

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

To: Councillor Gillies (Executive Member)

Date: Thursday, 9 June 2016

Time: 10.00 am

Venue: The Craven Room - Ground Floor, West Offices (G048)

AGENDA

Notice to Members - Calling In:

Members are reminded that, should they wish to call in any item* on this agenda, notice must be given to Democratic Services by **4:00 pm** on **Monday 13 June 2016**.

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

Written representations in respect of items on this agenda should be submitted to Democratic Services by **5.00pm** on **Tuesday 7 June 2016**.

1. Declarations of Interest

At this point in the meeting, the Executive Member is asked to declare:

- any personal interests not included on the Register of Interests
- any prejudicial interests or
- any disclosable pecuniary interests

which he might have in respect of business on this agenda.

- 2. Minutes** (Pages 1 - 10)
To approve and sign the minutes of the Decision Session held on 12 May 2016.

- 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 **Wednesday 8 June 2016 at 5:00pm.**

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

Filming, Recording or Webcasting Meetings

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

The Council's protocol on Webcasting, Filming & Recording of Meetings ensures that these practices are carried out in a manner both respectful to the conduct of the meeting and all those present. It can be viewed at:
http://www.york.gov.uk/downloads/file/6453/protocol_for_webcasting_filming_and_recording_of_council_meetingspdf

- 4. Review of Enhancements to the University Road Pedestrian Crossing and Cycle Route Scheme**
(Pages 11 - 28)
This report presents a review of how the scheme is currently operating following implementation of a number of enhancements in the autumn of 2015. It also considers the relocation of the westbound bus stop into the nearby lay-by.

5. City and Environmental Services Capital Programme - 2015/16 Outturn Report (Pages 29 - 56)

The purpose of this report is to inform the Executive Member of the outturn position for the 2015/16 CES Transport Capital Programme, any variations between the budget and the outturn, and the progress of schemes in the year.

6. Objections received to the Advertised Residents Priority parking Scheme to include Aldreth Grove, Cameron Grove, St Clements Grove, Norfolk Street and Bishopthorpe Road (Part) (Pages 57 - 74)

The purpose of this report is to consider the formal objections made to the advertising of a Traffic Regulation Order to implement a residents parking scheme covering Aldreth Grove, Cameron Grove, St Clements Grove, Norfolk Street and Bishopthorpe Road (Part).

7. Review of the York City Walls Restoration Programme Phase 1 (Pages 75 - 80)

This report presents an evidence-based 5 year programme for managing repair and restoration on York City Walls.

8. Concrete Column Replacement Programme (Pages 81 - 86)

This report presents a review of how the current concrete column stock is deteriorating, how the street lighting team are currently managing the risk and proposes the implementation of a replacement programme of age expired concrete columns.

9. Review of York Street Lighting LED Lantern Replacement Programme (Pages 87 - 92)

This report presents a review of how the LED lantern replacement scheme is currently performing, it also sets out the pending LED lantern conversion programmed for the summer of 2016.

10. Better Bus Area Fund - Clarence Street Bus Improvement Scheme (Pages 93 - 104)

This report updates the Executive Member with progress on the Clarence Street bus improvement scheme, particularly with how it has been revised to provide better value for money for City of York Council and minimise disruption during construction. It also sets out when the scheme will be delivered in the 2016/17 year.

11. Urgent Business

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

Democracy Officer:

Name: Judith Betts

Contact Details:

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

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

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

Contact details are set out above.

This information can be provided in your own language.

我們也用您們的語言提供這個信息 (Cantonese)

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

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

Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)

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

 (01904) 551550

Annex of Additional Written Representations and Submitted Papers

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City of York Council

Committee Minutes

Meeting	Decision Session - Executive Member for Transport and Planning
Date	12 May 2016
Present	Councillor Gillies (Executive Member)
In Attendance	Councillor D'Agorne

72. Declarations of Interest

At this point in the meeting, the Executive Member was asked to declare any personal interests not included on the Register of Interests or any prejudicial or disclosable pecuniary interests he might have had in the business on the agenda. No additional interests were declared.

73. Minutes

Resolved: That the minutes of the last Decision Session held on 14 April 2016 be approved and then signed as a correct record by the Executive Member.

74. Public Participation - Decision Session

It was reported that there had been eleven registrations to speak at the meeting under the Council's Public Participation Scheme. One speaker did not attend the meeting, however a summary of his letter was read out by Officers.

The following speakers spoke with regard to Agenda Item 4 (Consideration of Objections Received for Proposed Amendments to the York Parking, Stopping and Waiting Traffic Regulation Order 2014) about particular schemes:

Moorland Road (Disabled Parking Amenity)

Jane Hustwit, whose front path edged the applicant's (Hamlynn Health) land, objected to making the two advisory disabled parking bays mandatory as they had already been accepted as disabled bays by residents. She felt that parking facilities

adjacent to the clinic should be paid for by the clinic and highlighted the lack of use of the bays by their clients.

Kevin Hughes a local resident, also highlighted the lack of usage of the bays. He wanted to keep the status quo. He commented how there had been some conflict over parking in the bays.

Lynn Byass, the proprietor of Hamlynn Health informed the Executive Member of the services offered by the clinic. It had been redesigned around disabled access, however disabled parking could not be provided on the site itself and so therefore they had requested advisory disabled parking bays. However the disabled parking had not always been honoured and disabled clients had to park further down the road to access the clinic.

James Byass, the manager of York remedial therapy, who ran a clinic at Hamlynn Health spoke about how the provision of parking spaces made a difference to those people who had mobility problems. The extended disabled bays were for ramps, and it was difficult to find a space in the car park for this. He commented that by not making these bays mandatory, traffic problems might intensify.

Sarah Daniel offered neurophysical therapy at Hamlynn Health. She spoke about how the disabled parking bays reduced the distance of walking into the property.

St Olave's Road

Julie Hughes spoke against the proposal to remove a respark space in front of her house as she felt it would result in faster traffic along the road and because accessing her drive would as a result be dangerous. She commented that as there was currently a blind corner on St Olave's Road, that drivers were more cautious with a parking space in situ and did not tend to cut the corner and use the road as a rat run.

Lastingham Terrace/Hartoft Street

Anthony Day requested that the double yellow lines on the western side not be implemented. He felt that inserting 2 metres of double yellow lines would reduce the number of car parking spaces.

Junction of Nunthorpe Crescent and Nunthorpe View

Stephen Foster who had registered to speak, was unable to attend the meeting due and his son attended in his place. His son read out a letter in which his father requested that the no waiting at any time on Nunthorpe Crescent be extended to 7.5 metres, this would allow for carers to visit him at home.

Trevor Rowell spoke in relation to Agenda Item 5 (Petition- Mill Lane Heworth Ward). He highlighted points in the Officer's report, these were; that there were no 20 mph signs on Mill Lane itself, these were located on Harcourt Road and Heworth Road and that there were no retail properties on Heworth Green these were on Heworth Road. He commented that the traffic calming cushions were not having an impact on slowing speeding vehicles down Mill Lane. He requested that a vehicle survey be carried out and the speed cushions be repaired, and for another survey to be conducted after a month.

Councillor D'Agorne spoke in regards to Agenda Item 6 (School Crossing Patrol Improvements- Flashing Amber Warning Lights (Wig Wags)). He supported the removal of failed equipment, and questioned anti skid measures. He requested that the speeds north on the A19 from Grange Garth to New Walk Terrace section should be reduced. With regards to Agenda Item 7 (Speed Management Engineering Programme 2015/16- Progress Update) he commented that York College staff had expressed concerns to him about speeds in the York College/Bishopthorpe area of the city.

75. Consideration of Objections for proposed amendments to the York Parking, Stopping and Waiting Traffic Regulation Order 2014

The Executive Member considered a series of proposals to introduce various amendments to the York Parking, Stopping and Waiting Traffic Regulation Order 2014 (TRO) in ten different wards.

Following considerations of the individuals objections received the Executive Member resolved that;

St Olaves Road (Clifton Ward)

Resolved: That a decision on the advertised proposed as requested be deferred to the annual review.

Reason: To allow for further points raised at the meeting to be investigated.

Aintree Court/Mayfield Grove (Dringhouses and Woodthorpe Ward)

Resolved: That Option a) to implement the proposal as advertised be approved with the area to be reviewed after implementation.

Reason: To remove obstruction issues from around the immediate junction area.

Broadway, (junction with private access road from shops and flats) (Fishergate Ward)

Resolved: That Option a) to implement the proposal as advertised be approved.

Reason: To protect the junction area and pedestrian crossing areas from obstructive parking and improve sight lines.

Hartoft Street and Access Road to rear of Lastingham Terrace, (Fishergate Ward)

Resolved: That Option b) to uphold objections and implement an amended restriction of shorter lengths be approved.

Reason: We are able to improve road safety in the area whilst reacting positively to the concerns of residents the proposals will affect.

Moorland Road (Disabled Parking Amenity), (Fishergate Ward)

In response to comments raised by the speakers, Officers stated that the disabled advisory bays were generally provided for people with mobility issues so that ramps could be used, however they highlighted that the bays were not for their sole

use. They reported that they had received no feedback from residents on traffic problems that had been encountered since the insertion of the bays.

The Executive Member stated that he had listened to all the views expressed in coming to his decision.

Resolved: That Option b) that no further action be taken at this time and that the disabled bay remain on the street in an advisory capacity

Reason: We consider the advisory bay to be working effectively which allows us to react positively to the concerns of residents.

The Outgang, Heslington, (Fulford and Heslington Ward)

Resolved: That option b) to take no further action be approved.

Reason: This allows the Parish Council to explore other options.

Granville Terrace (off Lawrence Street), (Guildhall Ward)

Resolved: That option a) to implement the proposal as advertised be approved.

Reason: To remove obstruction issues from around the junction and bend areas and improve manoeuvrability for larger vehicles.

Junction of South Lane and Headland Close, (Haxby and Wigginton Ward)

Resolved: That option a) to implement the proposal as advertised with further consideration of additional restrictions in this area to be investigated in the 2016 review be approved.

Reason: To remove obstruction issues around the junction area.

Junction of Fourth Avenue and Bad Bargain Lane, (Heworth Ward)

Resolved: That Option a) to implement the proposal as advertised with further consideration of additional restrictions to be investigated in the 2016 review.

Reason: To ensure junction and pedestrian crossings remain free of obstruction.

Wood Street, (Heworth Ward)

Resolved: That Option a) to implement as advertised be approved.

Reason: To improve safety of junction with Cinder Lane and give legitimate vehicle access to rear of 66 Heworth Green.

West Bank, Holgate (Heworth Ward)

Resolved: That Option a) to implement the proposal as advertised be approved.

Reason: Improves the safety of highway users by allowing the priority system to work efficiently.

Junction of Nunthorpe Crescent and Nunthorpe View, (Micklethorpe Ward)

The Executive Member questioned whether the request to shorten the length of the no waiting at any time restriction would help or hinder residents. Officers confirmed that it was a reasonable request.

Resolved: That 7.5 m of no waiting time restrictions both sides of the junction be implemented.

Reason: To take into account points raised at the meeting and also to take the views of residents into account without compromising road safety.

Butcher Terrace Area, (Micklegate Ward)

Officers reported that there had been objections to the proposal and an increase in traffic due to its location to the Millennium Bridge and the gates to Rowntree Park.

Resolved: That Option a), to implement the waiting restriction as advertised be approved.

Reason: The proposed restriction already takes into account the pressure for parking amenity in the area whilst removing obstruction issues from the junction area and pedestrian crossing points.

Angram Close, (Rawcliffe and Clifton Without Ward)

Resolved: That Option a) be implemented as advertised.

Reason: To prevent vehicles from obstructing turning head area and cycle path network.

76. Petition-Mill Lane Heworth Ward

The Executive Member received a report which asked him to consider a petition signed by 29 residents of Mill Lane Heworth requesting that the Council take action to reduce traffic into Mill Lane Heworth.

Resolved: That Option 1 be approved-

- (i) Take no immediate action to restrict vehicles using Mill Lane.
- (ii) To carry out a vehicle count/speed survey and undertake diffusion tube monitoring prior to construction of the new link road and again 12 months after completion at a cost of £1250.

Reason: To gauge the current number and speed of vehicles using the highway. To also obtain air quality information for Mill Lane. This information can then be used to identify any changes that may be required once the new link road is completed.

77. School Crossing Patrol Improvements - Flashing Amber Warning Lights (Wig-Wags)

The Executive Member received a report which detailed the review of Flashing Amber Warning Lights (Wig-Wags) used at school patrol sites across the city. It sought a decision on a programme of removals and replacements of these including moving forward with the procurement of new units under a remote management system.

Resolved: (i) That Option (i) to approve the Wig Wag policy as described below;

- Wig-Wags (flashing amber warning lights) in association with the school warning sign (Diag No. 545) should be used to indicate the presence of a School Crossing Patrol unless the patrol operates on a controlled crossing.
 - The lights should only be active during the patrol's working hours.
 - Wig-Wags may be used at sites without a School Crossing Patrol in extenuating circumstances, i.e. busy city centre school site which is not easily identifiable as a school.
- (ii) That approval be given for a programme of work shown in Annex A of the Officer's report. Including approval to carry out a procurement exercise based on providing a remote management system for the control of the Wig-Wag units.

Reason: To rationalise the use of Wig Wags in relation to the school crossing patrol service and introduce a responsive online system to manage the activation of the lights, whilst improving safety and reducing ongoing maintenance costs.

**78. Speed Management Engineering Programme 2015/16-
Progress Update**

The Executive Member received a report which updated him with progress on the 2015/16 Speed Management Programme. It also asked him to make decisions on a series of schemes which had received objections at the public consultation stage.

In regards to the site mentioned at Annex E, B1224 Wetherby Road, West of Beckfield Lane Junction, Officers reported that the Police had commented that they did not think that the speed limit would normally be set at 40mph.

Resolved: That Option (i) be approved;

- The Chaloners Road Scheme be omitted from the speed management programme.
- The deferral of Danebury Drive, Acomb to the 16/17 speed management programme.
- The introduction of a new Vehicle Activated Sign (VAS) on York Road, Strensall and the inclusion of investigatory work into crossing points on York Road including consideration of a zebra crossing close to Barley Rise.
- Note the five schemes which are being progressed under officer delegations as no objections were received.
- That the implementation of schemes, shown in Annexes B, C, F and G of the Officer's report be approved.
- That the advertising of speed limit orders to progress the proposals shown in Annexes A, D and E with implementation to follow if no substantive objections are received be approved. Any measures which receive objections to be reported back to the Executive Member for a final decision.

Reason: To deliver changes to the highway network with the aim of reducing vehicle speeds and reducing the likelihood and consequences of collisions for all road users.

Councillor Gillies, Executive Member
[The meeting started at 2.00 pm and finished at 2.50 pm].



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

9 June 2016

Report of the Director of City and Environmental Services

**Review of Enhancements to the University Road Pedestrian
Crossing and Cycle Route Scheme**

Summary

1. This report presents a review of how the scheme is currently operating following implementation of a number of enhancements in the autumn of 2015. It also considers the relocation of the westbound bus stop into the nearby lay-by.

Recommendations

2. The Executive Member is requested to note the findings of the report, and approve the scheme being retained in its present form.

Reasons:

3. Council Officers and the University consider that the existing layout is improving the safety of all road users, in particular university students crossing University Road, and encouraging greater use of the new cycle route. The suggestion to relocate the bus stop into the lay-by is not supported by bus operators or the University.

Background

4. The scheme shown in **Annex A** was implemented during the autumn of 2014. The key elements of the scheme included improvements to the bus stops, creating a 20mph Zone with speed cushions and speed table crossing points, and building a shared use pedestrian/cycle route along University Road.
5. Shortly after the scheme became operational an independent Road Safety Audit led to some changes to the scheme. However, there were still some unresolved issues, and to investigate these further and help develop possible solutions, a comprehensive set of

surveys was commissioned covering traffic speeds, pedestrian movement, and cycle flows. The results were discussed with the University and a plan of action agreed. The key findings and proposals were presented to a Decision Session meeting on 10 September 2015, and implementation of the following measures was approved on a trial basis:

- Two extra pairs of speed cushions with central islands, as shown in **Annex B**, to make the 20mph Zone more effective.
 - A new crossing refuge located at the speed table near the bus stops, as shown in **Annex C**, to increase pedestrian safety in the busiest crossing location.
6. In addition, the Executive Member noted that officers were working with the University to encourage greater use of the new cycle path. This involved installing various additional direction signs, plus extra signs and markings at all the entry points to make the status of the path more obvious, and publicising the facility to students.
7. At the meeting representations were made requesting that the existing lay-by on the south side of University Road, which is currently used mainly for deliveries to the Market Square shops, should be made a bus lay-by. The Executive Member asked for this to be looked at in more detail as part of the report back on the trial measures.

Assessment of the Trial Measures

A set of repeat surveys was recently carried out, and the results are summarised below.

8. Traffic Speeds – recent surveys show that the additional sets of speed cushions have further reduced average traffic speed by about 1mph, to approximately 21.5mph. This compares to an average speed of 27mph outside the 20 Zone. Extensive research of traffic calming schemes over many years has shown that a 1mph reduction in speed generally equates to around 5% fewer accidents. So, although the extra cushions have only achieved a small additional speed reduction, it is recommended that they are now retained to make the scheme as robust and safe as possible.
9. Pedestrian movements – the recent surveys confirm that, as before, most road level crossing movements take place between the bus stop.

However, since the introduction of the refuge island more movements are concentrated on the speed table with fewer taking place to the side if it.

On-site observation show that the refuge is being well used and providing a safer crossing for pedestrians. Before the refuge was introduced people cross behind a waiting bus then had to stand in the middle of the road waiting for a gap in the traffic on the other side. If the bus on their side then pulled away they would be left in a very vulnerable position in the middle of the road without protection. The results tend to show that it is now more attractive to cross on the speed table,

The refuge was also expected to reduce the opportunity for drivers to overtake waiting buses. Observations show this to be the case and at times small queues develop and drivers experience a short delay before the bus move off enabling them to proceed.

Overcoming this issue is the main reason for people proposing the relocation of the west-bound bus stop into the nearby lay-by, which is discussed later in this report.

10. Cycle movements - The latest surveys show that usage of the path in an easterly direction has doubled (133 in 12 hours), but usage in a westerly direction is still very low (12 in 12 hours). This indicates that the improved signing and lining has had a positive effect. However, many cyclists are still staying on the road rather than using the new path, particularly in the westerly direction. Looking to the future, there are plans being developed to provide a cycle link path between University Road and the East Campus, and this has the potential to make use of the University Road path more attractive for many journeys.

11 Lay-By Usage

A survey over a 12 hour period showed the lay-by was used on 4 occasions by vehicles unloading goods. This closely matches information supplied by the University, which indicates that the supermarket in Library Square has about 4 deliveries of various products every day, including a main delivery by a large articulated HGV which brings frozen, chilled, and ambient temperature food. In addition the survey recorded 24 other uses of the lay-by, mainly for the dropping off or picking up passengers

Consultation

The views of various interested parties and key Councillors have been sought. The responses are summarised below:

12. *York University*

The University support the additional speed cushions and refuge, and consider that the present scheme has brought risk on University Road down to an acceptable level. The University also comments that feedback from both staff and students about the recent changes has been positive, mainly because the refuge allows crossing of the road in two stages and makes accessing the bus stops easier and safer.

The University is strongly opposed to the relocation of the bus stop into the lay-by which is important for deliveries to the shops in the Market Square area. It is considered that there are no practical alternatives, and not having the lay-by available would lead to delivery vehicles stopping on the main carriageway where they would cause problems.

The University are also concerned that relocating the bus stop would alter the pedestrian desire lines, resulting in more crossing movements at road level away from the speed table and refuge crossing point.

13. *North Yorkshire Police*

The Police support the additional speed cushions and refuge.

The Police are strongly opposed to the relocation of the bus stop into the lay-by. They are concerned that this would lead to uncontrolled and unpredictable parking of large delivery vehicles on University Road, which would create problems for buses to negotiate. This would also increase danger for the operators of the lorries, who will be forced to unload into the live carriageway.

It is considered that the relocation of buses into the lay-by from the main carriageway would alter the whole balance of the present scheme, and increase the speed of traffic along University Road. This would increase the risk to students, staff, and the general public in this area.

Overall, it is felt that the present scheme creates a slow moving traffic situation, which has improved road safety and discourages unnecessary through traffic from the middle of the University Campus. Hence the scheme is proving to be highly effective in reducing the risk of conflict.

14. **Councillors**

Hull Road Ward councillors (Cllrs Levene, Barnes and Shepherd)

No responses had been received at the time this report was written.

Fulford Ward councillor (Cllr Aspden)

Welcomes the review, which needs to address the concerns raised when the scheme enhancements were approved.

Considers the use of the lay-by for buses to be important, and would like the Council and University to work together towards this.

Green Party spokesman on transport (Councillor D'Agorne)

Strongly opposed to moving the bus stop into a lay-by due to the likely increase in delays to the bus service at peak times, and an increase 'attraction' of the route for traffic.

Considers that smart ticketing and travel passes for university students should be the preferred method of addressing boarding time for these services.

15. **Heslington Parish Council**

The Parish Council's response is summarised below, along with officer comments:-

- the refuge is not used by many students,
Officer comment – Surveys and observations show that the new refuge is very well used, and the response from The University gives very positive feedback about this measure (see paragraph 12).
- a Zebra crossing should be provided,

Officer comment - a Zebra crossing would require the bus stops to be located well away to ensure that a bus would not obstruct visibility of the beacons or people at the crossing. It is likely that most people would then cross the road close to the bus stops and not at the Zebra.

- the southern bus stop should be moved into the nearby lay-by,

Officer comment – This is strongly opposed by the University and Police (see paragraphs 12 and 13), and officers share the concerns raised about this.

- a Zebra crossing would control traffic speeds and allow the removal of the speed humps,

Officer comment – the surveys show that the traffic calming measures are reducing average traffic speeds by more than 5mph throughout the safety zone. A zebra crossing would only have a very local influence on driver behaviour and, as explained above, pedestrians would still be crossing at other locations along the road. Hence the removal of the traffic calming measures would lead to increased speeds, and a higher risk of accidents with potential for more serious casualties.

- the measures to encourage use of the cycle path have not worked.

Officer Comment – as explained in paragraph 10, recent surveys show that use of the path has increased significantly, but it is acknowledged that usage is still relatively low and future increases are likely to rest on the extension of the cycle route to create better links with the East Campus.

16. **Local Residents**

Eight emails have been received from local residents, and the main points raised are summarised below, along with an indication of how many times each was mentioned :-

- Support moving the bus stop into the lay-by to reduce traffic delays. (7)
- Alternative provision needed for deliveries if the bus stop was moved into lay-by.(3)

- Support the refuge.(2)
- Provide a Zebra crossing instead of the refuge.(2)
- Better signing needed for the cyclepath.(2)
- Remove some or all of the traffic calming measures.(2)
- The speed cushions cause pain to people with back problems (2)
- The extra speed cushions are ineffective, especially for large vehicles.(1)
- Keep the bus stop on the road because it helps reduce traffic speeds.(1)
- A bus lay-by should also be provided on the other side of the road.(1)

17. **Bus Operators**

The bus stops are used by First York and Transdev. Both are opposed to the bus stop being relocated into the lay-by.

It is pointed out that current location is well established, has a bus shelter which would have to be moved, and in the current location the bridge acts as additional shelter during bad weather.

There is also a concern that the bus will have to navigate back into traffic once loaded with passengers, slowing the service down further.

It is considered that the disruption caused by buses at the current location is minimal and only occurs to a limited extent at busy periods of the day. The dwell time of buses at this stop is minimal but they can be passed safely if required.

18. **Accidents**

The police have not recorded any accidents in the area since the scheme was completed in October 2014. Before the scheme was implemented there were four accidents resulting in injuries over a three year period.

