of emerging spending cuts and limited project timescales.</p> <p><u>Section Three: Hob Moor to Water End</u></p> <p>He supported the general routing but that some of the detail may have issues: a) that the proposed Gladstone & Milner Street one way traffic order is a matter where local resident's views should be sought and given particular weight and b) that the Water End / Boroubridge Road/</p>
--	--	---	---

			Poppleton Road / Lindsey Avenue detailing will be crucial to the success of the route.
10	Future Operation of Bus Route 55 (page 197)	Cllr R Potter Spokesperson for the Labour Group	I would support this in the light of First York changing the number 13 service to the detriment of local people, again without consultation with the Council, local councillors or more importantly residents who live in the area. Another example of why a QBC is needed in York. Residents are also going to be without an early morning and evening service. This is appalling. I want to know what action is being taken to address these issues.
12	York Transport Model Upgrade (page 215)	Cllr R Potter Spokesperson for the Labour Group	Happy to support recommendations but believe that if enhanced model can be funded from section 106 monies then this should be progressed.
13	City Strategy Capital Programme – 2010/11 Consolidated Budget Report (page 223)	Cllr R Potter Spokesperson for the Labour Group	There is now a very serious problem for transport policy in York. We cannot afford to lose out in this way. This on top of the loss of the Access York P&R schemes is a real blow to sustainable transport in York. The Government is leading us backwards. I hope that Cllr Galloway will be talking to his Government to rectify the situation.