Options

19. The options for the Executive Member to consider in relation to the proposed scheme additions are as follows:

Option 1 - Approve the retention of the current scheme layout

Option 2 - Amend the current scheme layout.

Analysis

20. Option 1 – the scheme has achieved its main objective of making this area safer for students, and the introduction of the refuge and additional speed cushions are considered to be useful additions which have improved the operation of the scheme. Heslington Parish Council and many local residents are in favour of relocating the southern bus stop into the nearby lay-by, but this is strongly opposed by both the bus operators and the University.

Option 2 – the scheme could be altered in-line with some of the suggestions, with moving the southern bus stop into the lay-by being the most popular. However, this would have significant drawbacks and is likely to result in the scheme being less safe. Based on the review findings, and the analysis above, Option 1 is recommended.

Council Plan Priorities

21. This report contributes to one of the three key Council Plan priorities, demonstrating that it is a “**Council that listens to residents**”. Consultation has resulted in a range of views about the changes to the scheme and the suggestion to locate the bus stop in the lay-by. Summarising feedback in the report shows that the council is listening, and issues raised will be considered alongside the survey results presented in the report.

Implications

Financial/Programme Implications

22. The cost of the review has been about £3K, which includes survey costs and staff fees. This can be accommodated within the 16/17 Capital Programme without any significant impact on other priorities.

There would be no extra cost involved in retaining the existing scheme, as recommended.

If the scheme were to be altered, there would be significant additional costs, for which there is currently no budget provision. Therefore, consideration would need to be given to allocating sufficient funding from the 16/17 Capital Programme and reviewing other spending priorities.

23. **Human Resources**

24. There are no Human Resources implications.

Equalities

25. There are no Equalities implications.

Legal

26. 20mph Zones are not enforced by the Police, but rely on driver compliance which is strongly influenced by the design of the physical measures within the scheme. It is the aim to bring average speed down to 20mph or less for a Zone to be considered fully effective and self-enforcing. The additional speed cushions have lowered speeds to bring the University Road scheme closer to this target.

Crime and Disorder

27. There are no Crime and Disorder implications.

Information Technology (IT)

28. There are no Information Technology implications.

Property

29. There are no Property implications.

Risk Management

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

30. In compliance with the Council's risk management strategy, the main risk that has been identified in this report is the potential damage to the Council's image and reputation if effective safety improvements for pedestrians, bus passengers and cyclists along University Road are not achieved.

Contact Details:

Author

Mike Durkin
Transport Projects
Manager
Tel No: (01904) 553459

Chief Officer Responsible for the report

Neil Ferris
Director for City and Environmental
Services

**Report
Approved**



Date

12 May 2016

Specialist Implications Officer(s)

Not applicable

Wards Affected: Hull Road

All



For further information please contact the author of the report.

Background Papers:

“University Road Pedestrian Crossing Improvement Scheme Proposals”: Cabinet Member Decision Session report, meeting on 13th March 2014.

<http://modgov.york.gov.uk/ieListDocuments.aspx?CId=738&MId=8436&Ver=4>

“University Road Pedestrian Crossing Improvements and Cycle Route”: Cabinet Member Decision Session report, meeting on 7th August 2014.

<http://modgov.york.gov.uk/ieListDocuments.aspx?CId=738&MId=8528&Ver=4>

“Proposed Enhancements to the University Road Pedestrian Crossing and Cycle Route Scheme”: Executive Member Decision Session report, meeting on 10 September 2015

<http://modgov.york.gov.uk/ieListDocuments.aspx?CId=738&MId=9028&Ver=4>

Annexes:

Annex A:

Plan showing the scheme as originally implemented.

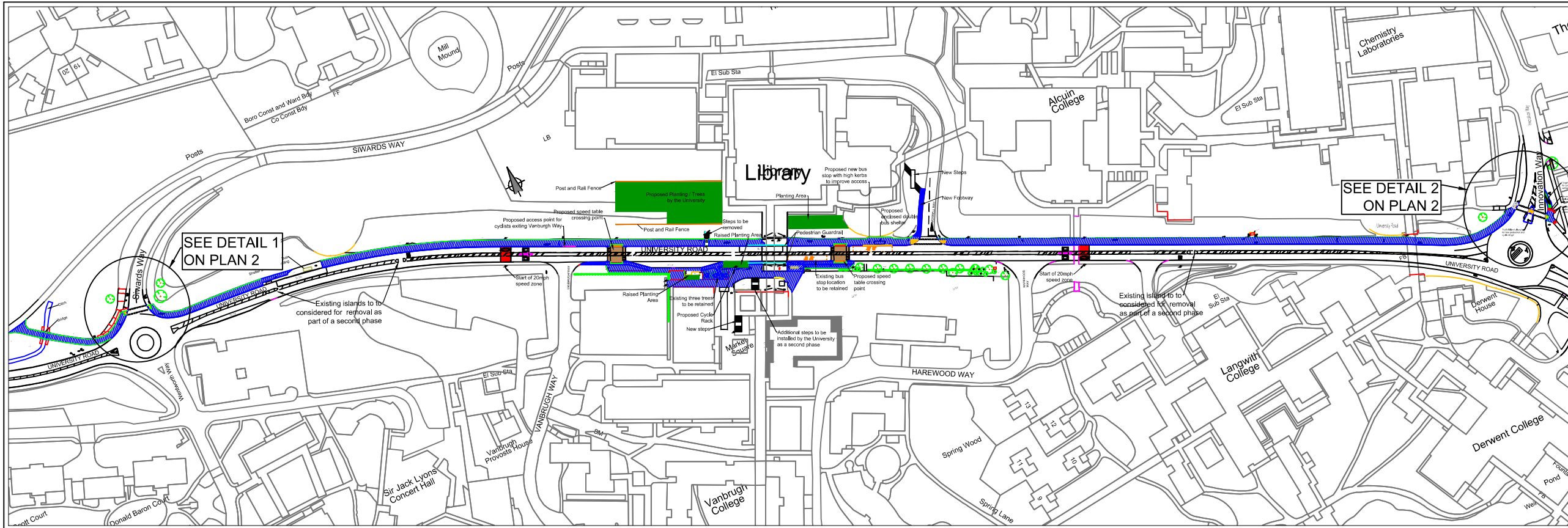
Annex B:

Plan showing the original scheme layout with two extra pairs of speed cushions/ central islands.







Annex C:

Plan showing the central crossing refuge at the speed table near the bus stops.

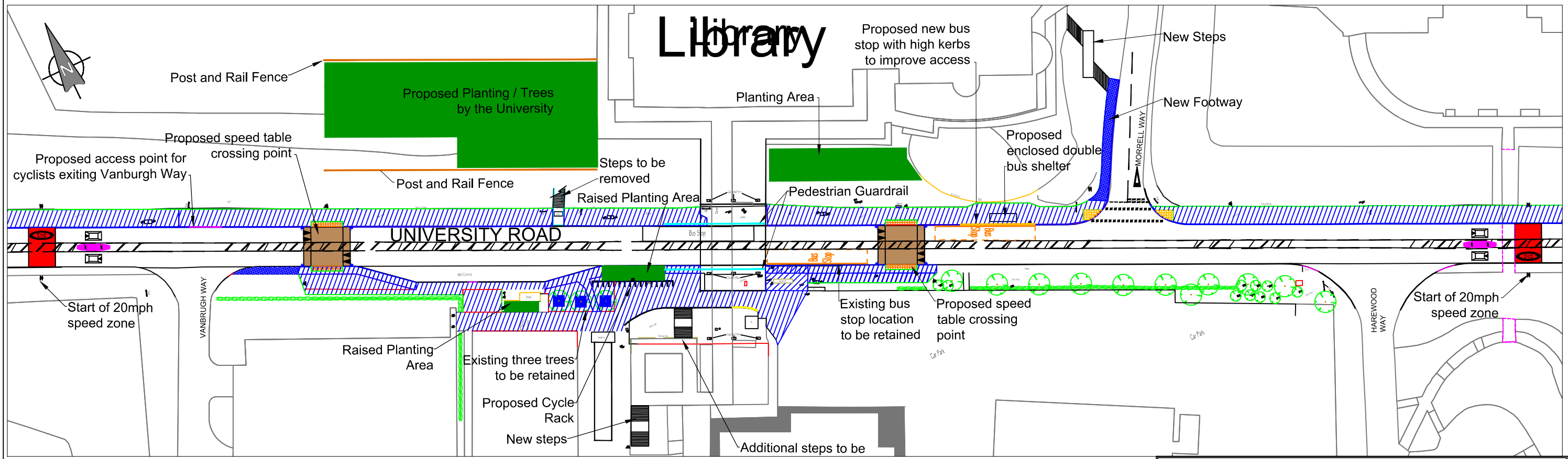
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Key:

-  Area to be converted into shared use cycleway / footway
-  Area to be converted into footway
-  Proposed speed cushions and traffic island
-  Existing Trees
-  Existing Hedgerows
-  Proposed Road markings to highlight cycle crossings at junctions

FULL EXTENT OF CYCLEWAY SCHEME



EXTENT OF PROPOSED 20MPH ZONE

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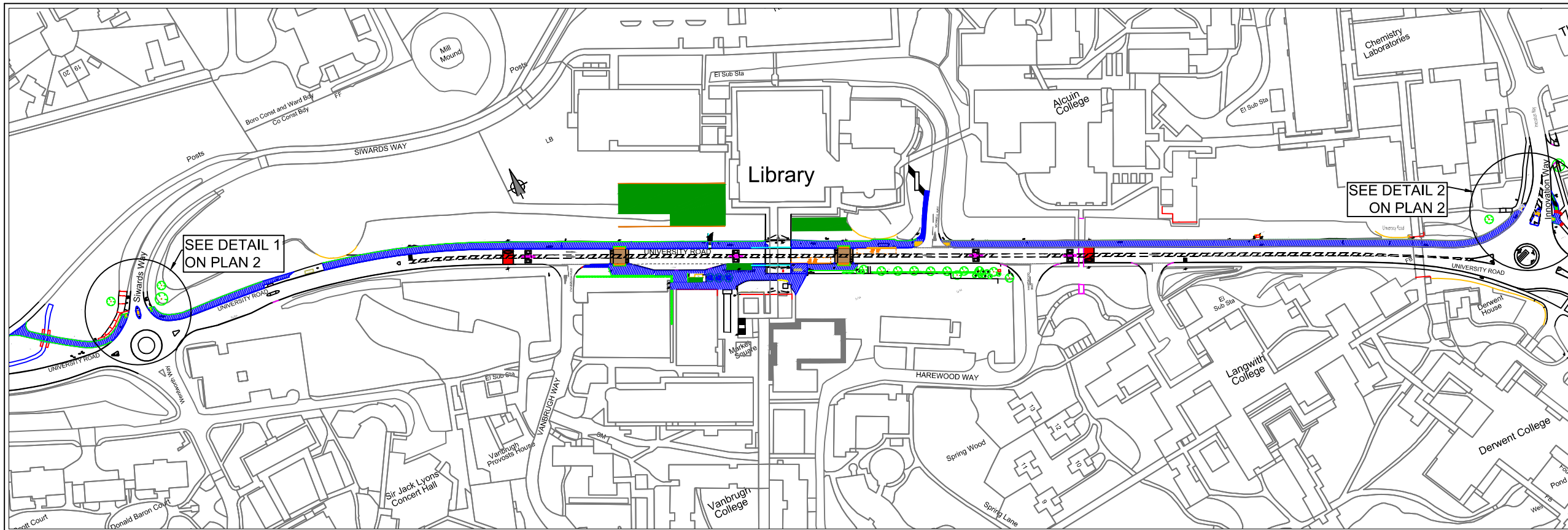


INITIAL	REV	AMENDMENT	DATE
JRP	D	Additional planting area added East of bridge	04/06/14

DRAWN BY: JRP
 CHECKED BY: SH
 SCALE: N.T.S.
 DATE: 22/05/14

UNIVERSITY ROAD
 CROSSING IMPROVEMENTS / CYCLE ROUTE
 (AS IMPLEMENTED)

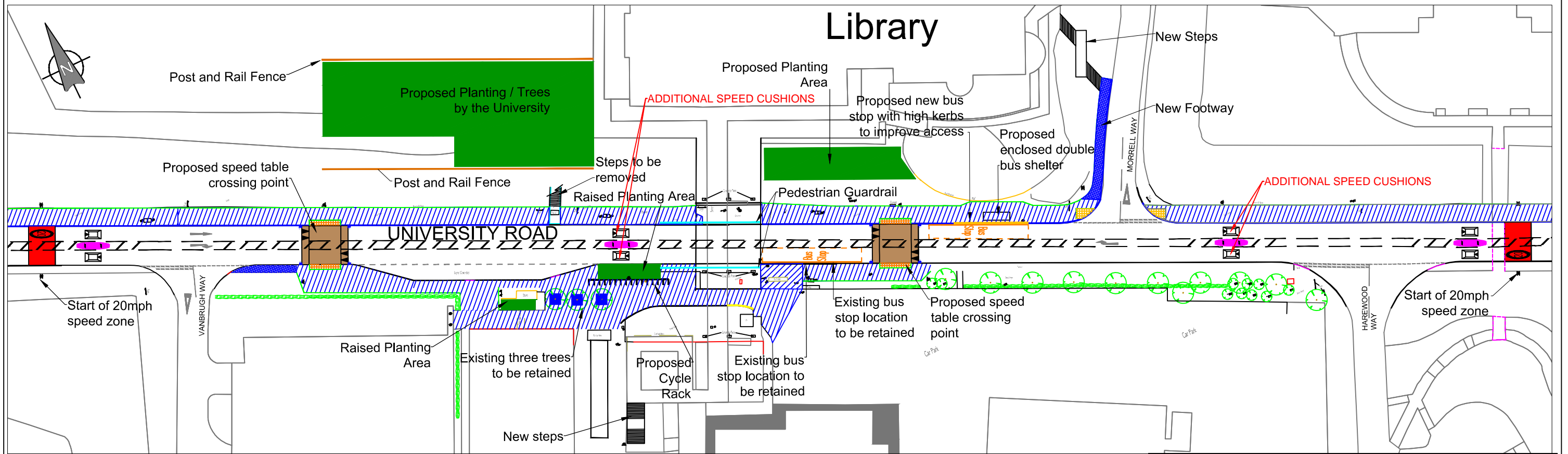
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Key:

- Area to be converted into shared use cycleway / footway
- Area to be converted into footway
- Proposed speed cushions and traffic island
- Existing Trees
- Existing Hedgerows

FULL EXTENT OF CYCLEWAY SCHEME



EXTENT OF PROPOSED 20MPH ZONE

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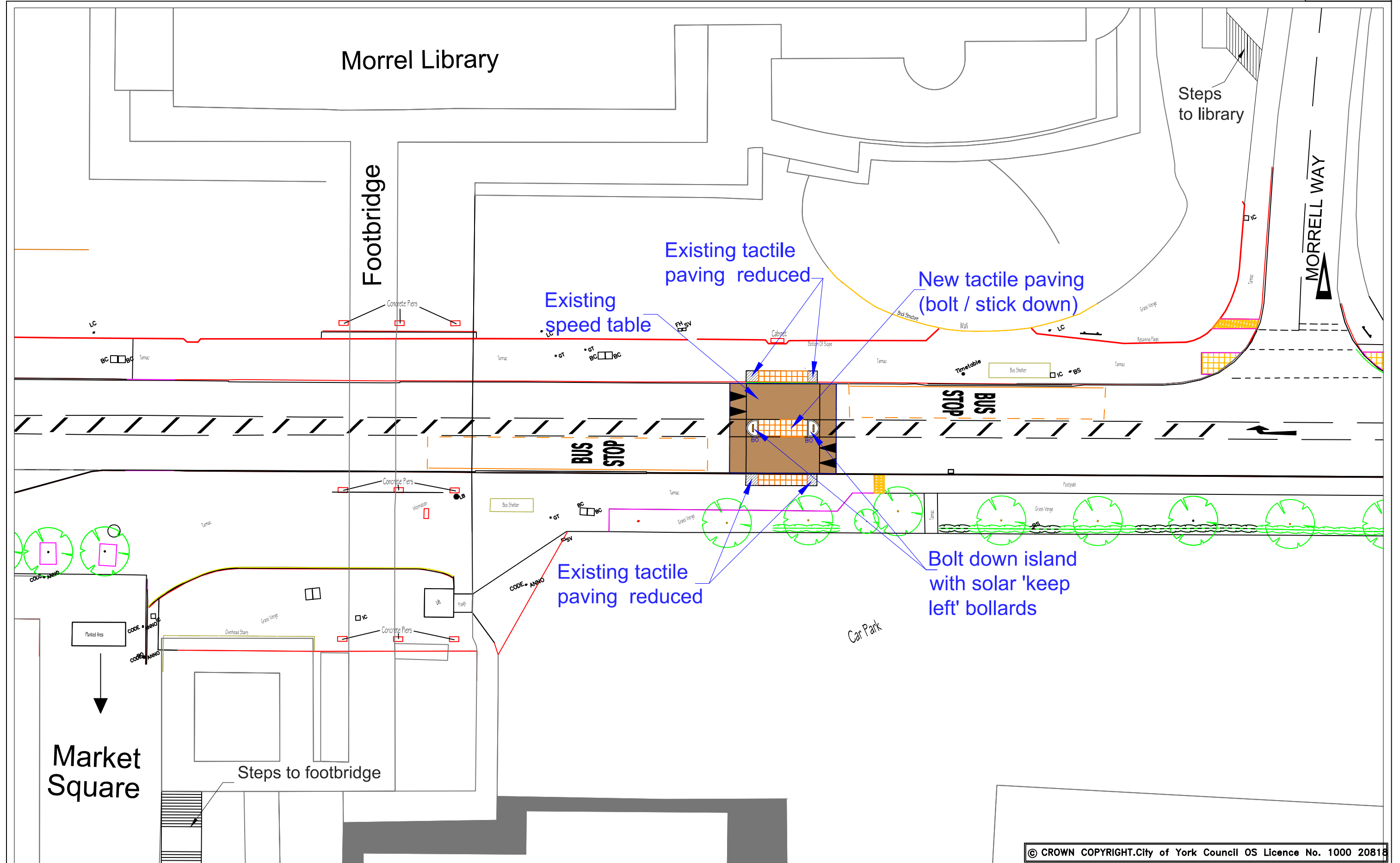


INITIAL	REV	AMENDMENT	DATE
JRP	D	Additional planting area added East of bridge	04/06/14
SH			
N.T.S.	A3		
22/05/14			

UNIVERSITY ROAD
CROSSING IMPROVMENTS / CYCLE ROUTE
(LAYOUT WITH EXTRA SPEED CUSHIONS)

ANNEX B

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Highways - Transport Projects and Delivery Team
Eco Depot, Hazel Court, James Street, York, YO10 3DS
www.york.gov.uk

	INITIAL	REV	AMENDMENT	DATE
DRAWN BY	FS			
CHECKED BY	S J H			
SCALE	---	A3		
DATE	21/07/2015			

UNIVERSITY ROAD
PROPOSED PEDESTRIAN CROSSING REFUGE

ANNEX C

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Decision Session – Executive Member for Transport & Planning

9 June 2016

Report of the Director of City and Environmental Services

City and Environmental Services Capital Programme: 2015/16 Outturn Report

Summary

1. The purpose of this report is to inform the Executive Member of the outturn position for the 2015/16 CES Transport Capital Programme, any variations between the budget and the outturn, and the progress of schemes in the year.

Recommendations

2. The Executive Member is asked to:

Note the progress in delivering schemes, and approve the proposed funding carryovers set out in paragraphs 23 to 31.

Reason: To enable the effective management and monitoring of the council's capital programme

Background

3. The CES Transport Capital Programme budget for 2015/16 was confirmed as £5,292k at Full Council on 26 February 2015, and details of the programme were presented to the Executive Member at the March Decision Session meeting. The programme was finalised on 10 September 2015 when the Cabinet Member was presented with the Consolidated Capital Programme, which included all schemes and funding that had carried over from 2014/15.

4. A number of amendments to the programme were also made at the Monitor 1 and Monitor 2 reports to Decision Session in November 2015 and February 2016.
5. As a result of these amendments, the approved budget for the 2015/16 Transport Capital Programme at 31 March 2016 was £6,472k, which includes Local Transport Plan (LTP) funding, Better Bus Area Fund grant, Clean Bus Technology grant, developer contributions, council resources, and funding from the Department for Transport for the A19 Pinchpoint scheme. This represents the budget available to spend, and is therefore net of the overprogramming built into the Local Transport Plan element of the programme, which can be used to ensure the available funding is fully spent in each year if required.
6. The CES Transport Capital Programme also includes funding from CYC Resources for the alleygating programme and the maintenance of the city walls.
7. External funding was added to the 2015/16 budget at year-end to deliver several schemes in the programme, which has increased the budget to £6,993k.
8. Table 1 shows the current capital programme:

Table 1: Current Approved 2015/16 Capital Programme

	Gross Budget	External Funding*	Capital Receipts
	£1,000s	£1,000s	£1,000s
Planning & Transport Budget	5,292	3,919	1,373
Variations approved at Consolidated Report	2,112	1,991	121
Variations approved at Monitor 1 Report	-	-	-
Variations approved at Monitor 2 Report	-932	-932	
Funding added at year-end	521	521	
Current CES Capital Programme	6,993	5,499	1,494

*External funding refers to government grants, non government grants, other contributions, developer contributions and supported capital expenditure.

Summary of Key Issues

9. Against the budget of £6,993k in 2015/16, there is an outturn of £3,690k (53%). This is a high level of underspend compared to previous years, and is due to delays in progressing some of the larger schemes in the programme; additional DfT grant funding being received too late in the year to deliver the schemes; and delivery of some schemes under budget.
10. In previous years, additional resources have sometimes been introduced to speed up delivery on other schemes and deliver full spend in the year. This was not considered appropriate for 2015/16, due to the need for funding to be slipped to 2016/17 for delivery of the specific schemes.
11. A substantial amount of work has been progressed in the year, including the following schemes.
 - Purchase and installation of new off-bus ticket machines at Park & Ride sites, and other improvement work at the Park & Ride sites.
 - Widening at the northbound approach to the A19/A64 junction to create a new traffic lane, and improvements to the A19/A64 roundabout.
 - Review of all traffic signals across the city to develop a prioritised list of sites for renewal in future years.
 - Installation of electric vehicle charging points at Park & Ride sites.
 - Construction of a new off-road cycle route on Askham Fields Lane to link to Askham Bryan College.
 - Construction of a new off-road cycle route along Jockey Lane.
 - Construction of a new pedestrian and cycle route between the two retail park areas at Clifton Moor.
 - Review of condition and location of Vehicle Activated Signs.
 - Completion of the restoration work at Walmgate Bar.
12. The outturn figures and proposed changes to be approved budgets are shown in Table 2 below. Additional information on the progress of schemes in 2015/16 is included in the annexes to this report.

Table 2: Outturn and Variation to Future Budgets

CES Capital Programme	2015/16	Proposed Variation to 2016/17 Budget	Paragraph Ref
	£1,000s	£1,000s	
Current Approved Capital Programme	6,472		
<u>Re-profiling:</u>			
Local Transport Plan	-1,068	+1,068	23
Better Bus Area Fund	-473	+473	26
DfT – A19 Pinchpoint Grant	-113	+113	27
DfT – Clean Bus Technology Fund	-784	+784	28
CYC Resources (Highways)	-417	+417	29
CYC Resources (Scarborough Bridge)	-305	+305	30
<u>Adjustments:</u>			
Section 106 Funding	-135		24
CYC Resources (Alleygating)	-8		31
Additional Funding (received at Outturn)	521		7
Outturn	3,690	3,160	

Consultation

13. 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.
14. Funding for the capital programme was agreed by the council on 25 February 2015. Whilst consultation is not undertaken on the capital programme as a whole, individual scheme proposals do follow a consultation process with local councillors and residents.

Options

15. As the report is a record of progress of schemes in the year, there are no options for the Executive Member to consider for this report.

Scheme Specific Analysis

16. Details on the progress of all schemes in the CES Transport Capital Programme can be found in Annexes 1 and 2. Annex 2 shows the spend against individual schemes compared to the programme allocations.

Council Plan

17. The Council Plan has three key priorities:
 - **A Prosperous City For All.**
 - **A Focus On Frontline Services.**
 - **A Council That Listens To Residents**
18. The Transport Capital Programme supports the prosperity of the city by improving the effectiveness, safety, and reliability of the transport network, which helps economic growth and the attractiveness for visitors and residents. The programme aims to reduce traffic congestion through a variety of measures to improve traffic flow, improve public transport, provide better facilities for walking and cycling, and address road safety issues.
19. Enhancements to the efficiency and safety of the transport network will directly benefit all road users by improving reliability and accessibility to other council services across the city.
20. The capital programme also addresses improvements to the transport network raised by residents such as requests for improved cycle routes, measures to address safety issues and speeding traffic, and improvements at bus stops such as real-time information display screens and new bus shelters.

Implications

21. The following implications have been considered.
- **Financial:** See below.
 - **Human Resources (HR):** There are no HR implications.
 - **Equalities:** There are no Equalities implications.
 - **Legal:** There are no Legal implications.
 - **Crime and Disorder:** There are no Crime & Disorder implications.
 - **Information Technology (IT):** There are no IT implications.
 - **Property:** There are no Property implications.
 - **Other:** There are no other implications.

Financial Implications

22. The approved 2015/16 Transport Capital Programme budget was £6,472k. This was increased to £6,993k at outturn due to the addition of funding received for several schemes in the programme. The total spend in the year was £3,690k, an underspend of 47%. The proposed funding sources for the budget, subject to approval by the Executive, are shown in Table 3.

Table 3: Outturn and Funding Sources

CES Capital Programme	Current Budget	Outturn	Variation
	£1,000s	£1,000s	£1,000s
Local Transport Plan – Other	2,154	1,386	-1,068
Local Transport Plan – CYC Resources Safety Schemes	300		
Section 106 Funding	300	165	-135
Better Bus Area Fund – DfT	135	135	-
Better Bus Area Fund – EIF	533	60	-473
A19 Pinchpoint Grant Funding	1,072	959	-113
Grant Funding – Clean Bus Technology	784	-	-784
CYC Resources (Highways)	550	133	-417
CYC Resources (Scarborough Bridge)	333	28	-305
CYC Funding (City Walls)	253	253	-
CYC Funding (Alleygating)	58	50	-8
Additional Funding – WYCA (Ticket Machines)	194	194	-
Additional Funding – WYCA (Scarborough Bridge)	74	74	-
Additional Funding – OLEV (Electric Vehicles Charging Points)	108	108	-
Additional Funding – Other	145	145	-
Total Budget	6,993	3,690	3,303

23. It is proposed to carry forward the unused Local Transport Plan funding into 2016/17 to fund the payment of the retention for the Access York project, completion of Phase 1 of the Variable Message Sign upgrade, completion of safety schemes and speed management schemes, and the implementation of several minor cycling schemes.

24. Contributions (s106 and direct funded) from developers were used for a variety of schemes in 2015/16 (Vanguard Traffic Management, Askham Bryan College Cycle Route, Clifton Moor Cycle/Walking Link).
25. Feasibility work was also carried out on three other section 106-funded schemes in 2015/16 (New Lane Huntington Pedestrian Crossing, Campleshon Road Pedestrian Crossing, and York College Cycle Route). It is proposed to carry forward the s106 contributions allocated for these schemes and deliver in 2016/17.
26. It is proposed to carry forward the unused Better Bus Area Fund (EIF) funding to 2016/17 to fund the implementation of the Clarence Street bus priority scheme, improvements at Monks Cross and Grimston Bar Park & Ride sites, implementation of traffic signal improvements on Tadcaster Road, the new bus shelter on Museum Street, and completion of other Better Bus schemes from 2015/16.
27. The DfT funding for the A19 pinchpoint schemes was specifically allocated for the delivery of this scheme, and the underspend will be carried forward to allow further improvements to be progressed in the area in 2016/17.
28. It is proposed to carry forward the DfT grant from the Clean Bus Technology fund to allow the two identified schemes to be implemented in 2016/17.
29. It is proposed to carry forward the CYC Resources (Highways) funding to 2016/17 for the completion of the Bus Network Pinchpoint Improvements, the installation of new signal detection equipment, and the installation of new equipment at school crossing patrol sites.
30. It is proposed to carry forward the CYC Resources funding for the Scarborough Bridge scheme to 2016/17 to allow delivery of the scheme to progress.
31. As the programme for the delivery of new Alleygating schemes has been completed at a lower cost than originally estimated, there is no need to carry forward the underspend from 2015/16 to 2016/17.

Risk Management

32. There are no anticipated risks associated with the recommendations in this report. The report is a record of achievements of the year and the proposed method of funding.

Contact Details

Author:

Tony Clarke

Head of Transport

City & Environmental
Services

Tel No. 01904 551641

Chief Officer Responsible for the report:

Neil Ferris

Director - CES

**Report
Approved**



Date 27 May 2016

Specialist Implications Officer(s) Not applicable

Wards Affected:

All

For further information please contact the author of the report

Background Papers

CES Capital Programme: 2015/16 Budget Report – 19 March 2015

CES Capital Programme: 2015/16 Consolidated Report – 10 September 2015

CES Capital Programme: 2015/16 Monitor 1 Report – 12 November 2015

CES Capital Programme: 2015/16 Monitor 2 Report – 11 February 2016

Annexes

Annex 1: Scheme Progress Report

Annex 2: 2015/16 Capital Programme Outturn

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2015/16 CES Transport Capital Programme Outturn Report: Scheme Progress Report

1. This annex provides details of the outturn position for schemes in the 2015/16 CES Transport Capital Programme, including the budget spend to 31 March 2016, and the progress of schemes in the year.
2. Details of the total spend for each scheme in 2015/16, and the scheme status at the end of the year, are included in Annex 2.

Transport Schemes

ACCESS YORK PHASE 1

Programme: £350k

Spend to 31 March 2016: £253k

3. Following completion of the new Park & Ride sites in 2014/15, funding was allocated in 2015/16 for the final payments to the contractor, and minor completion works at the new sites. As the cost of the remedial works was not agreed with the contractor until late in 2015/16, funding will be carried forward to 2016/17 for payment of the retention.

PUBLIC TRANSPORT SCHEMES

Programme: £1,415k

Spend to 31 March 2016: £457k

4. The Park & Ride Site Upgrades budget has funded the installation of a new CCTV system at Rawcliffe Bar, installation of smart kiosks at the Park & Ride sites, and minor improvement works at the Park & Ride sites. Funding will be carried forward to 2016/17 for the installation of a new CCTV system at Grimston Bar, a new car park barrier system at Monks Cross, and replacement of the doors at the Monks Cross office building, which was completed in April 2016.
5. The Bus Network Pinchpoint Improvements budget was allocated to address issues causing delays to bus services across the city. Work in 2015/16 has included the installation of new cameras at three key junctions in north York to monitor traffic flow, and development of a scheme to address delays to buses in the Tang Hall area by creating lay-bys for parking.

The proposed improvements to traffic signals along the A59 corridor will now be delivered through the Traffic Signals Asset Renewal Programme in 2016/17. This has allowed funding to be reallocated to upgrade the existing three-line indicator bus stop displays, which will be progressed in 2016/17.

6. New cameras have been installed at three junctions on Tadcaster Road to allow traffic flow to be monitored on this corridor, but the planned work to improve the synchronisation of traffic signals between The Mount/Dalton Road junction and the Blossom Street/ Queen Street/ Nunnery Lane junction has been deferred until the work to improve traffic signals along the A59 corridor is completed in 2016/17.
7. Implementation of the Clarence Street bus priority scheme has not been progressed in 2015/16 due to the high cost of the extensive utility diversion works needed for the carriageway widening element of the proposed scheme. Work has been carried out to develop an alternative scheme, which is being considered in a separate report to this meeting. The funding in the 2015/16 capital programme for this scheme will be carried forward to 2016/17 if the alternative scheme is approved for implementation.
8. The work to install a new bus shelter at the Park & Ride bus stop on Museum Street was delayed due to the need to gain Scheduled Monument Consent from Historic England (due to the proximity to the St Leonard's Hospital site). This has now been granted, and the new shelter will be installed in 2016/17.
9. As stated in the Monitor 2 report to the February Decision Session, work to replace the large bus shelter on Rougier Street could not be progressed until the developer has completed their refurbishment of Roman House. The developer started work on Roman House in February 2016, and the new bus shelter will be installed once this work is completed in November 2016.
10. The council was awarded grant funding from the Department for Transport's Clean Bus Technology fund to convert four buses in York to electric drive. This has not been progressed in 2015/16 due to delays in appointing a supplier to carry out the work. The tender for this work has now been issued, and a contractor should be appointed shortly to carry out the conversion work.

11. The council has purchased and installed 11 new off-bus ticket machines at the Park & Ride sites in York, which was funded by the West Yorkshire Combined Authority. Five ticket machines have also been purchased for installation in the city centre in 2016/17.
12. A number of smaller public transport schemes have also been completed in 2015/16, including the construction of lay-bys for parking on Burdyke Avenue to reduce delays to buses caused by parked cars, minor improvements at bus stops across the city, upgrade of the CitySpace columns, and a contribution to the cost of the new real-time information system being developed by the West Yorkshire Combined Authority. The Congestion Busting (BBA2) budget was to address any minor issues raised by bus operators, but all work identified in 2015/16 was related to maintenance issues and funded through the revenue budgets. This funding will be carried forward to 2016/17 to address any further issues raised by the bus operators.

TRAFFIC MANAGEMENT

Programme: £2,173k

Spend to 31 March 2016: £1,424k

13. The construction of the first phase of the A19 Pinchpoint scheme was completed in September 2015. The northbound approach to the A64/A19 interchange was widened to provide a new traffic lane, and a new northbound bus lane was created at the interchange. This work was funded by the Department for Transport's Pinch Point Funding grant. The scheme cost was lower than originally estimated, and the remaining funding will be carried forward to 2016/17 for the next stage of work to improve traffic flow on the A19.
14. Funding was allocated in 2015/16 to carry out a condition survey of all traffic signals in York and produce a prioritised list of sites for renewal. This work has been completed, and a programme of work has been developed for the next four years. A trial of new 'above ground' traffic detection systems (to replace detection loops in the road surface) has also been carried out in 2015/16, and work to install this new equipment at traffic signals will be carried out with the Traffic Signal Asset Renewal programme in future years. The unspent funding from 2015/16 will be carried forward to 2016/17 for the first phase of asset renewal works.

15. Funding was allocated in the 2015/16 capital programme to trial upgrades to the council's Variable Message Signs (VMS), many of which are no longer operational due to their age. As reported to the Executive Member at the January 2016 Decision Session meeting, the trial proved to be successful and the first phase of work to upgrade six VMS on the Inner Ring Road was approved. The contractor was not able to complete the Inner Ring Road VMS upgrades in 2015/16, and funding will be carried forward to 2016/17 to allow this work to be completed.
16. New electric vehicle charging points have been installed at Poppleton Bar, Askham Bar, and Monks Cross Park & Ride sites, which have been part-funded by a grant of £108k from the government's Office of Low Emission Vehicles.
17. The council was awarded £308k from the Department for Transport's Clean Bus Technology fund to retrofit school buses in York to reduce polluting emissions. As the grant funding was not received until the last quarter of 2015/16, it was not possible to carry out the work during the year, and it is proposed to carry forward the funding to 2016/17 to carry out the work in summer 2016.
18. The capital programme has also funded the monitoring of air quality across the city, the review of street furniture, signing, and lining to remove unnecessary street furniture, a review of the operation of Footstreets, and upgrades to York's Urban Traffic Management & Control system, including the continued upgrade of communications from analogue to digital.

PEDESTRIAN AND CYCLING SCHEMES

Programme: £897k

Spend to 31 March 2016: £643k

19. Funding was allocated in 2015/16 for feasibility work on the proposed widening of the Scarborough Bridge footbridge to make it more accessible for all users, following the council being awarded £2m funding from the Department for Transport's Cycle City Ambition Grant. Network Rail has carried out the initial feasibility work for this scheme in 2015/16, which had a lower cost than originally estimated. The council also received a contribution of £74k from the West Yorkshire Combined Authority towards the cost of the feasibility work, so the cost to the council in 2015/16 was £28k.

The remaining funding will be carried forward to 2016/17 to allow further feasibility work on the scheme to be carried out.

20. A new off-road shared-use cycle route has been created along Askham Fields Lane by widening the existing footpath, which links the A1237 to Askham Bryan College. This scheme was funded through Section 106 funding the recent expansion of Askham Bryan College.
21. The two existing sections of off-road cycle route on Jockey Lane have been linked by the construction of a new off-road shared use cycle path on the southern side of Jockey Lane. The scheme cost was higher than originally estimated as a higher contribution was made to the resurfacing work carried out with the cycle route scheme, due to the increased area of resurfacing required along Jockey Lane.
22. As stated in the report to the September 2015 Decision Session meeting, a zebra crossing has been installed to link the new section of cycle route to the existing cycle route on the northern side of Jockey Lane, pending the approval of new traffic regulations for parallel crossings, which can be used by cyclists who currently need to dismount at zebra crossings. The new traffic regulations are now in place, and funding will be allocated in the 2016/17 capital programme for the conversion of the zebra crossing to a parallel crossing.
23. The new pedestrian and cycle link at Clifton Moor retail park was completed in early 2015/16, and provides a new off-road path between the two areas of the retail park, and zebra crossings linking the new path to existing routes. Contributions to the scheme were agreed from two proposed developments in the area, but as only one of these developments has been completed to date, the amount of Section 106 funding received was lower than originally expected. The shortfall in funding has been made up from Local Transport Plan funding.
24. The Workplace Grants budget was included in the 2015/16 capital programme to provide match-funding for new cycle parking at businesses in York. This has been used to part-fund new cycle parking at Hazel Court council offices, and new cycle parking at smaller businesses across York.

New pool bikes have been purchased for the council, and new balance bikes have been purchased to allow the council to provide balance bike training sessions at schools in York.

25. Funding was included in the 2015/16 capital programme for the completion of the Haxby to Clifton Moor cycle route and the University Road cycle route schemes. The Haxby to Clifton Moor cycle route was substantially completed in 2014/15, but funding was required in 2015/16 for completion of lining and signing work, street lighting, and works identified in the Stage 3 Safety Audit of the completed scheme. The new cycle route on University Road scheme was also substantially completed in 2014/15, and funding was included in the 2015/16 capital programme for completion of lining and signing works, and minor alterations to the new crossing points.
26. The 2015/16 Transport Capital Programme included funding for several smaller schemes in the Pedestrian and Cycling block. The Minor Schemes budgets are used to fund the implementation of smaller schemes to improve facilities across the city for cyclists and pedestrians. In 2015/16 this included the provision of new dropped kerbs on footways across York, improvements to the lining on the footway and cycle path on Water End, and development of minor schemes to be implemented in 2016/17. The low spend against the Minor Schemes budgets were caused by the delays in progressing schemes in late 2015/16, as staff resources in the Highways Team were not available to carry out the work due to the impact of the floods in late December. Funding was also allocated for the installation of tactile paving at crossing points on Station Rise, which was completed at the start of April 2016.
27. The new on-road cycle route on Monkgate was completed in April 2015. During the consultation for the scheme, several residents raised issues with parking on Monkgate affecting visibility from side accesses, and work to remove two parking spaces (replaced elsewhere on Monkgate) was completed in late 2015/16.
28. Funding was allocated for a contribution to the works carried out by the developer of the Hiscox site on Peasholme Green, which will now be paid in 2016/17. Feasibility work has continued on the proposed improvements for cyclists at Monkgate Roundabout, the proposed new cycle lanes on Holgate Road, and the new off-road cycle route linking the former York College site to Green Lane.

These schemes will be implemented in 2016/17, and funding will be carried forward from 2015/16 for these schemes.

SAFETY SCHEMES

Programme: £545k

Spend to 31 March 2016: £292k

29. Funding was allocated in the 2015/16 capital programme for several schemes to improve pedestrian and cycling facilities and address minor safety issues on routes to schools across York. The existing School Safety Zones on Osbaldwick Lane and The Leyes have been merged following the expansion of Osbaldwick Primary School, and feasibility work has been carried out on proposed improvements at Sim Balk Lane (Bishophthorpe), Tang Hall Primary, and Robert Wilkinson Primary (Strensall), which will be implemented in 2016/17.
30. Funding was also allocated for any works identified during Stage 3 Safety Audits of schemes carried out in previous years, and for feasibility work on schemes to be progressed in 2016/17, including proposed schemes at Knavesmire Primary, Joseph Rowntree Secondary, and Hob Moor Primary schools.
31. The proposed review of the Applefields School Safety Zone was put on hold pending a decision on the redevelopment of the former Burnholme School site, and this review will now be carried out in 2016/17.
32. Funding was also allocated for any minor measures identified by schools using the new online school travel planning system (Modeshift STARS), but no work was identified in 2015/16 by schools.
33. The 2015/16 capital programme included an allocation for the review and upgrade of the 'wig-wag' flashing light systems used at School Crossing Patrol (SCP) sites in York. All SCP sites and wig-wag equipment have been reviewed, and a programme of work to replace existing wig-wag units with new equipment will be carried out in 2016/17 (following a report to the May Decision Session to gain approval for the work). Implementation of this scheme in 2015/16 was delayed as the scope of the scheme was amended to include a review of pedestrian crossing sites at or near schools, and

funding has been allocated in the 2016/17 capital programme for improvements to five zebra crossings.

34. Work was carried out at the Manor Heath/ Hallcroft Lane/ Hagg Lane junction to widen the junction and provide a pedestrian splitter island, improve existing tactile paving and signing, and add coloured surfacing to the road surface to highlight the junction. The cost of this scheme was higher than originally estimated as the coloured surfacing was not included in the original scheme, but as a structural maintenance scheme was being carried out at the same time as the safety scheme works, the coloured surfacing was included with the resurfacing works to minimise the overall cost.
35. Following a review of accident cluster sites across the city, feasibility work has been carried out to identify possible measures to improve road safety at these locations. As reported to the Executive Member at the February Decision Session, three sites were identified for implementation in 2016/17, along with minor works (signing and lining) at several locations across York, and locations where further study work is needed to identify the best solution to address road safety issues. Progress on this scheme was slower than originally expected, and the underspend will be carried forward to 2016/17 to fund the completion of these schemes. Minor work has also been carried out to improve signing and lining at the Pavement/ Whip-Ma-Whop-Ma-gate junction.
36. The Danger Reduction budget funds investigation and minor works at sites where safety issues have been raised by the public. This has included feasibility work and the implementation of minor measures at locations across York. Funding was also allocated to amend the chicanes on Heslington Lane, but this scheme has been delayed to allow the effect of changes to parking on Heslington Lane to be considered before implementing the proposed scheme.
37. The Speed Management budget funds investigation and works at sites identified through the Speed Management Review process. A report was presented at the November Decision Session meeting, which identified 16 sites where work should be carried out to address speeding issues, and several sites where further study work (including speed surveys) will be carried out to develop a programme of work for the 2016/17 capital programme. Due to the length of time needed to advertise new Traffic Regulation Orders and report any objections received, implementation of the speed

management schemes has been delayed, and funding will be carried forward to 2016/17 to allow the work to be carried out.

38. Other work completed in 2015/16 includes the installation of on-road cycle lanes on Stockton Lane (between Lime Avenue and Greenfield Park Drive) to visually 'narrow' the road width in order to change driver perception and reduce speeds, and monitoring of speed management schemes carried out in previous years to assess their effectiveness. Funding was also included for the completion of the University Road speed management scheme.
39. Funding was allocated for a review of the Vehicle Activated Signs (VAS) in York to assess their condition and effectiveness at reducing vehicle speeds. This has allowed a new policy to be developed for the use of VAS in York, identified VAS in need of replacement, and has agreed a new procurement process for new VAS. The cost of this work was lower than expected as fewer signs had developed faults than originally expected. Funding will be included in the 2016/17 capital programme to allow two VAS to be repaired and the new procurement process to be completed.

SCHEME DEVELOPMENT

Programme: £748k

Spend to 31 March 2016: £302k

40. The Future Years Scheme Development budget was included in the capital programme to allow feasibility work to be carried out to develop schemes for implementation in future years. In 2015/16, this was mainly used for feasibility work on proposed cycle route schemes, which has identified several schemes for possible implementation in 2016/17.
41. The Development-Funded Schemes budget has funded several schemes implemented using funding received from developers. New ANPR cameras have been installed along Malton Road, and a new Dial & Ride bus has been purchased (both funded by the Vangarde development). Feasibility work has been carried out on the proposed new pedestrian crossing on Campleshon Road, which will be constructed in 2016/17.
42. As in previous years, an allocation was included in the programme for costs incurred against schemes delivered in previous years.

These costs include safety audit requirements, minor amendments to schemes following completion, and the payment of retentions. Funding was also allocated for staff costs incurred in the development and implementation of schemes in the transport capital programme.

CES Maintenance Budgets

CITY WALLS

Programme: £253k

Spend to 31 March 2016: £253k

43. The restoration work on Walmgate Bar was completed in December 2015. The supports to the Bar have been replaced, the Bar has been rendered (using a traditional lime render) to improve the thermal insulation of the Bar, and a new viewing platform has been added to the roof. As previously reported to the Executive Member, the cost of the work was higher than originally expected as additional works were identified throughout the scheme, due to the poor condition of some sections of the Bar. The project was nominated for the Institute of Civil Engineers Yorkshire and Humber Civil Engineering 2016 Award, and received the 'Certificate of Excellence' award in the Sir John Fowler category (projects under £500k).

REINSTATEMENT

Programme: £33k

Spend to 31 March 2016: £15k

44. Funding was allocated to allow additional maintenance works to be carried out at sites where CityFibre had been installing services, to allow a higher standard of reinstatement work than usually expected to be achieved by a utility provider. This results in a lower overall cost to the council than if the maintenance work was carried out at a later date by the council independently.

ALLEYGATING

Programme: £58k

Spend to 31 March 2016: £50k

45. In 2015/16, new alleygates were installed at four locations across York, and three other alleygating locations were considered but not progressed due to the lack of support from local residents.

This is the completion of a two-year programme to install gates at alleyways across York where problems with crime and anti-social behaviour have been identified.

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Scheme Ref	2015/16 Transport Capital Programme	15/16 Monitor 2 Budget (Total)	Total Spend to 31/03/16	Variance	Scheme Status at 31/03/16	Comments
		£1,000s	£1,000s	£1,000s		

Access York Phase 1						
AY01/09	Access York Phase 1	350.00	252.91	-97.09	Scheme Complete	Final payments to contractor; snagging works at P&R Sites constructed in 2014/15
	Askham Bar					
	A59 (Poppleton Bar)					

Total Access York Phase 1	350.00	252.91
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Public Transport Schemes						
PT01/15	Park & Ride Site Upgrades	175.00	80.68	-94.32	Scheme Ongoing	New CCTV system at Rawcliffe Bar; Installation of smart kiosks at P&R Sites; minor works at P&R sites
PT02/15	Bus Network Pinchpoint Improvements	200.00	37.36	-162.64	Scheme Ongoing	Installation of new cameras at junctions in north York to monitor traffic flow; development of scheme to address delays to buses in Tang Hall area
PT03/15	BBA2 - Congestion Busting	30.00	0.00	-30.00	No Work in 15/16	Minor work identified by bus operators was funded from maintenance budget in 2015/16
PT04/15	BBA2 - Scarcroft Road/ The Mount Signals (Tadcaster Road Improvements)	105.00	32.90	-72.10	Scheme Ongoing	Installation of three cameras at junctions along Tadcaster Road to monitor traffic flow; Proposed review of traffic signalisation delayed until A59 SCOOT scheme completed

Public Transport - Carryover Schemes						
PT03/14	BBAF - Duncombe Place Contribution (Reinvigorate York)				N/A	Scheme removed from programme at Consolidated Report
PT05/12	BBAF - Clarence Street Bus Priority Scheme	185.00	-20.41	-205.41	Feasibility Ongoing	Alternative scheme developed due to high cost of utility work needed for original scheme proposals; Scheme to be progressed in 2016/17 if approved
PT08/12b	BBAF- Way-Finding Scheme Contribution (Reinvigorate York)				N/A	Scheme removed from programme at Consolidated Report
PT09/12b	BBAF - Museum Street Bus Stop	50.00	9.70	-40.30	Design Ongoing	Scheduled Monument Consent granted; New bus shelter to be progressed in 2016/17
PT10/12b	BBAF - Rougier Street - Roman House Bus Shelter	40.00	33.50	-6.50	Scheme Ongoing	Installation of new bus shelter delayed until refurbishment of Roman House completed by developer; To be progressed in 2016/17
PT02/14	Clean Bus Technology Fund	476.00	0.00	-476.00	Feasibility Ongoing	Conversion of buses to electric drive delayed as supplier not appointed in 2015/16; To be progressed in 2016/17
PT04/14	Burdyke Avenue Layby	50.00	33.41	-16.60	Scheme Complete	New lay-by created to allow vehicles to park without blocking the road, which was delaying bus services in this area
PT13/12	BBAF District Centre Bus Stop Improvements	50.00	31.23	-18.77	TBC	Improvements to bus stops and shelters across York
PT02/12	Park & Ride Barriers				N/A	Scheme removed from programme at Monitor 1 Report
-	Off Bus Ticket Machines	0.00	194.39	N/A	Scheme Complete	Purchase and installation of 11 ticket machines at P&R sites
PT03/12	BBAF Personalised Public Transport Web Portal	8.00	2.73	-5.27	Scheme Complete	Upgrade of CitySpace columns in the city centre
PT05/15	Regional RT Information System	46.00	21.69	-24.31	Scheme Ongoing	Contribution towards the cost of the new real-time information system being developed by West Yorkshire; Remaining contribution to be paid in 2016/17

Total Public Transport Schemes	1,415.00	457.18
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Scheme Ref	2015/16 Transport Capital Programme	15/16 Monitor 2 Budget (Total)	Total Spend to 31/03/16	Variance	Scheme Status at 31/03/16	Comments
		£1,000s	£1,000s	£1,000s		

Traffic Management						
TM03/13	A19 Pinchpoint Scheme	1,222.00	959.00	-263.00	Scheme Complete	Widening of A19 northbound approach to the A64 interchange to provide an additional traffic lane, and widening through the interchange to create a northbound bus lane; Further improvements to be progressed in 2016/17
TM01/15	Street Furniture	12.00	5.63	-6.37	Scheme Complete	Removal of unnecessary street furniture to reduce street clutter
	Review of Lining	9.00	4.24	-4.76	Scheme Complete	Amendments to road markings across the city
	Review of Signing	9.00	11.69	2.69	Scheme Complete	Removal of unnecessary signs to reduce street clutter
TM02/15	Footstreets Review	10.00	0.00	-10.00	Feasibility Complete	Feasibility work carried out on possible improvements to the city centre Footstreets area; Work to be progressed in 2016/17
TM03/15	Air Quality Monitoring	20.00	20.00	0.00	Scheme Complete	Purchase of air quality monitoring equipment
TM04/15	Urban Traffic Management & Control/ Bus Location & Information Sub-System	60.00	62.64	2.64	Scheme Ongoing	Upgrades to existing system, including conversion of communications network from analogue to digital
TM05/15	Traffic Signals Improvements	270.00	133.76	-136.24	Scheme Ongoing	Trial of 'above ground' vehicle detection equipment completed; Installation of new equipment to be progressed in 2016/17
TM07/15	Traffic Signals Asset Renewals	100.00	32.01	-67.99	Scheme Ongoing	Survey of all existing traffic signals completed and prioritised list of sites in need of upgrades produced; Upgrades to be progressed in 2016/17
TM06/15	Variable Message Signs (VMS) Upgrade	90.00	47.56	-42.44	Scheme Ongoing	Trial repairs on signs completed; Upgrade of Inner Ring Road signs to be progressed in 2016/17
AQ02/13	Electric Vehicle Rapid Charging Points	63.00	147.39	-24.46	Scheme Ongoing	Installation of six electric vehicle charging points at P&R Ride sites completed; Installation of charging points at businesses to be completed in 2016/17
TM08/15	School Bus Refits	308.00	0.00	-308.00	No Work in 15/16	Scheme to be progressed in 2016/17 following receipt of grant funding in late 2015/16

Total Traffic Management	2,173.00	1,423.92
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Pedestrian & Cycling Schemes						
PE01/15	Pedestrian Minor Schemes	80.00	18.53	-61.47	Scheme Ongoing	Installation of dropped kerbs across York completed; feasibility and design work carried out for footway improvements to be progressed in 2016/17
CY01/15	Cycle Minor Schemes	35.00	9.53	-25.47	Scheme Ongoing	Minor improvements to cycling facilities across York; feasibility and design work carried out for minor works to be progressed in 2016/17
CY02/15	Monkgate Roundabout Cycle Route	30.00	10.33	-19.67	Feasibility Ongoing	Feasibility work on proposed improvements for cyclists at Monkgate Roundabout
CY03/15	Holgate Road Cycle Route	20.00	21.90	1.90	Feasibility Complete	Feasibility work on proposed on-road cycle lanes on Holgate Road (from Acomb Road to the Iron Bridge)

Scheme Ref	2015/16 Transport Capital Programme	15/16 Monitor 2 Budget (Total)	Total Spend to 31/03/16	Variance	Scheme Status at 31/03/16	Comments
		£1,000s	£1,000s	£1,000s		
CY06/15	Monkgate Cycle Route	20.00	19.21	-0.79	Scheme Complete	New on-road cycle route and amendments to parking to improve road safety
CY04/15	Scarborough Bridge Improvements	333.00	101.34	-231.66	Feasibility Ongoing	Feasibility work on proposed improvements to Scarborough Bridge to make it more accessible for all road users
CY05/15	Hungate Phase 2 Pedestrian & Cycle Improvements	20.00	5.62	-14.38	Scheme Ongoing	Contribution to work carried out by developer to be paid in 2016/17
CY07/15	Askham Bryan College cycle link	0.00	27.44	N/A	Scheme Complete	Conversion of footpath to shared-use path along Askham Fields Lane (from A1237 to college entrance)
CY08/15	Former York College site cycle link	0.00	1.97	N/A	Feasibility Ongoing	Feasibility work on the proposed new off-road cycle route linking the former York College site to Green Lane; To be progressed in 16/17
CY05/13	University Cycle Route	5.00	11.22	6.22	Scheme Complete	Completion works carried out; scheme substantially completed in 2014/15
Pedestrian & Cycling Schemes - Carryover Schemes						
CY01/13	Jockey Lane Cycle Route	175.00	205.41	30.41	Scheme Complete	New off-road cycle route along southern side of Jockey Lane (linking two existing sections of off-road route); New zebra crossing to be converted to parallel crossing (for pedestrians and cyclists) in 2016/17
CY10/11	Haxby to Clifton Moor Cycle Route	50.00	84.18	34.18	Scheme Complete	Completion works carried out; scheme substantially completed in 2014/15
CY03/14	Clarence Street Cycle Facilities	10.00	0.00	-10.00	Not Progressed	Not progressed due to delays to the Clarence Street Bus Priority scheme
PE06/11	Clifton Moor Pedestrian & Cycling Link Improvements	64.00	88.02	24.02	Scheme Complete	New path for pedestrians and cyclists linking two sections of retail park
PE02/15	Station Rise Tactiles/Bollards	15.00	4.25	-10.75	Scheme Ongoing	Installation of tactile paving at crossing points on Station Rise completed in April 2016
CY09/15	Match Funding of Workplace Grants	40.00	34.43	-5.57	Scheme Complete	Match funding for cycle parking at businesses; Purchase of new pool bikes for CYC; purchase of balance bikes for CYC training courses
Total Pedestrian & Cycling Schemes		897.00	643.36			

Safety Schemes						
SR02/15	SSS Sim Balk Lane	12.00	4.08	-7.92	Feasibility Complete	Improvements at Sim Balk Lane/Bishopthorpe junction to be progressed in 2016/17
SR03/15	SSS Applefields School	17.00	0.50	-16.50	Feasibility Ongoing	Review of existing School Safety Zone to be carried out in 2016/17
SR04/15	SSS Tang Hall Primary	15.00	2.73	-12.27	Design Complete	Amendments to pedestrian entrances and existing speed cushions to be carried out in 2016/17
SR05/15	SSS Sheriff Hutton Road, Strensall	3.00	3.30	0.30	Feasibility Complete	New Vehicle Activated Sign and minor improvements to riverside path access to be progressed in 2016/17
SR06/15	SSS Modeshift Stars award minor schemes	10.00	0.30	-9.70	No Work in 15/16	No issues raised by schools that required work in 2015/16

Scheme Ref	2015/16 Transport Capital Programme	15/16 Monitor 2 Budget (Total)	Total Spend to 31/03/16	Variance	Scheme Status at 31/03/16	Comments
		£1,000s	£1,000s	£1,000s		
SR07/15	SSS Safety Audit works and other school schemes	43.00	10.65	-32.35	Scheme Ongoing	Minor works identified in Stage 3 Safety Audits of schemes completed in previous years; Feasibility work to develop schemes for implementation in future years
SR01/14	SSS Osbaldwick Primary SRS	17.00	18.90	1.90	Scheme Complete	Amendments to existing School Safety Zone following expansion of Osbaldwick Primary School
SR01/15	School Crossing Patrol Improvements	100.00	13.72	-86.28	Feasibility Ongoing	Review of School Crossing Patrol sites carried out; replacement of existing 'wig-wag' equipment to be progressed in 2016/17
Safety Schemes						
LS01/14	SAF Manor Heath/Hallcroft Lane	22.50	51.26	28.76	Scheme Complete	Junction widening; new pedestrian island; addition of coloured surfacing to highlight junction
LS01/15	SAF Casualty Reduction Scheme review and development	80.00	55.89	-24.11	Feasibility Complete	Review of accident cluster sites completed and schemes developed to address road safety issues, which will be implemented in 2016/17
DR01/15	SAF Danger Reduction Schemes	15.00	11.81	-3.19	Scheme Complete	Minor works to address safety issues across the city
LS06/14	SAF Pavement/Whip Ma Whop Ma Gate LSS	7.50	0.29	-7.21	Scheme Complete	Minor signing and lining at junction
DR01/14	SAF Heslington Lane	13.00	1.08	-11.92	Feasibility Ongoing	Proposed amendments to chicanes to be progressed in 2016/17
Speed Management Schemes						
SM02/15	SPM Speed Review Process scheme prioritisation and Implementation	100.00	59.52	-40.48	Scheme Ongoing	Review of sites identified through the Speed Review Process completed; programme of work developed for implementation in 2016/17
SM03/15	SPM project TBC (used to be Navigation Road/Walmgate 20mph)				N/A	Scheme removed from programme at Monitor 2 report
SM04/15	SPM Monitoring Commitment	10.00	4.48	-5.52	Scheme Complete	Monitoring of Speed Management schemes completed in previous years
SM05/15	SPM Miscellaneous Speed Limit Issues	5.00	0.00	-5.00	No Work in 15/16	All speed limit issues dealt with through the speed management process in 15/16
SM02/14	SPM University Road Speed Management Scheme	20.00	33.57	13.57	Scheme Complete	Completion works carried out; scheme substantially completed in 2014/15
SM06/15	SPM Stockton Lane	5.00	2.71	-2.29	Scheme Complete	New on-road cycle lanes (Lime Avenue to Greenfield Park Drive) to visually 'narrow' the road
SM01/15	Vehicle Activated Signs (VAS) Review	50.00	17.67	-32.33	Scheme Ongoing	Review of all VAS in York completed; Signs identified for replacement in 2016/17; New procurement process for new signs agreed
Total Safety Schemes		545.00	292.44			
Scheme Development						
SD01/15	Future Years Scheme Development	50.00	0.00	-38.12	Feasibility Complete	Feasibility work carried out to develop cycling and public transport schemes for implementation in future years
-	Haxby Station Study				No Work in 15/16	No work required in 2015/16
SD02/15	Development-Funded Schemes	300.00	174.39	-98.98	Scheme Complete	New ANPR cameras on Malton Road; Purchase of new Dial & Ride bus; Development of Campleshon Road pedestrian crossing scheme

Scheme Ref	2015/16 Transport Capital Programme	15/16 Monitor 2 Budget (Total)	Total Spend to 31/03/16	Variance	Scheme Status at 31/03/16	Comments
		£1,000s	£1,000s	£1,000s		

-	Previous Years Costs	98.00	89.38	-8.62	N/A	Safety Audit Measures; minor works on completed schemes; retention payments
-	Staff Costs	300.00	0.00	-300.00	N/A	Staff costs were charged to individual schemes at end of 2015/16

Total Scheme Development	748.00	302.28
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Total Integrated Transport Programme	6,128.00	3,372.09
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CES Maintenance Budgets

City Walls

CW01/15	City Walls Restoration	20.00	9.43	-10.57	No Work in 15/16	Repairs to Micklegate Bar roof not progressed due to higher cost of Walmgate Bar
CW01/12	Walmgate Bar	233.00	243.51	10.51	Scheme Complete	Replacement of supports; New viewing platform; Insulation of building using traditional render

Total City Walls	253.00	252.94
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Reinstatement

CF01/15	City Fibre Reinstatement Programme	33.00	15.00	-18.00	Scheme Complete	Additional work to improve road/footway resurfacing following CityFibre works at locations across York
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Total Reinstatement	33.00	15.00
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Alleygating

AG01/13	Alleygating Programme	58.00	49.74	-8.26	Scheme Complete	Installation of alleygates at four locations in York (Stanley Mews; Baile Hill Terrace; Cornlands Road Park; Brownlow Street)
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Total Alleygating	58.00	49.74
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Total CES Maintenance Schemes	344.00	317.68
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Total Capital Schemes	6,472.00	3,689.77
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Total Reserve Schemes	500.00
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Total Capital Programme	6,972.00
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Decision Session Executive Member for Transport and Planning**9 June 2016**

Report of the Director of City and Environmental Services

Objections received to the advertised Residents Priority parking Scheme to include Aldreth Grove, Cameron Grove, St Clements Grove, Norfolk Street and Bishopthorpe Road (Part)**Summary**

1. To consider the formal objections made to the advertising of a Traffic Regulation Order to implement a residents parking scheme covering Aldreth Grove, Cameron Grove, St Clements Grove, Norfolk Street and Bishopthorpe Road (Part).

Recommendations

2. The Executive Member is asked to overturn the objections made and implement the scheme as advertised - to introduce a 24 hour Community Residents Priority Parking area (to be known as R58) to include Aldreth Grove, Cameron Grove, St Clements Grove, Bishopthorpe Road (No's 106 to 154) and Norfolk Street to have two dual zone bay to include R6 and R58.

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

Timescale: The order will be made and operational on street during August/September 2016.

Background

3. Following the receipt of a petition from local residents a consultation was undertaken with all residents within the proposed scheme boundary in September 2015, after which the results were

considered by the Acting Director for City and Environmental Services. From the results it was recommended to initiate the legal procedure to formally advertise an amendment to the Traffic Regulation order to introduce a new Residents Parking Scheme to include Aldreth Grove, Cameron Grove and Bishopthorpe Road (no's 106 to 154), this was drawn in line with the results and did not include all balloted streets.

4. However it was recognised that the result of the ballot was marginal for St Clements Grove and that if a scheme went ahead in the area without St Clements Grove there may then be a request for inclusion at a later date. As such approval was granted to enable us to include St Clements Grove for formal advertising within the proposed new zone if residents demonstrated there was an increased demand for a residents parking scheme within the next year. Before the legal consultation began representations for inclusion were received from residents, some of who indicated they had changed their mind. Rather than wait until a scheme was in place and then have to go through the whole process again it was decided to include St. Clements Grove and Norfolk Street in the formal advertisement at which point any formal objections to the proposal could be considered.
5. The advertisement for the streets to become residents' priority parking was advertised in March 2016. A copy of the formal advertised proposal is included as Annex A. During the advertisement period we received fifteen formal objections to the scheme, of which seven from Norfolk Street whose properties currently reside within the R6 zone boundary. All representations are summarised in Annex B.

Consultation

6. Residents were consulted in September 2015 and asked to return a ballot sheet in order to register their preference. Taking the ballot results for the area as a whole, rather than street by street, the results where as follows:
 - 67 of 100 ballot papers were returned (67%)
Of those returned:
 - 43 Supported the introduction of a Residents' Priority Parking Scheme (64%).
 - 24 residents did not support the introduction of a Residents' Parking scheme (36%).

- Of the ballots which voted on a preferred time restriction 64% are in favour of a 24hour 7 days a week restriction.
7. It is common procedure to require a 50% return of ballot sheets with the majority of returns in favour of introducing a resident parking scheme before we support a proposal to amend the Traffic Regulation Order to include a scheme.
 8. The order was then advertised in the local press and on street for three weeks. In addition all properties within the proposed scheme and also all properties on Norfolk Street (to advise them of the proposed dual zone bay) were hand delivered details of the proposal and how to submit representation for or against the scheme.
 9. During the advertisement period we received fifteen objections to the scheme. Of the objections; one came from Cameron Grove, one from Bishopthorpe Road, one from Aldreth Grove, four from St Clement's Grove, seven came from Norfolk Street residents who reside within the existing R6 zone and one was an anonymous address. A précis of each representation has been included as Annex B; concerns have been made about having to purchase visitor and builder's permits along with restricting free use of parking for visitors to the park. The main area of objection for objectors in most streets is the issue of having to pay to park in the street. Whilst this concern is understood a commitment has been made previously that the cost of provision and enforcement of this service should come from those getting this service and not fall the general council tax payers. The main concern from Norfolk Street is that these residents did not ask for the proposed changes to be made. It should be noted however that most of Norfolk Street is already in a residents parking zone and the changes proposed are aimed at providing the same level of priority parking to residents at the top of the street and neighbouring streets as most Norfolk Street residents are already benefitting from.

Options

10. The options available are:
 - 1 To overturn the objections and implement the scheme as advertised.
 - 2 To uphold the objections and take no further action to implement a scheme.

3 To implement the scheme excluding Norfolk Street (part)

4 To implement the scheme excluding St Clement's Grove.

Analysis

11. Option 1 is the recommended action as this follows the procedures currently in place for introducing new resident's priority parking schemes.
12. Option 2 does not adequately meet the expectations of the local residents; as such this is not the recommended option.
13. Option 3 this is not recommended as an area would be left unrestricted in the middle of two zones creating an excluded area for vehicles to aim for as no alternative free parking would be available in the immediate area should the scheme be implemented. Also with this advertised proposal the existing Norfolk Street R6 permit holders would in addition benefit from having extra parking on street rather than being disadvantaged by restricting the use of the new bays exclusively to R58.
14. Option 4 does not acknowledge the extra support received from residents before the advertisement expressing additional support in favour of a scheme. It also does not address the disadvantage residents would have should the scheme be implemented excluding St Clement's Grove only, as this would create an island effect for vehicles and commuters to all seek available parking on the only unrestricted street in the area, thus leaving residents with no alternative near by parking as they would not be in the zone boundary to enable them to park on nearby streets should they need to do so. As such this is not the recommended option.

Council Plan

15. Considering this matter contributes to the Building Stronger Communities strand of the Council Plan by engaging with all members of the local community.

Implications

16. **Financial** There are no financial implications

Human Resources (HR) There are no HR implications

Equalities There are no Equalities implications

Legal There are no Legal implications

Crime and Disorder (There are no Crime and Disorder implications)

Information Technology (IT) There are no IT implications

Property (There are no Property implications)

Other There are no other implications

Risk Management

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

Contact Details

Author:

Annemarie Howarth
Traffic Technician,
Traffic Management
Tel No. 01904 551337

Chief Officer Responsible for the report:

Neil Ferris
Director CES

**Report
Approved**



Date April 2016

Wards Affected: Micklegate

All

For further information please contact the author of the report

Background Papers:

Decision Session, Executive Member for Transport:

Petition – Residents Parking on Aldreth Grove, Micklegate Ward

Report to the Director of City and Environmental Services:

Aldreth Grove: Results of the consultation on a Residents' Priority Parking Scheme

Annexes

Annex A – formal advertised proposal

Annex B – précis of representations received

Annex C – Plan of advertised residents parking area

Annex D – Plan showing existing residents parking zones in the surrounding area

Annex A

CITY OF YORK COUNCIL
NOTICE OF PROPOSALS
THE YORK PARKING, STOPPING AND WAITING (AMENDMENT) (NO
14/16)
TRAFFIC ORDER 2016

Notice is hereby given that City of York Council, in exercise of powers under Sections 1, 2, 4, 32, 35, 45, 46, 53 and Schedule 9 of the Road Traffic Regulation Act, 1984 ("the Act") and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Schedule 9 of the Act, proposes to make an Order which will have the effect of:

1. *Introducing a Residents' Priority Parking Area for all classes of Residents' Priority Permit Holders to include that length of St Clement's Grove from its junction with Bishopthorpe Road for the remainder of its length, Aldreth Grove from its junction with Bishopthorpe Road for the remainder of its length and Cameron Grove from its junction with Bishopthorpe Road for the remainder of its length the said Area to be identified as Zone R58, that Area to include all properties adjacent to and having direct private access to the said lengths of road with the exception of the properties numbered 1 to 15 Cameron Walker Grove;*
2. *Designating unrestricted lengths of St Clement's Grove, Aldreth Grove and Cameron Grove, York within the proposed Residents' Priority Parking Area at paragraph 1 as Parking Places for use only by Zone R58 'Permit Holders' thereby providing 24 hour unlimited parking for Permit Holders, the said lengths being identifiable by the placement of upright traffic signs at the Area 'entry' and 'exit' points (as opposed to the placement of Residents' Parking signs and road markings adjacent to the kerb).*
3. *Introducing 'Residents' Priority' parking provision in York as follows:*
 - (a) *Bishopthorpe Road, on its east side:*
 - (i) *between the projected southern property boundary line of No. 106 Bishopthorpe Road and a point 2 metres south from the projected southern property boundary line of No. 112 Bishopthorpe Road,*
 - (ii) *between the projected northern property boundary line of No. 114 Bishopthorpe Road and a point 19 metres north from the projected centreline of St Clement's Grove,*
 - (iii) *between a point 14 metres south of the projected centreline of St Clement's Grove and a point 19 metres north from the projected centreline of Aldreth Grove,*
 - (iv) *between a point 9 metres south of the projected centreline of Cameron Grove and a point 31 metres north from the projected centreline of Butcher Terrace,*
for use only by Zone R58 'Permit Holders' thereby providing 24 hour unlimited parking for Permit Holders,
 - (b) *Norfolk Street, York on its:*
 - (i) *north side, between a point 11.5 metres east from the eastern highway boundary line of Bishopthorpe Road and a point 34 metres east of the said line,*
 - (ii) *south side, between a point 13 metres east from the eastern highway boundary line of Bishopthorpe Road and a point 35.5 metres east of the said line,*
for use by R6 and R58 'Permit Holders' thereby providing 24 hour unlimited parking for Permit Holders.

A copy of the draft Order, Statement of Reasons for making it and relevant maps can be inspected at the Reception, West Offices, Station Rise, York, during normal business hours. Objections or other representations specifying reasons for the objection or representation should be sent to me in writing to arrive no later than 1st April 2016.

Aldreth Grove, Cameron Grove St Clements Grove, Norfolk Street (part) and Bishopthorpe Road (part) proposed Residents Priority parking objections and comments

Comment	Officer Response
Cameron Grove	
<p>I do not support the parking scheme and filled in my initial documents to state this. Having living in two other parking scheme areas of York I have found that the residents parking scheme doesn't alleviate the problem, it's not extra people blocking the street, it's people who actually live there</p>	<p>All information originally contained within the consultation documents does clearly state that Residents parking cannot guarantee a space if the existing carriageway lengths already exceed the amount of properties requiring parking on street. It does however give residents priority over non residents.</p>
Bishopthorpe Road	
<p>I would like to strongly object to the proposal as this definitely have a massive negative impact on my newly started Guesthouse business the cost of £400 per permit annually and having 8 guestrooms I would have to pay over £3000 for the permits for guests and more for myself and my partner. This additional extra cost each year would impact the financial viability of the new business and may end up in forcing a closure of Guesthouse.</p>	<p>All permit costs, including business permits, are set by parking services and agreed within the financial review each year.</p>

Aldreth Grove	
<p>I strongly object to having to pay to park outside my own house, when I know I probably won't be able to do so even with the restrictions. I don't believe this is the correct decision for this street, soon it will be impossible to park for free anywhere in York and I don't believe this is beneficial to the York community or its residents as a whole. I don't believe the residents have thought through the full implications of this restriction, is it possible before this is agreed in it's entirety to have maybe a trial for say 3 months I observed last week one side of Aldreth Grove for the duration of the morning had only 2 cars parked!</p>	<p>ResPark scheme gives permit holders priority over non residents. All residents have been given information relating to how respark schemes work along with fees to enable them to make an informed decision. A trial period cannot be implemented, however if residents wished for the scheme to be removed once installed then a petition should be gathered and the same procedure will be followed by consulting residents on removal.</p>

Comment	Officer Response
St Clement's Grove	
<p>Presumably we will have to pay to park in future, I find this totally unacceptable. It will cause problems as visitors to my property will not be able to park, including workmen carrying out work at my property. I was attracted to buy this property as it was unrestricted parking, whether it will affect property values remains to be seen.</p>	<p>Every property was hand delivered letters at every stage, including details of all permit prices at the consultation stage. The responsibility for passing on information to prospective purchasers would be down to the owners during the house sale. Visitor and builders permits can be issued should the scheme be implemented.</p>

<p>I strongly object to having to pay to park outside my own house, when I know I probably won't be able to do so even with the restrictions. I don't believe this is the correct decision for this street, soon it will be impossible to park for free anywhere in York and I don't believe this is beneficial to the York community or its residents as a whole</p>	<p>All information regarding fees is included within the formal consultation to ensure residents are making an informed decision during the ballot; hence a majority vote is required before advertising due to the pros and cons associated with living in a resident's only parking zone.</p>
<p>I voted as requested and was prepared to accept the result; I am not prepared to accept the result being changed because the council thinks it's near enough. I do not believe it is within the councils remit to do this. If so why have a vote. I have democratic right for my vote to count.</p>	<p>The initial consultation carried out (the results are not a binding vote) is used to gain a feel for how much support there is in an area before a formal legal process is entered into. The initial consultation indicated that support for inclusion in a scheme was not the majority wish from the street. However it was recognised that the results of this poll was marginal and that if a scheme went ahead in the area without St. Clements Grove there may then be a request for inclusion at a later date. Before the legal consultation began representations for inclusion were received from residents, some of who indicated they had changed their mind. Rather than wait until a scheme was in place and then have to go through the whole process again it was decided to include St. Clements Grove in the formal consultation at which point formal objections to the proposal could be considered.</p>

Continued

Comment	Officer Response
<p>A democratic vote was held and the result was in favour of no respark. This result should stand no matter how close the result was. It is irrelevant that certain members/residents of St Clements Gr disapprove of the result. Have you considered a trial period and issuing visitors/builders permits f.o.c? I pay council tax and do not see why I should pay to park on the street that I live.</p>	<p>See previous response regarding vote on St Clements Grove. In addition a trial period cannot be implemented however if residents wished for the scheme to be removed once installed then a petition should be gathered and the same procedure will be followed by consulting residents on removal. All permit costs are set by parking services and agreed within the financial review each year.</p>
Norfolk Street (existing R6 zone)	
<p>Norfolk St residents did not ask for this change. I see no benefit whatsoever to residents with your proposal. I would also like to see free parking available for an hour rather than 10 minutes to non residents so that they can enjoy the benefits of the nearby park.</p>	<p>Most of Norfolk Street is already included within R6; the current unrestricted area on Norfolk Street has been advertised to become joint use bays to accommodate six vehicles for R6 and the new R58 zone, should this be implemented. Increasing the time for non residents was not included within this order.</p>
<p>Do not agree that your proposal is in Norfolk Street residents' best interest and I object to the Council implementing it. Norfolk St residents did not ask for this change we see no benefit to our street's residents arising from your proposal. In particular, why are you proposing creating a joint residents' parking Zone between R6 and R58? This would only restrict available spaces for Norfolk St residents.</p>	<p>Existing Norfolk Street residents parking bays are remaining the same it is only the unrestricted area that would become joint use bays for R6 and R58 - approximate space for six vehicles.</p>

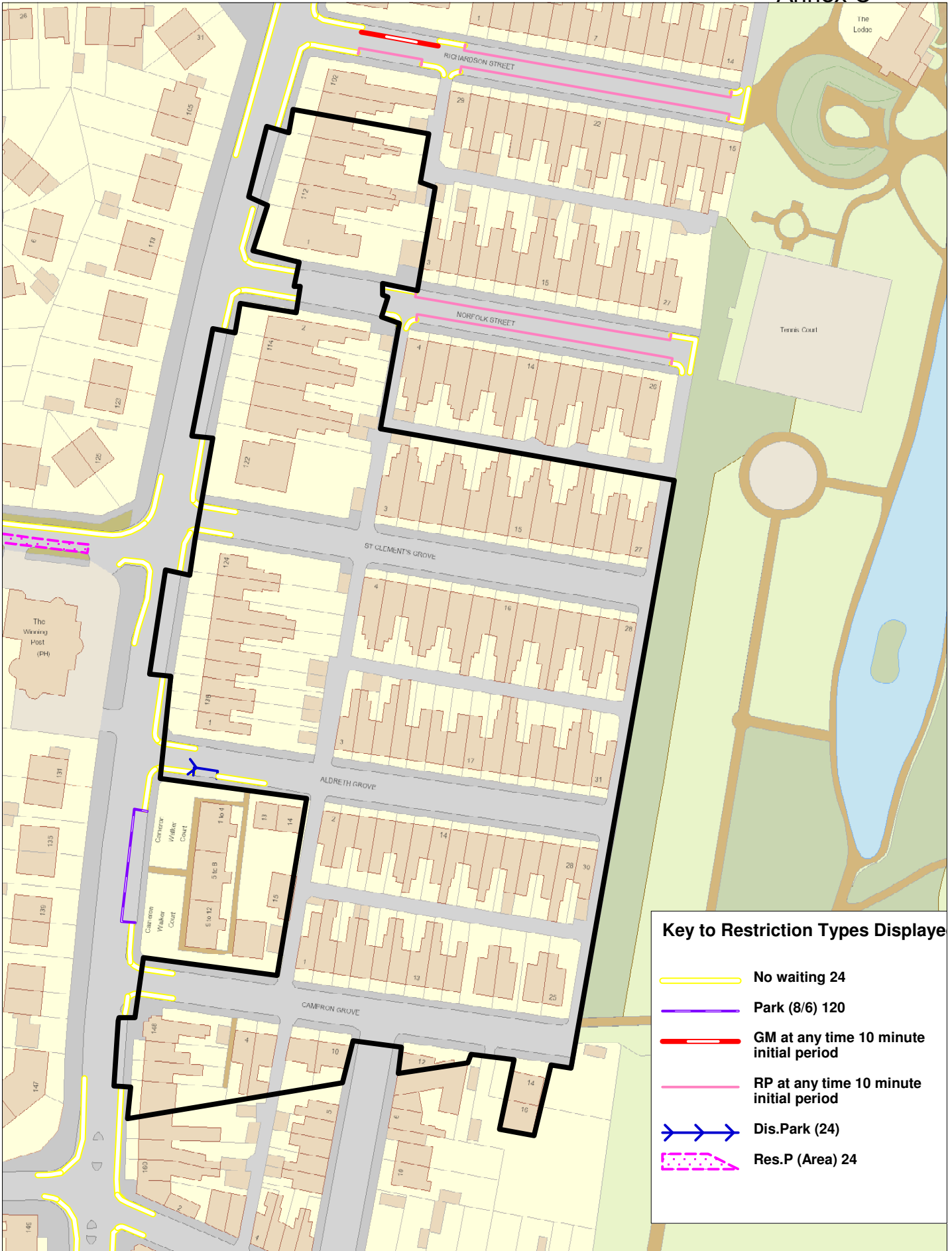
<p>I do not agree your proposal is in our best interest and object to the Council implementing it. Did Norfolk St residents ask for this change? There is no issue in Norfolk St. Why are you proposing creating a joint residents parking Zone between R6 and R58? This would only restrict available spaces for Norfolk St residents</p>	<p>Permission was granted at an earlier decision session to consult on a wider area after a petition from Aldreth Grove was received for respark, this included the unrestricted part of Norfolk Street. The existing Norfolk Street residents parking bays are remaining the same whereas the unrestricted area would become joint bays for R6 and R58 use.</p>
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Comment	Officer Response
<p>We strongly believe that upper Norfolk Street should be restricted to R06. the current proposal will actually restrict R06 residents even more than at present. For example when we are required to move our vehicles for, say, gutter cleaning, or if there is no space in the current R06 zone. We will have to go much further afield to find any unrestricted parking for our vehicles. As to the top of Norfolk Street, that is already available to us and being required to share it with R58 seems unlikely to alleviate competition for spaces in this zone.</p>	<p>The proposal would give R6 permit holders a greater chance of parking on Norfolk Street as oppose to it currently being unrestricted and anyone can legally park there. R6 permit holders are entitled to also park on Richardson Street, Bewlay Street, Charlton Street, Anne street and Fenwick Street should they need to find alternative parking spaces.</p>
<p>We are writing to object as we do not agree your proposal is in our best interest and object to the Council implementing it. Norfolk St residents did not ask for this change. Why are you proposing creating a joint residents parking Zone between R6 and R58? This would only restrict available spaces for Norfolk St residents.</p>	<p>Existing bays on Norfolk Street are remaining the same it is only the unrestricted area that would become joint bays for R6 and R58 use, approximate space for six vehicles. R6 permit holders are entitled to also park on Richardson Street, Bewlay Street, Charlton Street, Anne street and Fenwick Street should they need to find alternative parking spaces.</p>







	Continued
We feel it would be detrimental to us to have visitors and visiting tradesmen being forced to use a daily parking ticket which we would then have to provide at an additional cost.	Visitors permit should already be used as the property is within an existing ResPark zone. There is a 2 hour limited waiting parking bay within a 2minute walking distance to Norfolk Street which could be utilised by visitors.
The current parking arrangements are just about manageable with residents who have more than one car. Our proposal would be for the top of the street to be respark for Norfolk St only. At the moment it is clear the area is used by non residents parking and going to work in the city centre	If the top of the street is made a joint respark bay for R6 and R58 users, as advertised, this would eliminate non residents parking and give R6 permit holders a greater chance of parking at the top of the street when required.

Comment	Officer Response
Anon	
I wish to object to the discrimination of the whole of the proposed area as zone 58. St Clements Grove, Aldreth Grove and Cameron Grove have been identified as being a "closed area" which only requires entrance and exit signs, to display "permit holders only". This is how you have previously dealt with Nunthorpe Drive, zone R54. Bishopthorpe Road does not fall into this category and should therefore be treated as the rest of the road that is already permit parking zone R36.	If implemented the whole area would be known as R58, however the side streets would be enforced on entry signage only and the unrestricted areas on Bishopthorpe Road would be marked as bays and signs. All existing double yellow lines would remain the same. As with all new requests for Residents Parking they are dealt with by way of one zone.

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Key to Restriction Types Displayed

-  No waiting 24
-  Park (8/6) 120
-  GM at any time 10 minute initial period
-  RP at any time 10 minute initial period
-  Dis.Park (24)
-  Res.P (Area) 24

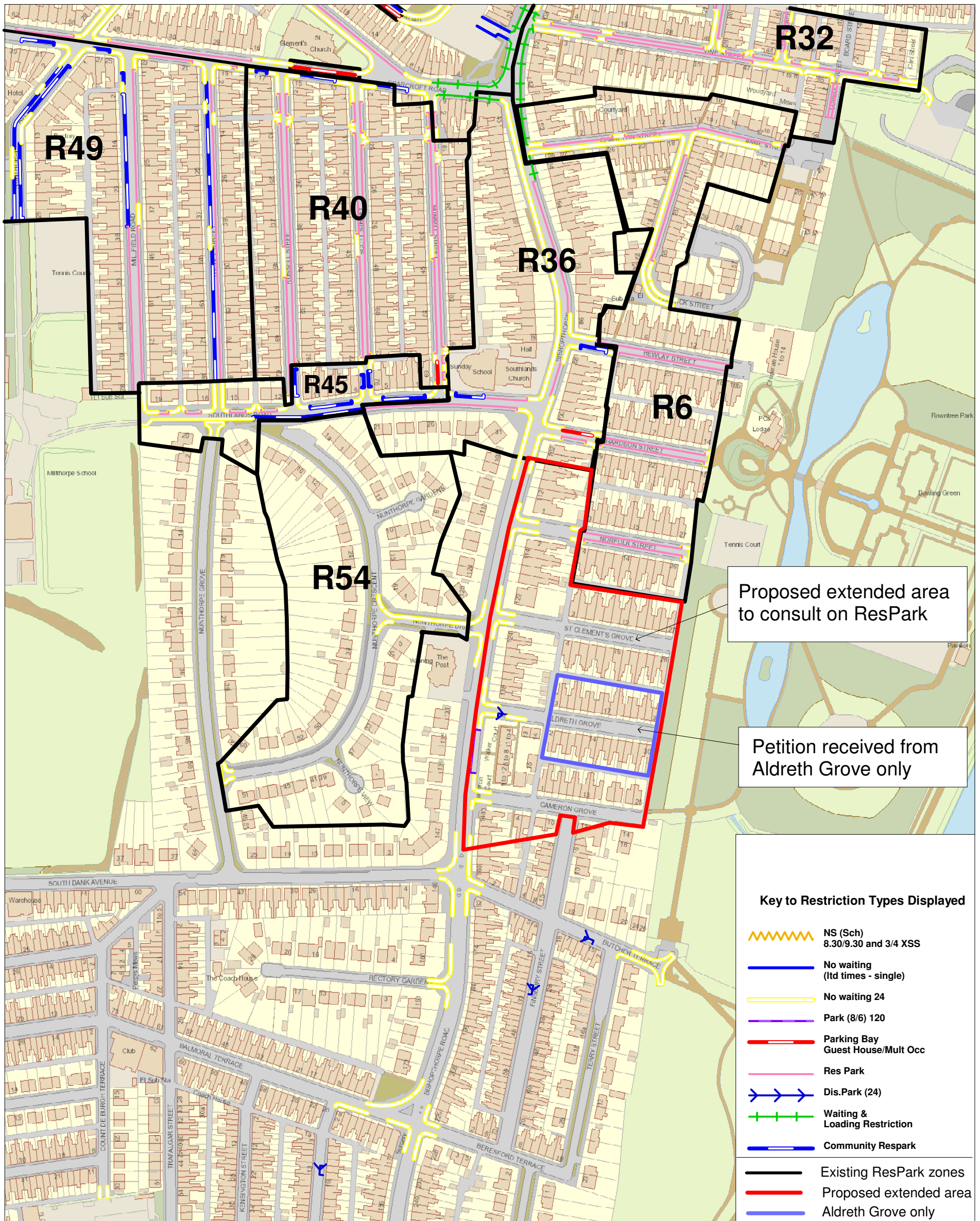


R58 - Aldreth Grove residents parking

 zone boundary

SCALE	1 : 1250
DATE	04/05/2016
DRAWING No.	
DRAWN BY	

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Proposed extended area to consult on ResPark

Petition received from Aldreth Grove only



Aldreth Grove - petition for Residents Parking
Residents parking boundaries - existing and proposed

SCALE	1 : 2500
DATE	25/06/2015
DRAWING No.	
DRAWN BY	

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Decision Session – Executive Member for Transport and Planning 9 June 2016

Report of the Director of City and Environmental Services

Review of the York City Walls Restoration Programme Phase 1

Summary

1. This report presents a review of how the following approach will place us on an evidence-based 5 year programme for managing repair and restoration on York City Walls (2016/17 to 2020/21). This approach represents best practice in conservation of complex monuments and is used extensively in the management of ecclesiastical properties and National Trust properties.

Recommendations

2. The Executive Member is requested to note the findings of the report, and approve the scheme programme.

Reasons:

Council officers and the appointed structural engineer have identified and ranked the urgent structural defects affecting the Bar Walls. In particular three schemes have been identified for repairs this financial year, Micklegate Bar Roof, Monk Bar Steps, Tower 32.

Background

3. The monitoring programme has identified 10 locations where urgent repair and restoration works are required. The team have been working with Robert Thorniley Walker, Robert was the appointed structural engineer, employed to monitor the extent of the defects and the direction of movement.
4. Following approval at Full Council on 25 February 2016, the CES Capital Programme budget for the Bar Wall's 2016/17 has been

confirmed as **£90k.** + allocation through the Cram Bid of **£260K** In total **£350K** allocation.

5. This bid in effect forms Phase 1 of what will be a 5 year programme. The content of the Phase 2 bid of this 5 year programme will arise from the continuing programme of monitoring and inspection of the City Walls.
6. For the Executive Member's information Council officers are also currently reviewing a longer term approach to public realm funding which would include the Bar Wall asset. The review is exploring third party funding options alongside CYC funding. The team will be seeking to speak with all interested parties in the future of the Bar Walls and the public realm later in the year. A separate Executive report that will address these issues is in preparation.
7. The allocations shown in Table 1 below include funding for schemes identified in previous years and an allowance for over programming. Over programming is used in the capital programme to ensure the funding allocation is fully spent within the year. It allows reserve schemes to be developed and delivered if other schemes are delayed due to unforeseen circumstances.

Table 1: Proposed 2016/17 Restoration Programme Phase 1 are shaded below.

Proposed BW Programme	£1,000s
Micklegate Bar Roof	75
Monk Bar Steps	75
Tower 32	190
Red Tower Utilities	10
Tower 2	75
Bootham Bar to Robin Hoods Tower	350
St Marys Abbey Wall	70
Mint Yard (City Wall, Roman Wall, Anglian Tower)	50
Road Arch / Station Rise	10
Deans Garden Wall	30
Grays Court Pier	15

8. The proposed programme for 2016/17 has been developed to target identified structural failures within the Bar Walls and Tower Buildings. It includes schemes which have continuing monitoring to assess the level of movement from the 2015/16 programme. Schemes which were identified 2015/16 will continue to be monitored to assess for the hierarchy of implementation in future years.
9. York City Walls are a key symbol of the city. With in excess of 1million users, the walls are enjoyed by residents and visitors. Protecting the integrity of this asset for users and for the image of the city is a critical objective. These works arise from an initial 15 month programme of inspection and monitoring undertaken between 2014 and 2015. This programme builds on the baseline 1991 Condition Survey of York City Walls. Monitoring and inspections have identified 3 priority locations on York City Walls where there is a clear and urgent need for restoration works (Micklegate Bar roof; Monk Bar Steps; Tower 32). These schemes will address service and Council Plan objectives of creating jobs and protecting the Environment. All schemes will require scheduled monument consent from Historic England.
10. Funding has been proposed to be allocated for the repair of Micklegate Bar Roof; existing issues are four sets of vertical cracks in the SE and NW corners exceeding 3mm wide. Vertical movement has been recorded in the gatehouse. Extensive internal timber work in the roof space and exterior lead replacement is required to keep the weather out and overall Strengthening of the structure.
11. Funding has been proposed to be allocated for the repair to Monk Bar Steps; the steps are migrating down the embankment. These steps will have to be safely lifted and temporary re-sited to allow the construction of a supportive structure, and waterproof the structure as there is considerable seepage through the road arch.
12. Funding has been proposed to be allocated for the repair and restoration to Tower 32, Substantial movement has occurred along the wall at Tower 32 the previous year has seen in excess of 25mm vertical cracking. Some of the movement could be apportioned to the trees. The restoration will require underpinning, masonry consolidation, tower restoration, and a new door.

13. Funding has been proposed to be allocated to install utility connections into Red Tower. This will enable the Red Tower to be leased with maintenance obligations and has the potential to be used as match funding for further investment in upgrading the Red Tower.

Consultation

14. 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.
15. Funding for the capital programme was agreed by the council on 25 February 2016. Whilst consultation is not undertaken on the capital programme as a whole, individual scheme proposals do follow a consultation process with local councillors and residents.

Options

16. The options for the Executive Member to consider in relation to the proposed scheme are as follows:

Option 1 - Approve the identified programme of works

Option 2 - Amend the current programme of works.

Analysis

17. Option 1 – the proposed programme of work has been ranked in terms of structural failing, pedestrian safety and impact on city tourism and the wider national and international image of the city.
18. Option 2 – the programme could be altered so that the works are spread out over a longer time frame. However delaying these works will have a financial and structural impact and may lead to closure of sections of the wall due to safety concerns.

Based on the review findings, and the analysis above, Option 1 is recommended.

Council Plan Priorities

19. This report contributes to two of the three key Council Plan priorities: A prosperous City for all and A Council that listens to residents. The walls are a key Council asset that underpins the tourist industry in York; in 2013 70% of Residents rated the Council as doing “Well” in ‘Conserving York’s heritage’.

Implications

Financial/Programme Implications

20. The cost of the repair and restoration programme in 2016/17 will be £350k which includes survey costs and staff fees. This can be accommodated with in the 16/17 Capital Programme.
21. If the scheme were to be altered, there could be significant additional costs, for which there is currently no budget provision as deterioration could accelerate. Therefore, consideration would need to be given to allocating increasing funding from the 16/17 and future Capital Programme and reviewing other spending priorities.

Human Resources

22. There are no Human Resources implications.

Equalities

23. There are no Equalities implications.

Legal

24. There are no Legal implications.

Crime and Disorder

25. There are no Crime and Disorder implications.

Information Technology (IT)

26. There are no Information Technology implications.

Property

27. There are no Property implications.

Risk Management

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

28. In compliance with the Council's risk management strategy, the main risk that has been identified in this report is the potential damage to the Council's image and reputation if effective safety improvements for pedestrians, along the Bar Walls and Towers are not achieved.

Contact Details:**Author**

Bill Manby
Tel No: (01904) 553233

John Oxley
City Archaeologist
Tel No: (01904) 551346

Chief Officer Responsible for the report

Neil Ferris
Director for City and Environmental Services

**Report
Approved**



Date 24.05.16

Specialist Implications Officer(s)

There are no specialist officer implications.

Wards Affected: Guildhall and Micklegate



For further information please contact the author of the report.

Background Papers: None



**Decision Session – Executive Member for
Transport and Planning****9 June 2016**

Report of the Director of City and Environmental Services

Concrete Column replacement Programme**Summary**

1. This report presents a review of how the current concrete column stock is deteriorating and how the street lighting team are currently managing the risk. The review proposes the implementation of a replacement programme of age expired concrete columns.

Recommendations

2. The Executive Member is requested to note the findings of the report, and approve the column replacement programme in its present form.

Reasons:

3. Council Officers and the specialist structural engineer consider that the identified columns represent a credible risk of structural failing or collapse. The manufacturers' serviceable life of a concrete column is 20 years. The City of York Council has not installed any concrete columns since 1997 and there are no records of installation dates. However from testing information some columns date back to 1970.

Background

4. Street lighting columns all have manufacturer's recommended serviceable life, in years, at the date of manufacture for both concrete (20 years) and steel units (30years). The majority (90%) of York's concrete street lighting stock has exceeded this date.

- Columns which have exceeded their serviceable life are being managed on an annual program of structural testing. The testing includes metal fatigue and corrosion for steel and visual inspections for concrete. The authority has approx 19,000 columns / street lights of various heights and construction, of which approx 5778 are concrete. The concrete columns are no longer being installed due to the fragile nature and deterioration over time. The last recorded concrete unit to be installed was in 1997. In 2015 there were 53 concrete failures / collapse which required immediate response to remove the columns.

Assessment of the risk and proposed accelerated replacement programme

- The objectives of an ongoing concrete column replacement program are various. Concrete columns are deemed to be at a higher risk of collapse than tubular/sheet steel due to the nature of the manufacturing process and the way they have been constructed. City of York Council have been managing their column asset with a regime of structural testing and visual inspections for concrete and steel over a number of years with a specialist structural tester, to adhere with legislation and TR22 managing a vital asset.
- The table below shows an accelerated replacement programme. If the street lighting team replace the Concrete columns on an average of 289 columns per year, to completely replace all concrete columns it would still take 20 years.

Table 1: Proposed replacement Programme 2016 / 2036

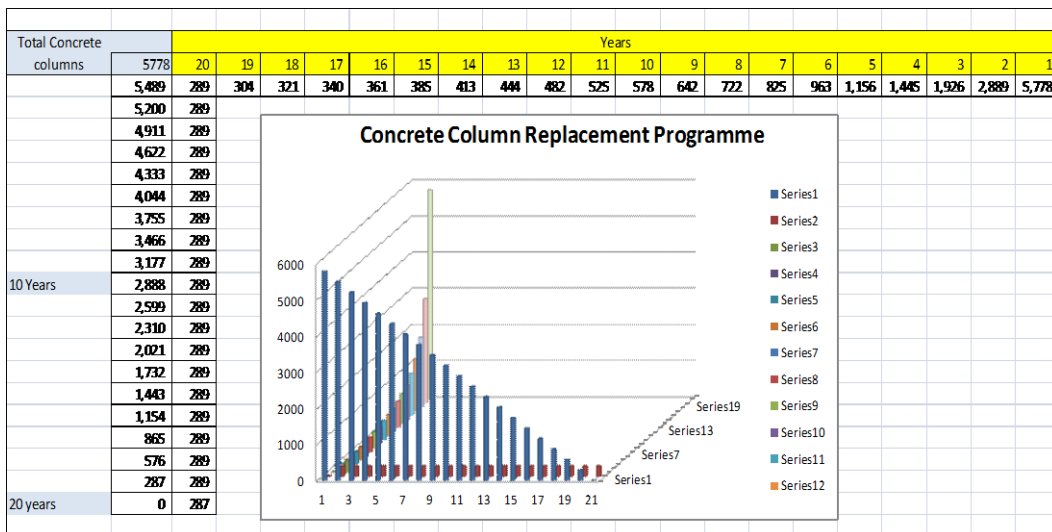


Table 1 above explained:

8. The yellow header numbers 1~20 these numbers represent the programme in years. The numbers directly below the highlighted year numbers, represent the total number of columns required to be replaced on an annual basis to complete the programme.

Example: Year 10 would require an annual replacement programme of 578 concrete columns.

9. Column year 20 shows this year's investment in replacing concrete columns, This indicates if we continue to invest at this current rate it will take 20 years to remove all concrete columns from York's inventory.
10. Funding has been allocated for the replacement of 289 concrete columns. These columns have been identified through structural testing and are the highest risk. The concrete columns will be replaced with tubular steel including PPA coating and a life expectancy of 35 years in northern Europe.

Table 2: Proposed 2016/17 replacement Programme

Proposed replacement Programme	no	Date
Column installs	289	June / Aug
Lantern installs	289	June / Aug
Column removals	289	Aug / Sep
Underground transfers	289	Aug / Sep

11. The proposed programme has been split into a number of blocks (shown in Table 2), which summarise the strategic aims of the team
12. A further report will be prepared for Members to consider options regarding accelerating the replacement programme as part of future years Budget setting process.
13. The allocations shown in Table 2 include an allowance for over programming. Over programming is used in the capital programme to ensure the funding allocation is fully spent within the year. It allows reserve column locations to be developed

and delivered if other columns are delayed due to unforeseen circumstances.

Consultation

14. The column replacement 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.

Accidents

15. Incidents of column collapse and damage to property have been reported. A column arm bracket collapsed on to a parked vehicle in Monkgate (2014). No personal injury was recorded.

Options

16. The options for the Executive Member to consider in relation to the proposed scheme are as follows:

Option 1 - Approve the current scheme layout

Option 2 - Amend the current scheme layout.

Analysis

17. Option 1 – the scheme will achieve its main objective, making the identified structurally compromised assets safe. Further benefits will be realised with the introduction of a new asset life of 35 years for the replacement columns, complete with a lower energy lantern.
18. Option 2 – the scheme could be altered in-line with the suggestions in table 1, however, this would have significant cost implications or if the programme was reduced the drawbacks would be likely to result in the risks being greater and increase in the structural inspections to manage the risk.
19. Based on the review findings, and the analysis above, Option 1 is recommended.

Council Plan Priorities

20. This report contributes to two of the three key Council Plan priorities, demonstrating that it is a **“Council that listens to residents”**, and **“A Focus on Front Line Services”**. Summarising the feedback from residents when renewing the street lighting assets has proven to be a positive result which shows that the council is listening, and issues raised will be considered and acted upon.
21. The street lighting team will deliver the column replacement programme. This programme will support the team and achieves the Focus on front line services.

Implications

Financial/Programme Implications

22. The cost of the column replacement programme is estimated at £289K, which includes lantern replacement costs and staff fees. This will be accommodated within the 16/17 Capital Programme without any significant impact on other priorities.

Funding	£K	Date
Capital Resource Allocation Model (CRAM)	280	2016/2017
Total Budget	280	

23. If the scheme were to be increased, there would be significant additional costs, for which there is currently no budget provision.

Human Resources

24. There are no Human Resources implications.

Equalities

25. There are no Equalities implications.

Legal

26. There are no Legal implications

Crime and Disorder

27. There are no Crime and Disorder implications.

Information Technology (IT)

28. There are no Information Technology implications.

Property

29. There are no Property implications.

Risk Management

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

30. In compliance with the Council’s risk management strategy, the main risk that has been identified in this report is the potential damage to the Council’s image and reputation, if effective safety improvements regarding these structural assets are not carried out.

Contact Details:

Author

Bill Manby
Tel No: (01904) 553233

Derek Grant
Street Lighting Manager
Tel No (01904) 553090

Chief Officer Responsible for the report

Neil Ferris
Director for City and Environmental Services

Report Approved



Date 27.05.16

Specialist Implications Officer(s)

None

Wards Affected: All Wards

All



For further information please contact the author of the report.



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

9 June 2016

Report of the Director of City and Environmental Services

**Review of York Street Lighting LED Lantern Replacement
Programme**

Summary

1. This report presents a review of how the LED lantern replacement scheme is currently performing following implementation of 6000 unit conversions in 2015, and the continued investment with 907 unit conversions planned for 2016/2017.

This report sets out the pending LED lantern conversion programmed for the summer of 2016.

Recommendations

2. The Executive Member is requested to note the findings of the report, and approve the LED lantern conversion programme for 2016/17.

Reasons:

3. The rationale is to reduce energy costs and improve the carbon footprint. Upgrading the older technology lighting with LED units will achieve energy savings on an annual basis. This should offset any increase in future energy costs. Changing our remaining street lighting stock to LED technology will achieve an annual energy saving year on year.
4. Calculations of energy savings for the projection on completion of this years programme (935 conversions) is circa £33k energy saving for a full year.

5. With the investment in the new LED technology, the street lighting will support and help to improve our environment with dark skies compliant lighting.
6. Converting the lanterns to LED has allowed the team to reduce energy costs. LED units use less wattage, which achieves a greater energy saving than the current lamps. The new units improve the environment through a reduction in light pollution and reduction in our carbon emissions. These reductions are achieved while maintaining the lighting levels we have deemed acceptable to light the highways assets.
7. We will achieve revenue saving in the form of routine faults being reduced and the requirement for routine cyclical maintenance/lamp change will be reduced. Certain maintenance will still be required for example; electrical testing will still require to be completed.

Background

8. The City of York has approximately 20,000 Street light assets (lanterns). Of this number approximately 10'000 are still to upgrade. In 2015 the team were approved to convert 6000 units replacing older less efficient discharge lighting, with LED energy efficient units. The lamp type and wattages which have been targeted were the most inefficient sources and replacement by LED will achieve the greatest savings on the energy cost. The energy saving target for this upgrade is £200K in a full year.
9. The energy submission to date would indicate we are on target to meet the reduction in energy cost.

Assessment of the Programme

Table 1: Proposed 2016/17 replacement Programme

Proposed replacement Programme	no	Date
Lantern conversion / replacement	308	Sept
Lantern conversion / replacement	308	Oct
Lantern conversion / replacement	308	Nov
Lantern conversion / replacement	13	Dec

Table 2: Proposed 2016/ 2026 replacement Programme

16000		Years											
		2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Total Lanterns	20000	1	2	3	4	5	6	7	8	9	10	11	12
16000	10,000	6,000	935	935	935	935	935	935	935	935	935	935	650
2016	9,065	935											
2017	8,130	935											
2018	7,195	935											
2019	6,260	935											
2020	5,325	935											
2021	4,390	935											
2022	3,455	935											
2023	2,520	935											
2024	1,585	935											
2025	650	935											
2026	-	650											
	-												
	-												
	-												
	-												
	-												
	-												
20 years	-												

LED Replacement Programme

10. The table 2 above shows options for an accelerated LED replacement programme. The Table identifies if the street lighting team replace all existing lanterns to LED on an average of 935 lanterns per year, to completely replace all existing lamps to LED, it will take 11 years. The cost per year would be £466K. The approximate cost for the 10'000 lantern conversions would be £4.7m. The energy savings from replacing the lanterns will take approximately 9 years to mitigate the capital cost from the completion of the programme.

11. Further reports will be provided for Members as part of the annual budget setting process , reviewing options for an accelerated programme of conversions, benefiting the service provision. The report will offer a detail analysis of how the LED units are performing on energy consumption and how reductions in maintenance have been identified.

Consultation

12. The LED replacement programme has been 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

Options

13. The options for the Executive Member to consider in relation to the proposed scheme are as follows:

Option 1 - Approve the current scheme.

Option 2 - Amend the current scheme.

Analysis

14. Option 1 – the scheme will achieve its main objective, updating the identified assets for energy efficient lanterns. Further benefits will be realised with the introduction of the new asset, in terms of reduction in maintenance and a reduction in faults.

15. Option 2 – the scheme could be altered in-line with the suggestions in table 2, or could be accelerated further, however, this would have cost and resourcing implications. However if the programme was reduced, the drawbacks would likely result in the risks having a greater increase in lantern maintenance or lantern faults.

Council Plan Priorities

16. This report contributes to two of the three key Council Plan priorities, demonstrating that it is a **“Council that listens to residents”**. & **“A Focus on Front Line Services”**.
Summarising the feedback from residents when renewing the street lighting assets has proven to be a positive result which shows that the council is listening, and issues raised will be considered and acted upon.

17. The street lighting team will deliver the LED lantern replacement programme. This programme will support the team and achieves the Focus on front line services.

Implications

Financial/Programme Implications

18. The cost of the LED lantern replacement programme is estimated at £466K, which includes replacement costs and staff

fees. This will be accommodated within the 16/17 Capital Programme without any significant impact on other priorities.

Funding	£K	Date
Capital Resource Allocation Model (CRAM)	466	2016/2017
Total Budget	466	

19. There would be no extra cost involved in retaining the existing scheme, as recommended.
20. If the scheme were to be altered, there would be significant additional costs, for which there is currently no budget provision.

Human Resources

20. There are no Human Resources implications.

Equalities

21. There are no Equalities implications.

Legal

22. There are no Legal implications

Crime and Disorder

23. There are no Crime and Disorder implications.

Information Technology (IT)

24. There are no Information Technology implications.

Property

25. There are no Property implications.

Risk Management

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

26. In compliance with the Council's risk management strategy, the main risk that has been identified in this report is the potential damage to the Council's image and reputation if the Lantern replacement / maintenance are not carried out.

Contact Details:

Author

Bill Manby
Tel No: (01904) 553233

Derek Grant
Street Lighting Manager
Tel No (01904) 553090

Chief Officer Responsible for the report

Neil Ferris
Director for City and Environmental Services

Report Approved



Date

27.05.16

Specialist Implications Officer(s)

There are no specialist officer implications.

Wards Affected: All Wards

All



For further information please contact the author of the report.



**Decision Session - Executive Member for
Transport and Planning****9 June 2016**

Report of the Director of City and Environmental Services

**Better Bus Area Fund –
Clarence Street Bus Improvement Scheme****Summary**

1. This report is to update the portfolio holder with progress on the Clarence Street bus improvement scheme, particularly how it has been revised to provide better value for money for City of York Council and minimise disruption during construction. The paper also sets out when the scheme will be delivered in the 2016/17 year.

Recommendations

2. That the Executive Member notes progress with the scheme and supports the proposal to proceed with the revised, better value and less disruptive scheme.

Reason: To provide increased network capacity at a key junction on the Inner Ring Road.

Background

3. The Clarence Street Bus Improvement Scheme is a Better Bus Area Fund (BBAF) programme proposal, is intended to improve journey times for buses, taxis, private hire vehicles and emergency vehicles travelling inbound to York on Clarence Street. In line with CYC policies, the scheme has also considered how it can be used to also improve conditions for cyclists.
4. Implementation of the scheme was planned for spring 2015, but has been delayed after the position with utilities apparatus (which would have to be moved to enact the approved scheme) was revealed to be significantly more complex than anticipated. The delay to the scheme has allowed a

number of alternative approaches to the scheme to be investigated.

Revisions to the scheme

5. Appendix A to this report shows the current road layout. Appendix B shows the scheme approved by the Executive Member in November 2014 and Appendix C shows the revised scheme now proposed for delivery. A comparison between the “approved” and “revised” schemes shows the following changes to improve value for money, accept the recommendations of a Safety Audit of the “approved” scheme and reduce disruption from construction:
 - Deletion of 20m of cycle lane on the inbound approach to the Clarence Street/ Lord Mayor’s Walk/ Gillygate junction – this avoids the need to widen the junction mouth and move utilities equipment. This saves approximately £90,000 of capital costs and avoids the need for a complete closure of Clarence Street for 4 weeks whilst a power main is rerouted;
 - Retention of the existing island crossing south of the bus stops on Clarence Street (instead of replacing it with a toucan crossing). Retaining the island crossing saves approximately £13,000 of capital costs and gives pedestrians greater flexibility in crossing the road as they do not have to wait for their passage to be signalled by pedestrian crossing lights. Furthermore, a safety audit identified that, in this location, an island type crossing is likely to have a better safety performance than a signalled crossing;
 - Retention of the right turn ghost islands on Clarence Street for traffic turning off Clarence Street into York St John University or into Union Terrace coach park to retain good visibility of oncoming traffic for vehicles turning right, particularly from Clarence Street into the York St John University access road;
 - Small changes to the stop line and junction approach on Lord Mayor’s Walk, principally removing a short stretch of narrow cycle lane between the two approach lanes on Lord Mayor’s Walk, to allow sufficient space for vehicles to turn right out of Lord Mayor’s Walk into Clarence Street at the same time that vehicles are turning left from Clarence Street into Lord Mayor’s Walk. The advanced stop line at the junction head is retained.

Benefits

6. The benefits of proceeding with the revised scheme are:

- Traffic turning left from Clarence Street into Lord Mayor's Walk will have a separate signal phase. This will reduce waiting time for traffic turning left at this junction reducing overall queue lengths on Clarence Street at peak times;
- The proposed changes to kerb lines and signals will allow future installation of a bus lane at a significantly lower cost than building one from scratch to support existing or future development north of York or any potential future park and ride service for York District Hospital and York city centre from a site on Wigginton Road;
- Proceeding with the scheme will discharge CYC of its obligation under the Better Bus Area Fund to deliver a scheme to improve bus services at this location;
- The scheme will allow a number of improvements to be delivered concurrently including replacement of the life-expired carriageway surfacing on Clarence Street and the traffic signals at the Clarence Street/ Lord Mayor's Walk/ Gillygate junction which are close to the end of their operational life.

Disruption to traffic

7. The previously approved scheme would require a complete closure of Clarence Street for 4 weeks, followed by a partial closure (of the left, inbound lane) for 8 weeks, assuming an alternative location can be found for an electricity main, which, having consulted Northern Powergrid, appears unlikely. The amended scheme requires partial closure (left inbound lane) for 6 weeks, plus overnight working to replace traffic signal ducting and resurface Clarence Street. It is contended that this is an acceptable level of disruption which is proportionate to the benefits of delivering the proposed scheme.

Risks

8. If the scheme is not taken forward then CYC will be unable to fund the improvements on Clarence Street from the Department for Transport (DfT) grant received in 2012. As such, CYC would need to find an alternative funding source for the work done on the scheme to date and to meet, from its own funds, the replacement costs for the life expired carriageway surfacing and traffic signals in due course.
9. Not delivering a scheme on Clarence Street would also:

- Cause reputational damage to CYC with key external stakeholders, including bus operators and the DfT, who have a realistic expectation that CYC will deliver a scheme at this location;
 - Require CYC to find alternative funding for a scheme at a later date to increase capacity at this location to meet future demand.
10. The revised scheme has already been subject to a Stage 1 Safety Audit, but it should be noted that it may be subject to minor amendment following detailed design and completion of a Stage 2 Safety Audit.

Financial

11. The future cost of delivering the previously approved scheme was calculated to be £373,000. The cost of delivering the revised scheme is £270,000 funded principally from the Better Bus Area Fund, of which around £150,000 relates to the costs for new traffic signals and resurfacing/ patching the carriageway. As such, the revised scheme represents a reduced cost of £103,000, plus a very substantial reduction in disruption during construction.

Programme for the Scheme

13. The programme for the scheme is:
- Decision Session meeting 9th June
 - Issue TMA notice mid June (3 months notice)
 - C4 returns by mid July. Raise and issue orders for Stats diversions
 - Lead-in times for Public Utilities 6 -12 weeks
 - Stats diversions begin mid September
 - Stats diversions completion end October
 - Construction of main works in January (after December works moratorium).

Council Plan

14. The potential benefits of this scheme for the priorities in the Council Plan are:
- A prosperous city for all – improvements to bus services have a generally beneficial impact on economic growth and GVA. This scheme directly improves access to a number of key employment sites in York, including York city centre, York District Hospital, Clifton Moor, Nestle and York St John University. Also, improvements to the junction and highway will improve traffic flow

for both bus services and other road users.

This includes for emergency vehicles travelling westbound from York District Hospital (for example, to respond to emergency calls).

The measure will improve the attractiveness of bus services and will encourage modal transfer from cars to buses, reducing vehicle emissions in the city centre. The measure will reduce congestion more generally, which will reduce emissions from vehicles standing in traffic. The scheme will result in the removal of two existing silver birch trees, although two new trees will be planted on Clarence Street to replace them.

- A focus on frontline services – the Social Exclusion Unit identified that good bus services are an effective means of reducing social and economic isolation and hence building stronger communities. Improvements to Clarence Street will improve access travel to and from York District Hospital, assisting those who need to travel to the Hospital either for outpatients appointments, emergency care or to visit friends and relatives receiving care at the hospital
- A Council that listens to residents: this scheme will assist in addressing concerns that travel times on Clarence Street, both for bus services and other road users, are variable and will also address concerns about the condition of the carriageway on Clarence Street.

Implications

15. This report has the following implications:
16. **Human Resources** - none
17. **Equalities** - none
18. **Legal** - none
19. **Crime and Disorder** - none.
20. **Information Technology** - none.
21. **Land** - all land lies within the adopted highway.

22. **Risk Management** - no significant risks associated with the recommendations in this report have been identified.

Contact Details

Author:

Julian Ridge
Programme Manager, BBAF
Sustainable Transport Service
Tel: (01904) 552435

Chief Officer Responsible for the report:

Neil Ferris
Director
City and Environmental Services

Report Approved **Date** 27 May 2016

Specialist Implications Officer(s)

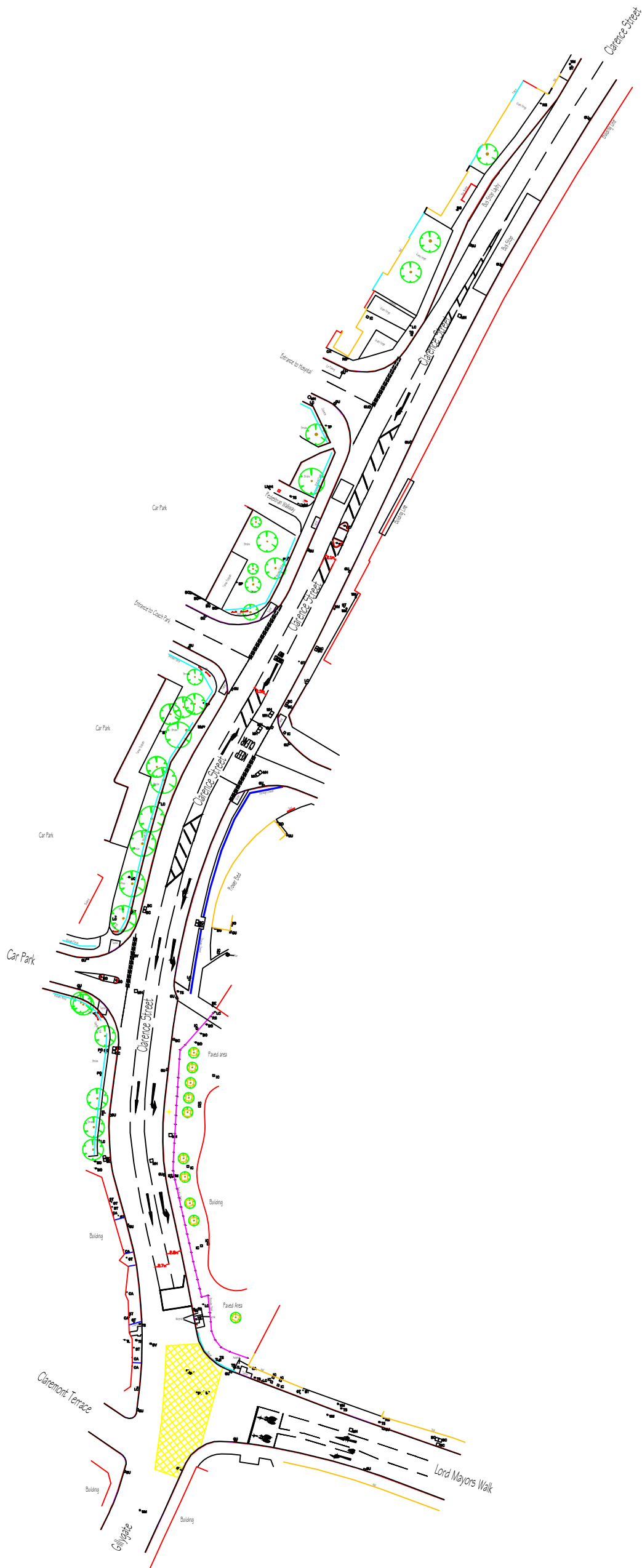
None


Wards Affected: Guildhall (site of scheme), Clifton Ward **All**
(adjacent to scheme)

For further information please contact the author of the report.

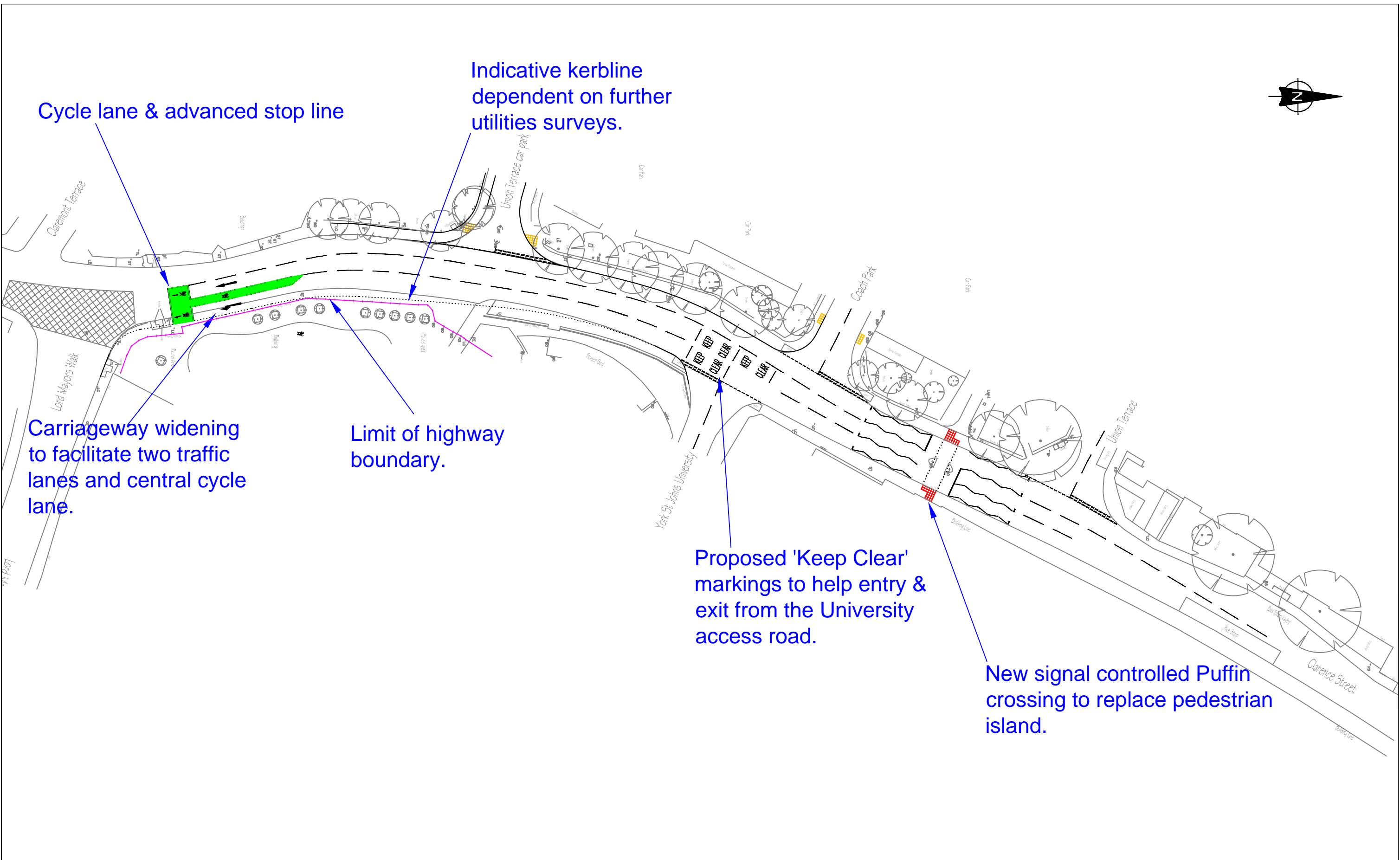
Annexes:

- Annex A Clarence Street existing layout
- Annex B Scheme approved in November 2014
- Annex C Revised scheme



 <p>CITY OF YORK COUNCIL Highways – Transport Projects and Delivery Team Eco Depot, Hazel Court, James Street, York, YO10 3DS www.york.gov.uk</p>	<p>Clarence Street – Existing Layout Annex A</p>		REV	AMENDMENTS	DATE	SCALE	A3
	<p>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 OS Licence No. 1000 20818</p>						DATE
<p>Drawn by: RB Checked by: SH</p>						Checked	

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Cycle lane & advanced stop line

Indicative kerbline dependent on further utilities surveys.

Carriageway widening to facilitate two traffic lanes and central cycle lane.

Limit of highway boundary.

Proposed 'Keep Clear' markings to help entry & exit from the University access road.

New signal controlled Puffin crossing to replace pedestrian island.

	INITIAL	REV	AMENDMENTS	DATE
	DRAWN BY	SJH/CMH		
	CHECKED BY	SH		
	SCALE	N.T.S		
	DATE	Jan 2014		

BBAF – Clarence Street Bus Improvement scheme
Option 2

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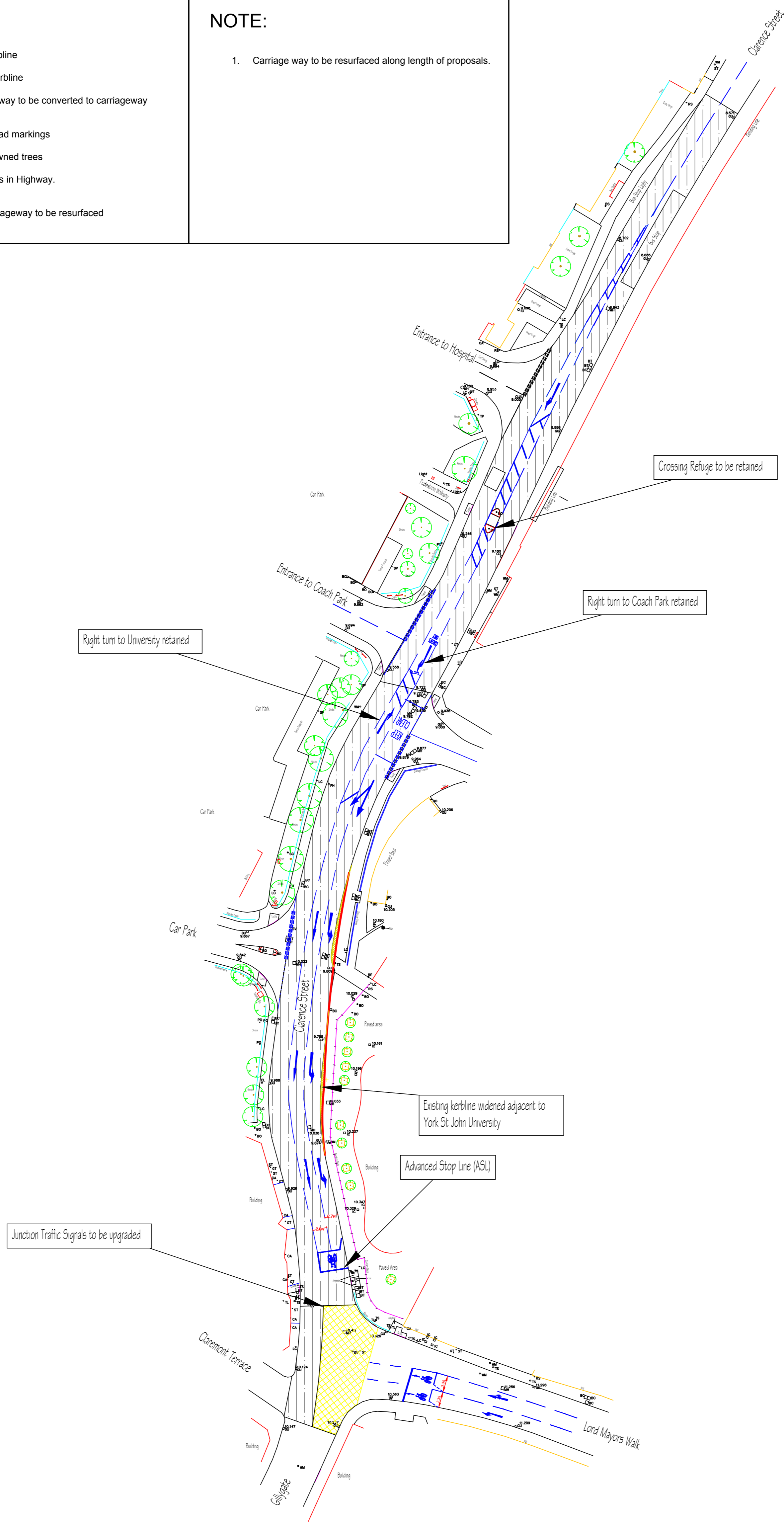
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	KEY:	
	Existing Kerbline	
	Proposed kerbline	
	Existing footway to be converted to carriageway	
	Proposed road markings	
	University owned trees	
Existing trees in Highway.		
Existing carriageway to be resurfaced		

NOTE:
1. Carriage way to be resurfaced along length of proposals.

Annex C




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Executive Member Decision Session Transport & Planning

9 June 2016

Written Comments Annex

Agenda item	Received from	Comments
<p>10. Better Bus Area Fund- Clarence Street Bus Improvement Scheme</p>	<p>Paul Hepworth, on behalf of Cycling UK, (formerly CTC), the national cyclists charity</p> 	<p>The proposals attempted initially to introduce a 20m long centre cycle lane, to feed into the cyclists Advance Stop Area at the Clarence St. junction with Gillygate/Lord Mayors Walk. Subsequent investigations determined that the cost of this was extensive, as widening the existing carriageway to compensate, would impact upon underground utilities at the carriageway margins. Cycling UK is grateful that the centre feed lane was considered.</p> <p>The existing arrangement depicts a similar centre cycle feeder lane at the Lord Mayors Walk approach</p>

		<p>to the same junction (highlighted in red on the Google Earth extract).</p> <p>This was unamended in the first design option Annex B, but has mysteriously vanished in the second revision shown at Annex C.</p> <p>Cycling UK would like to learn why this latter cycle lane has been deleted without annotation on the Annex C design. We would like it to be retained if at all possible, on the grounds that it helps cyclists pass queuing motor vehicles to reach the advance stop area more easily. This keeps cycle journey times competitive for many short, local journeys. If one traffic lane is occupied by a wider vehicle eg a bus, then regular cyclists can readily determine whether they can safely reach the ASL before the bus is likely to move off.</p>
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<p>10. Better Bus Area Fund- Clarence Street Bus Improvement Scheme</p>	<p>Cllr D'Agorne</p>	<p>I posed the question (<i>What is the modelled time improvement for bus services using this route for the new scheme compared with the approved scheme and current performance?</i>) as to what the modelled time savings for bus routes under the approved scheme as compared with the proposed scheme last week. To date I have not had this information, but I would suggest that this should be made publicly available to the Executive Member before deciding the issue.</p> <p>Further questions which are not answered in the paper but should be before a decision is taken are:</p> <p>Why it is more important to retain 'ghost islands' than increase inbound queuing capacity? Installing a toucan crossing would not only support the transport hierarchy of making it safer for pedestrians crossing the road it would also introduce breaks in the</p>
---	----------------------	---

		<p>flow that would allow right turns to take place.</p> <p>What will be the impact of deleting the approved cycle lanes on illegal footway cycling approaching the junction?</p> <p>In what way is it envisaged that the changes will 'allow future installation of a bus lane', given the 50% cut in length of the proposed two lane inbound arrangement?</p> <p>Exactly how will it 'discharge CYC of its obligation to deliver as scheme to improve bus services at this location? (no evidence that bus services will be any different from now, given that no bus routes make the left turn into Lord Mayor's Walk!)</p> <p>Why does removing a short section of existing cycle lane on Lord Mayors Walk (but leaving the Advanced stop box) help in any way to facilitate simultaneous left</p>
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		<p>and right turn movements of traffic (both directions are single lane exit from the junction)?</p> <p>I hope you will get some satisfactory answers to these questions before making a decision on the radically watered down scheme now proposed. The original scheme should be implemented in order to meet the objectives for which the funding was allocated.</p>
<p>8. Concrete Column Replacement Programme</p>	<p>Cllr Nigel Ayre (Heworth Without Ward)</p>	<p>I would like to submit the attached petition on behalf of residents in the Ashley Park Road area. The petition calls for the lamp post outside 19 Ashley Park Road to be moved from its current position due to concerns over safety.</p> <p>“We the residents of the surrounding area of Ashley Park Road petition to have the lamp post moved from the petition is it situated outside the property of 19</p>



Ashley Park Road.

Because of the position of the lamp post in the driveway when the homeowner is leaving the property he has to avoid the post, look right to avoid the traffic, look ahead to avoid the traffic coming out of the cul de sac and most importantly avoid the locals who are waiting for the bus.

We feel that this is a danger to ourselves whilst waiting for the bus as the bus stop can be very busy and the residents sometimes stand at the bottom of the drive. With the homeowner trying to negotiate getting out he cannot see what is coming and when the school run is on and children run ahead of their parents or are on scooters they are so small and cannot be seen. Dogs are also at risk as many owners now have them on a long lead and they cannot be seen.



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We the Residents of the surrounding area of Ashley Park Road petition to have the lamp post moved from the position it is situated outside the property of 19 Ashley Park Road.

Because of the position of the lamp post in the driveway when the homeowner is leaving the property he has to avoid the post, look right to avoid traffic, look ahead to avoid traffic coming out of the cul de sac and most importantly avoid the locals who are waiting for the bus.

We feel that this is a danger to ourselves whilst waiting for the bus as the bus stop can be very busy and the residents sometimes stand at the bottom of the drive. With the homeowner trying to negotiate getting out he cannot see what is coming and when the school run is on and children run ahead of their parents or are on scooters they are so small and cannot be seen. Dogs are also at risk as many owners now have them on a long lead and they cannot be seen.

Name	Address	Phone	Signature
P Kynman	1 SPRINGFIELD Close		
A. Kynman	" "		
ANNE COLLIER	11 Springfield Way		
A Ford	44 Hazel Grove		
G Foster	14 Manor Park Close		
J Piggott	37 Hazel Grove		
E Deighton	13 Hazel Grove		
A Marshall	63 Ashley Park Cres		
J Hogan	23 Ashley Park Rd		
Jane Hogg	"		
M Rawlings	6 Ashley Park Rd		
F Davis	22 Ashley Park Rd		
H KELLY	27 ASHLEY PARK Cres		
E Kelly	"		
L Jackson	2 Applecroft Rd		
P Jackson	"		
I Hayes			

Technical Note01



Project:	University of York – University Road Bus Stops	Job No:	60339297
Subject:	Morrell Library Bus Stops		
Prepared by:	Karen Macklin	Date:	7th June 2016
Checked & Approved by:	Jon Phillip / Simon Pratt	Date:	7th June 2016

1 Introduction

- 1.1 The Executive Member for Transport & Planning has been asked to consider a proposal to relocate the westbound bus stop (Bus Stop ID: 32900281) adjacent to the Morrell Library on University Road at the University of York. It is understood that the reason for the request is that it might improve traffic flow along University Road.
- 1.2 This Technical Note has been produced on behalf of the University of York (UoY) to set out the reasons why the current bus stop location is the most appropriate in terms of highway safety, bus users, pedestrians and traffic flow and has been carefully considered in the past as part of a previous Council decision by the Executive Member for Transport & Planning.

2 Morrell Library Bus Stops

- 2.1 The two stops on University Road (shown on **Drawing Number SK-001**, attached at **Appendix A**) in the vicinity of the Morrell Library and Market Square are two of the most used stops on the campus (and indeed in the City as a whole) and are served by a bus frequency of approximately one bus every 3 to 4 minutes throughout the day.
- 2.2 During the March 2016 Annual Transport surveys (which are undertaken by the UoY to assess the level of movements to and from the campus), a combined total of 3,604 passengers were recorded at the two bus stops between 0700-1900, on a term-time Thursday. Of the total, 2,062 passengers were identified at the westbound stop and 1,542 passengers at the eastbound stop.
- 2.3 A large number of students and staff get off at the eastbound bus stop and students boarding have free travel within the campus therefore can board most buses relatively quickly as they do not need to buy a ticket. At the westbound stop, there are many passengers boarding who need to purchase tickets, and therefore westbound services may wait a little longer at this stop.
- 2.4 The area around Morrell Library and Market Square accommodates a high level of pedestrian activity including many pedestrian movements across University Road and to and from the steps which are located to the east of the pedestrian bridge (off Morrell Way) and provide direct access to/from the Library. Also, Market Square to the south of University Road provides a number of very well used shops and facilities including the University Information Centre.

3 Background

- 3.1 In March 2014 Approval in Principle was granted by the Executive Member for Transport and Planning & Sustainability for the “University Road Cycle Route & Crossing Improvement” (referred to in this report as the ‘2014 Improvement Scheme’) which were a proposal by City of York Council. The 2014 Improvement Scheme included the provision of a shared footway/cycle route alongside the northern carriageway of University Road and implementation of 20mph zone within the vicinity of Market Square providing speed cushions and table crossings. The proposals also included the relocation of the eastbound Morrell Library bus stop located on University Road to

Direct Tel: +44 (0) 113 391 6248
 T +44 (0)113 391 6800
 F +44 (0)113 391 6899
 E karen.macklin@aecom.com
 www.aecom.com

5th Floor
 2 City Walk
 Leeds
 LS11 9AR
 United Kingdom

accommodate the proposed cycle route. The relevant report, decision and plans are attached at **Appendix B**.

- 3.2** As well as discussing the 2014 Improvement Scheme and associated proposals, the report to the Executive highlighted the importance to the Council of improving pedestrian safety in this area in the light of a number of injury collisions involving pedestrians on this section of University Road. The proposals were developed through discussions with the University and the Police
- 3.3** The report also made careful consideration of the locations of the bus stops to encourage pedestrians to cross at safe locations and to remove the potential for unsafe vehicle manoeuvres. Issues of pedestrian safety, traffic flow, visibility, safety of bus stop users were all considered by the Executive at the time and the proposals were put out to public consultation prior to implementation (consultees included Heslington Parish Council and the University's Student Union).

4 Current proposals

- 4.1** It is understood that the Executive Member has now been asked to consider the relocation of the existing westbound Morrell Library bus stop on University Road. The proposals are to move the existing westbound stop to use the existing loading bay immediately north of the Environment Department building. This would take the bus off the main carriageway whereas at present the buses in this location stop on-street (using the existing 'bus cage' road markings).
- 4.2** It is understood that the justification given for the proposals is that it would improve traffic flows and enable vehicles on University Road to pass when buses are serving both stops simultaneously.

5 Reasons to maintain the existing arrangements

- 5.1** The University is opposed to the proposals for a number of reasons but chiefly because this location is not suitable to accommodate large numbers of passengers, relocating the westbound stop would take the bus stop away from the existing pedestrian desire line and a new location would have to be found for the Market Square loading bay.
- 5.2** One of the purposes of the '2014 Improvement Scheme' referred to above was to improve the safety of pedestrians by providing better desire lines between the bus stops, Library, Market Square and University departments straddling University Road and reduce accidents at this location involving pedestrians. Part of this strategy was to locate the bus stops to encourage crossing in safe locations to access the new steps (located off Morrell Way).
- 5.3** Within the Council report submitted in support of the '2014 Improvement Scheme', considerations into the positioning of bus stops and crossing locations were made as stated below (*in italics*):
- *Improving safety on the highway by reducing traffic speeds and the positioning of the bus stops were considered to encourage pedestrians to cross in safe locations;*
 - *The speed tables have been strategically positioned to encourage easier and safer access for pedestrians crossing University Road;*
 - *Consideration was given to relocating both bus stops further east of their original locations, however a safety review concluded this would be unsafe as they would introduce the potential for vehicle manoeuvres overtaking stationary buses at traffic calming measures or near junctions and could encourage unsafe crossing of the road at locations of the speed cushion measures; and*

- Consideration was given to relocating the westbound bus stop, however it was deemed that it should be retained in its current location to enable a speed table to be strategically positioned between the two bus stops encouraging pedestrians to cross at the desire line as well as removing the potential for unsafe vehicle manoeuvres.*
- 5.4** The current proposal to increase the spacing between the bus stops goes against the reasons previously given for adopting the current spacing of the stops.
- 5.5** In addition to the above, the University also has serious concerns regarding the lay-by (to where it is proposed to relocate the westbound bus stop), as the lay-by is currently used throughout the day for deliveries to Market Square and therefore needs to be accessible for this purpose at all times. The loading bay is very well used and in a good location to safely serve the Market Square (and other University buildings) without impeding the safe crossing of pedestrians and traffic flows. No alternative facility is available internally to serve Market Square because of the existing level differences.
- 5.6** A change in Traffic Regulation Order would be required to change the existing loading bay to a bus lay-by and an alternative loading bay would need to be provided elsewhere along University Road.
- 5.7** The footway in the vicinity of the loading bay is approximately 3.0m at its widest point and 1.8m at its narrowest point, access is provided to the adjacent car park providing an extra 3.5m of hard standing over a width of 8.5m. If the bus stop was relocated to this position it is likely that there would be insufficient space on the footway to accommodate the large number of boarding and alighting passengers, without having a detrimental impact on the availability of the footway and the safe and efficient use of the Environment Department Building fire exit, which is located adjacent to the lay by.
- 5.8** Although services are frequent, buses are rarely stationary at the stops on University Road for longer than 20-30 seconds which is not a significant delay in York (compared, for example, to delays experienced at a signalised junction, such as the Hull Road / Melrosegate junction). The delays are also predictable and the bus stop locations assist in limiting traffic speeds along University Road which is in line with the 20mph limit implemented by the Council as part of the '2014 Improvement Scheme' . Another consideration is that the existing Real Time Bus Information display at the westbound stop would also need relocating if the stop were to be moved.
- 5.9** Market Square comprises a local supermarket, the University Student Union (YUSU) shop and Print Services as well as providing access to the Information Centre. The shops require frequent servicing throughout the day and the majority of deliveries take place using articulated vehicles.
- 5.10** The articulated vehicles require sufficient room to manoeuvre and load/unload goods which are handled using two tonne pallet trolleys, therefore sufficient space and proximity to the Market Square area are essential.
- 5.11** Alternative lay-by locations were considered when the Market Square development was designed, however due to the requirements of deliveries, proximity to the Market Square and existing level differences there are no other locations which would be suitable to enable deliveries to this area to take place. The provision of the lay-by therefore formed part of the planning conditions when the Market Square area proposals were approved by City of York Council.
- 5.12** Deliveries are undertaken at 07:00 every day to the supermarket for large volumes of chilled, ambient and frozen goods therefore an articulated vehicle is required. Other separate deliveries

are made to the supermarket throughout the day, making at least four deliveries each day to the supermarket alone. Approximately 3-4 deliveries are made each day to the YUSU shop and Print Shop.

- 5.13** The existing lay-by can be utilised up to ten times a day, therefore the proposal to relocate the bus stop to this location would result in conflicts between buses and loading activities servicing Market Square. This could have a detrimental effect on traffic flows and safety for all road users in this area.

6 Summary

- 6.1** The Executive Member for Transport & Planning has been asked to consider a proposal to relocate the westbound bus stop adjacent to the Morrell library on University Road to the existing lay by used by delivery vehicles serving the Market Square. It is understood that the reason for the request is to improve traffic flow along University Road. The current westbound bus stop location should be maintained for the following reasons:-

- To maintain the road safety benefits of the current bus stop locations, which were specifically considered at the March 2014 Decision Session;
- To maintain consistent pedestrian Desire Lines across University Road which have been shown to be a success. Relocating the westbound stop would move it further away from the steps provided off Morrell Way to access the Library;
- To maintain the dedicated, purpose-built loading bay which serves the Market Square safely; and
- The current westbound bus stop location includes an adequate area for waiting passengers without blocking the footway. This would be difficult to achieve at the proposed location without having a detrimental impact on users of the footway or the adjacent fire exit from the Environment Department Building.
- The lay-by was the only feasible loading area identified when the Market Square Area was developed (principally because of level differences between the road and Market Square and the need to accommodate large vehicles) and the lay by formed part of the planning conditions when the proposals were approved. If the westbound stop were to be relocated there would be a regular conflict between loading vehicles, buses and general traffic which would have a detrimental effect on traffic flows and safety for all road users in this area

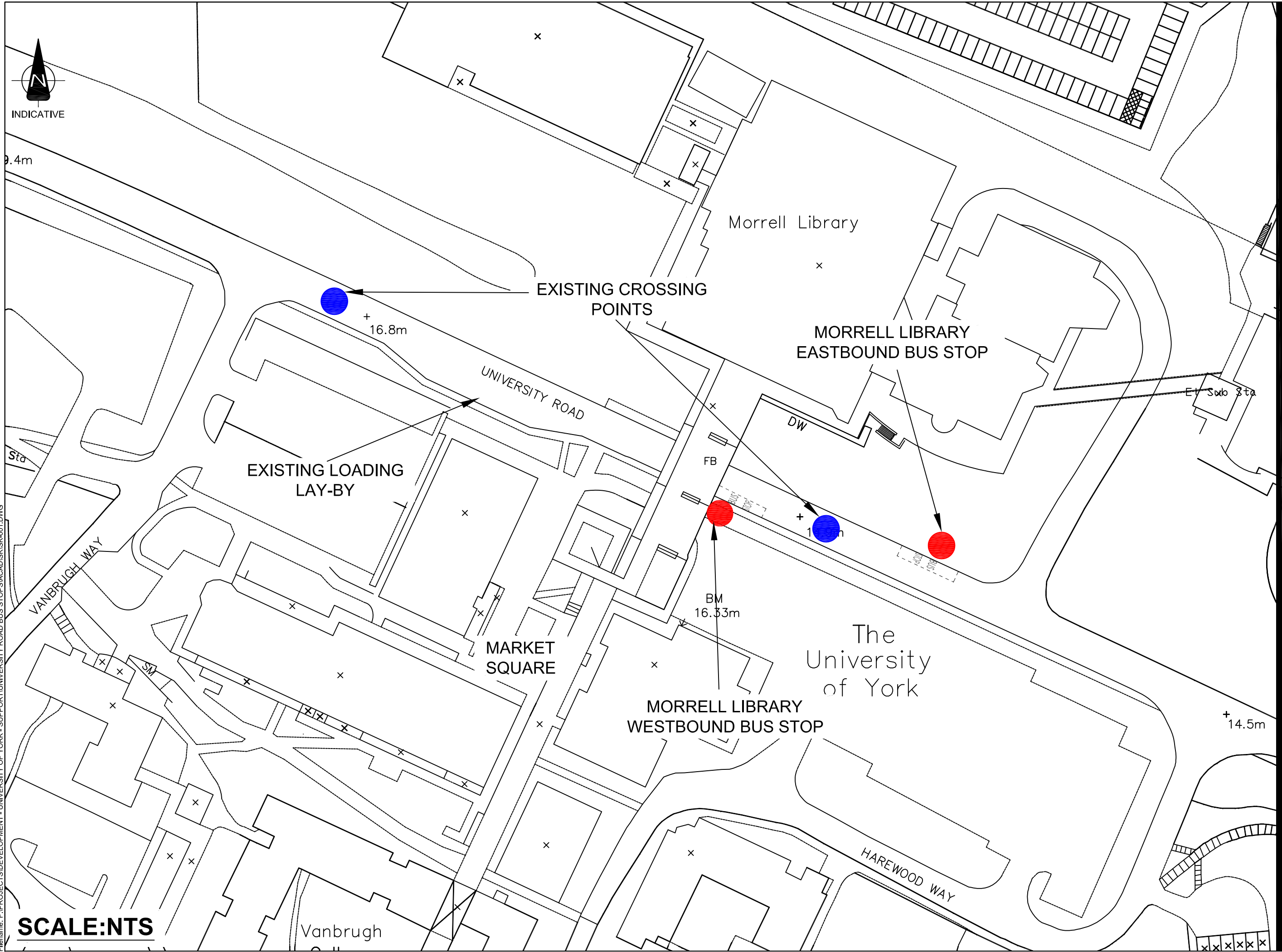
- 6.2** It is also understood that North Yorkshire Police has been consulted on the proposal and does not support it as relocating the bus stop could have a detrimental effect on road safety in this area.

7 Conclusion

- 7.1** Taking into account the above it is considered that the westbound Morrell Library bus stop should remain in its current location as it is well located in relation to the existing desire lines and crossing facilities. Relocating the stop would be detrimental to highway safety as it could encourage unsafe vehicle manoeuvres and increased vehicle speeds which would go against the 20mph scheme implemented by the Council as part of the '2014 Improvement Scheme' and create conflicts between service vehicles, buses and general traffic and increase the risk of conflicts between road users in this area.

APPENDIX A

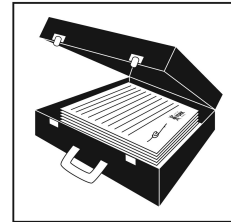
FIGURE SK-001



SCALE:NTS

APPENDIX B

REPORTS AND MINUTES FROM MARCH 2014 DECISION SESSION



**Notice of a public meeting of
Decision Session - Cabinet Member for Transport, Planning &
Sustainability**

To: Councillor Merrett (Cabinet Member)
Date: Thursday, 13 March 2014
Time: 5.00 pm
Venue: The King John Room (GO59) - West Offices

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:

4:00 pm on Monday 17th March 2014, if an item is called in.

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

Written representations in respect of items on this agenda should be submitted to Democratic Services by 5.00pm on Tuesday 11th March 2014.

1. Declarations of Interest

At this point in the meeting, the Cabinet Member is asked to declare:

- any personal interests not included on the Register of Interests
- any prejudicial interests or
- any disclosable pecuniary interests

which he may have in respect of business on this agenda.

- 2. Minutes** (Pages 1 - 4)
To approve and sign the minutes of the meeting held on 16th January 2014.

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 Wednesday 12th March 2014.**

Members of the public may speak on:

- An item on the agenda,
- an issue within the Cabinet Member's remit,

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- 4. A64 - Memorandum of Understanding** (Pages 5 - 20)
This report informs the Cabinet Member of the proposed Memorandum of Understanding to establish a framework for effective co-operation to enable the development of a long term programme of improvements for the A64 East of York. The Cabinet Member is recommended to sign, on behalf of the Council, the Memorandum of Understanding on the A64.

5. University Road Cycle Route & Crossing (Pages 21 - 36) Improvement Scheme

This report outlines proposals to create crossing improvements and bus stop relocation on University Road in the vicinity of Market Square, which incorporates a 20mph Zone with speed cushions and speed table crossing points. The report will seek in-principle approval to implement the proposals, authorisation to consult on a preferred option layout, and to advertise a 20mph Speed Limit Order for the proposed 20mph Zone. The report will also outline a longer term plan to create an off-road shared use pedestrian/cycle route alongside University Road between Green Dykes Lane and Innovation Way, and how this is affected by the proposed pedestrian crossing improvement scheme.

6. Urgent Business

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

Democracy Officer:

Name: Laura Bootland

Contact Details:

- Telephone – (01904) 552062
- Email – laura.bootland@york.gov.uk

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

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

Contact details are set out above.

This information can be provided in your own language.


我們也用您們的語言提供這個信息 (Cantonese)

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

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

Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)

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

 **(01904) 551550**



**Decision Session – Cabinet Member for
Transport, Planning and Sustainability**

13 March 2014

**University Road Pedestrian Crossing Improvement Scheme
Proposals**

Summary

1. This report outlines proposals to create crossing improvements and bus stop relocation on University Road in the vicinity of Market Square, which incorporates a 20mph Zone with speed cushions and speed table crossing points. This work is to be co-ordinated with work to be carried out by the University of York to provide alternative and additional pedestrian facilities to access Morrell Library. However, the University work is dependent on the Council providing a commitment to undertake the crossing improvements and bus stop relocation works.
2. The report will seek in-principle approval to implement the proposals, authorisation to consult on a preferred option layout, and to advertise a 20mph Speed Limit Order for the proposed 20mph Zone.
3. The report will also outline a longer term plan to create an off-road shared use pedestrian/cycle route alongside University Road between Green Dykes Lane and Innovation Way, and how this is affected by the proposed pedestrian crossing improvement scheme.

Background

4. The main purpose of the current scheme is to improve the safety of pedestrians, in particular University students. At the moment, many students cross University Road in the vicinity of the footbridge and in recent years (36 months from July 2010 to June 2013) there were four injury collisions involving pedestrians at this location.
5. Around the latter part of 2010, the University made the Council aware of their concerns about a number of accidents involving students crossing University Road. The existing crossing movements are mainly between the Market Square area of the campus and the Morrell Library steps, but a high proportion is also made to and from the eastbound bus stop (on the library side of the road). Having surveyed bus patronage, these two bus stops (which are positioned almost directly opposite each other), are the most frequently used in the whole of York. The bus frequency runs at one every 3 to 4 minutes.
6. The presence of the steps to the library on the north eastern embankment has almost certainly contributed to the incidence of collisions as they have

introduced a desire line for pedestrians between Market Square, the bus stops and the library, thereby encouraging many pedestrians to cross at a location where visibility is poor to the south east, in particular caused by the footbridge piers and a lack of natural light under the bridge.

7. Initially, the University commissioned Aecom to design a Zebra crossing to replace the current uncontrolled crossing (via a refuge island) between Market Square and the library steps. However, Council Officers had some serious reservations about this proposal, given the many other crossing movements likely to take place away from the Zebra, and crucially, that the current crossing point is in a poor position due to sight lines being obstructed. This is mainly as a result of the pedestrian overbridge piers, but also the Market Square side bus shelter and in particular, when buses actually stop for passengers to board and alight.
8. It has been a long-standing aspiration for the Council to establish a cycle route along the northern verge on University Road to expand the cycle network in this area. However, this would potentially introduce conflicts between pedestrians and cyclists at this busy location, particularly near the bottom of the existing steps and the eastbound bus stop.
9. Hence, it was agreed in principle with the University that the best way of improving pedestrian safety, whilst also facilitating the future provision of a cycle route, would be to remove the exiting steps up the embankment. To compensate for the loss of these steps, it was agreed in principle that the University would provide additional measures to encourage use of the existing footbridge to the library, and the Council would concentrate its efforts on improving safety on the highway by slowing traffic speeds and looking at the positioning of the bus stops to encourage crossing in safe locations.
10. The University has already agreed to contribute approximately £150k towards the project for implementing the off-highway works, i.e. the removal of the existing library steps; providing new steps; and the construction of a retaining structure which may be required to extend the width of the highway. However, their funding must be spent before their financial year end, which is 31 July 2014.
11. The Council currently has an allocation for the cycle route of £175k, although a recent estimate predicts that the scheme is more likely to cost in the region of £230k. In addition, there are currently problems in determining the pedestrian/cycle link to the Field Lane scheme leading to the University's East Campus, which still needs to be resolved. This puts some doubt upon the justification to provide a pedestrian/cycle route along University Road, because without firm plans to provide a link, the University Road route would cease at the junction with Innovation Way. Hence, it is thought sensible to use part of the cycle route budget now to facilitate the proposed crossing improvements (estimated to cost in the region of £60k to £70k) and to enter into further negotiations with the University about the future provision and funding of a comprehensive cycle route scheme for the area.

12. On this basis, the Council's Legal Services team have drafted a 'Heads of Terms' document, which will serve to identify the scope of the work needing to be undertaken by both parties, and is intended to identify the respective commitments between the Council and the University. This agreement needs to be signed by both parties, so an early confirmation of the Council's commitment to undertake the highway works is required to expedite signing of the agreement.
13. Both schemes (i.e. the Council's crossing improvement scheme and the University's off-highway measures) should ideally be constructed simultaneously, and need to be programmed for construction before the end of July 2014.

Proposals

14. The current scheme proposals to improve pedestrian safety near the library on University Road are shown in **Annex A**, with the associated signing details given in **Annex B**. These have been developed through discussions with the University and the Police. The proposals for the Crossing Improvement scheme include:
 - relocation of the eastbound bus stop to a position closer to the Morrell Way junction,
 - retention of the westbound bus stop in its current position,
 - the introduction of a 20mph speed limit with associated traffic calming (speed tables and speed cushions),
 - provision of new traffic islands, and
 - works to be undertaken by the University to remove the existing steps to the library and provide new stepped accesses.
15. The key features are discussed below:
16. The 20mph Zone is to extend from a point west of Vanburgh Way to a point east of Harewood Way, and is required to keep vehicular speeds through the immediate area to an acceptable, safer limit. The start of the zone is to be indicated by gateway features and signs, and traffic calming within the zone will comprise 3 pairs of cushions and two raised table crossings. The speed tables will be strategically positioned to encourage easier and safer access for pedestrians and cyclists to the bus stops, facilities at Market Square and the library. Signing will be provided to direct cyclists and pedestrians to the target locations. New islands will be provided at the cushion locations.
17. Consideration was given to relocating the bus stops further east away from the footbridge location. A safety appraisal concluded that these options created unacceptably unsafe layouts for reasons such as they would introduce the potential for unsafe vehicle manoeuvres overtaking stationary buses at traffic calming measures or near junctions, or encouraged unsafe crossing of the road at the locations of the speed cushion measures.
18. The preferred proposal retains the westbound bus stop in its current position but relocates the eastbound stop to a position just west of Morrell Way. This enables a speed table to be strategically positioned between the bus stops

and encourages pedestrian crossing at the desired location, as well as removing the potential for unsafe vehicular manoeuvres.

19. A second speed table is provided to the west of the existing loading layby and will encourage cyclists and pedestrians travelling eastbound to safely access the footbridge to access the library or Market Square. The tables also provide safe crossing facilities for users of the bus stops. Additional measures such as guard railing and fencing will be provided to guide pedestrians and cyclists to the desired routes to the facilities.
20. The University have agreed to fund crucial elements of work off-highway to support the implementation of the proposed highway works. These measures comprise:
 - the removal of the existing library steps to remove the current pedestrian desire route to the library,
 - introduction of new steps to the south side of the existing spiral ramp, encouraging use of the footbridge to access the library,
 - introduction of new steps on Morrell Way to provide alternative access to the library from the eastbound bus stop and from University Road,
 - provision of deterrent planting to discourage use of the embankment as a desire route to the library, and to encourage use of the proposed access routes, and
 - the provision of additional cycle parking near the Market Square access.

Consultation

21. Approval is immediately sought to consult on the proposals for the crossing improvement scheme (as shown in **Annexes A and B**). The consultees will include the University's Student Union and Heslington Parish Council.

Option Choices

22. The following options are available for the Cabinet Member to consider:

Option 1 – give in-principle approval to implement the scheme proposals as shown in **Annexes A and B**, and give authorisation to conduct an external consultation exercise on the proposals in conjunction with the advertisement of the 20mph Speed Limit Order.

Option 2 – approve the scheme proposals as outlined in Option1 above, subject to any further changes that the Cabinet Member considers necessary.

Option 3 – reject the scheme proposals as outlined above.

Analysis

23. **Option 1** is considered to address the current concerns regarding pedestrian safety and is compatible with the future provision of a cycle route through the area. In relation to **Option 2**, no changes are considered necessary by Officers, prior to public consultation.
24. **Option 3** would fail to address the current concerns, or facilitate the future provision of a cycle route through the area. Therefore, Officers recommend that Option 1 should be approved.

Council Plan

25. The proposed measures will facilitate a useful addition to the City's cycle network and provide much needed safety improvements at a busy location within the University.
26. Progressing the scheme would meet the following Council Corporate Priorities:
- 1) Getting York Moving, by developing York's cycling and pedestrian network, and
 - 2) Protecting the Environment, by improving the quality and safety of York's streets and public spaces
27. The report has the following implications:
28. **Human Resources** – None.
29. **Legal** – The City of York Council, as Highway Authority for the area, has powers under the Highways Act 1980 and associated Road Traffic Regulations Act 1984 to implement the measures proposed. A 'Heads of Terms' agreement (see **Annex D**) is to be finalised and signed by both the Council and the University, to demonstrate a commitment to the delivery of their respective elements of the scheme proposals and to define the scope of the works to be undertaken by both parties. This is intended to ensure that these separate elements are not implemented in isolation, thereby potentially rendering them ineffective. In addition, a legal agreement between the council and the current landowner (University of York) may be required to dedicate some small areas of land required for highway purposes under a Deed of Dedication.
30. **Financial** – It is proposed to fund the Crossing Improvement Scheme from the road safety block in the Capital Programme. The scheme will be funded from the £40k slippage of LTP funds from the 13/14 speed management allocation and a proposed £30k 14/15 speed management allocation. This commitment will enable the implementation of the Crossing Improvement Scheme in association with the work by the University to provide additional access via steps to the Morrell Library. Availability of a further allocation for the University Road Cycle Route scheme will be considered as part of the overall 14/15 Capital Programme to be presented to the Cabinet Member in April.
31. **Crime and Disorder** – None.

- 32. **Information Technology** – None.
- 33. **Property** – As mentioned above in the Legal section, a legal agreement between the council and the current landowner (University of York) may be required to dedicate some small areas of land required for highway purposes under a Deed of Dedication.

Recommendations

- 34. The Cabinet Member is recommended to:
 - (i) give in-principle approval for the scheme proposals as shown in **Annexes A and B**;
 - (ii) give approval to enter into a ‘Heads of Terms’ agreement between the City of York and the University of York, as shown in **Annex D**;
 - (iii) give authorisation to conduct an external consultation exercise on the scheme proposals as shown in **Annex A and B**, including the advertisement of the 20mph Speed Limit Order.

Contact Details:

Authors

Mike Durkin
Project Manager – Transport Projects
Tel No: (01904) 553459

Shaun Harrison
Engineer – Transport Projects
Tel No: (01904) 553471

Chief Officer Responsible for the report

Frances Adams
Acting Assistant Director for Transport,
Planning and Sustainability

Report Approved **Date**

Specialist Implications Officer(s)

There are no specialist officer implications.

Wards Affected: Heslington

All

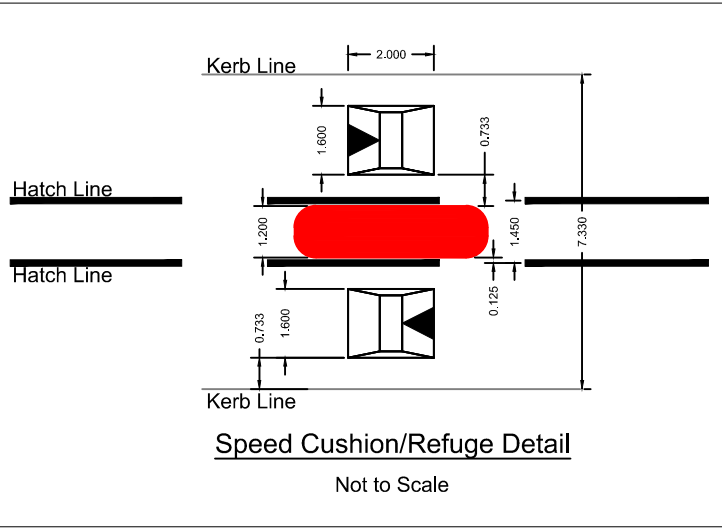
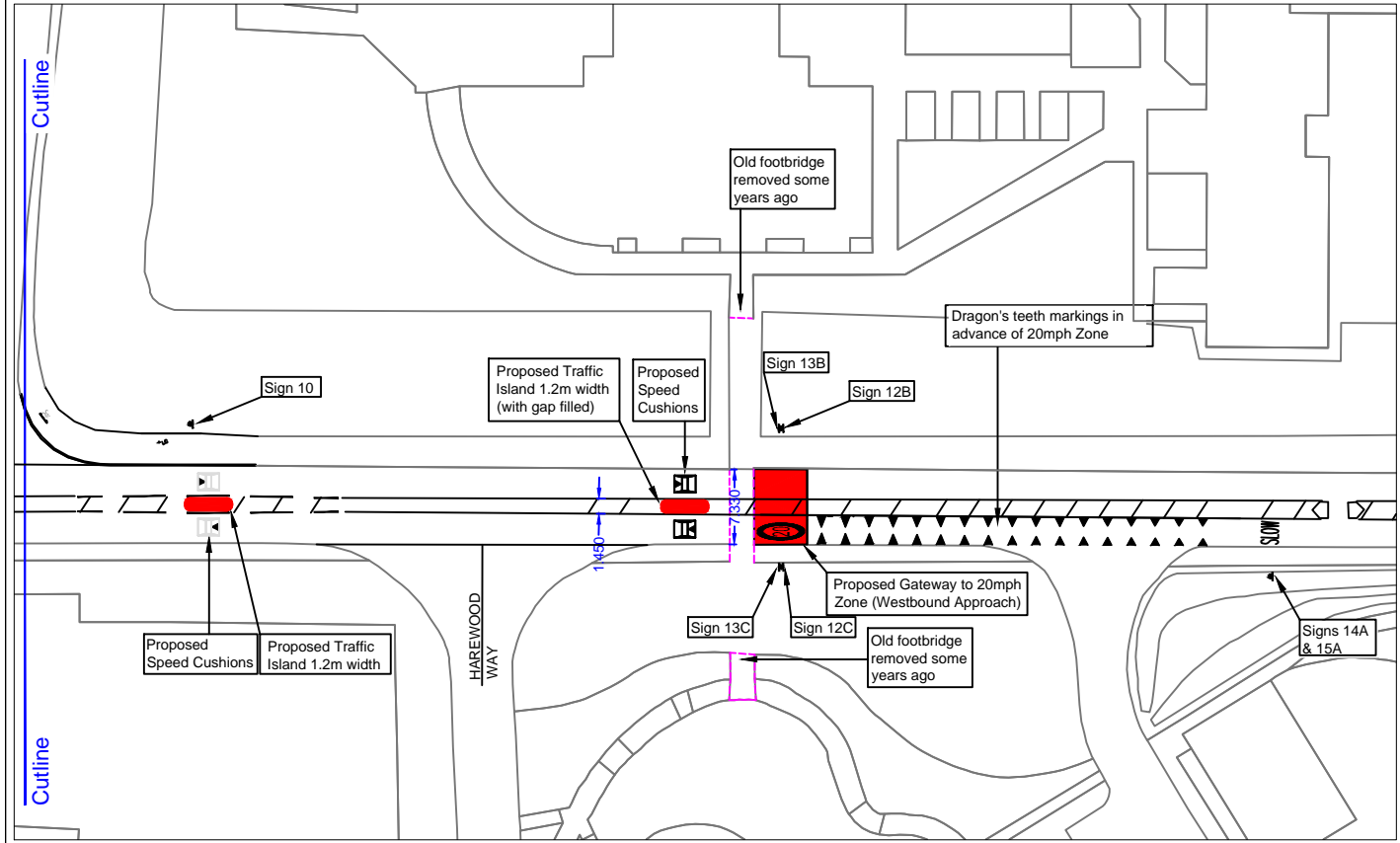
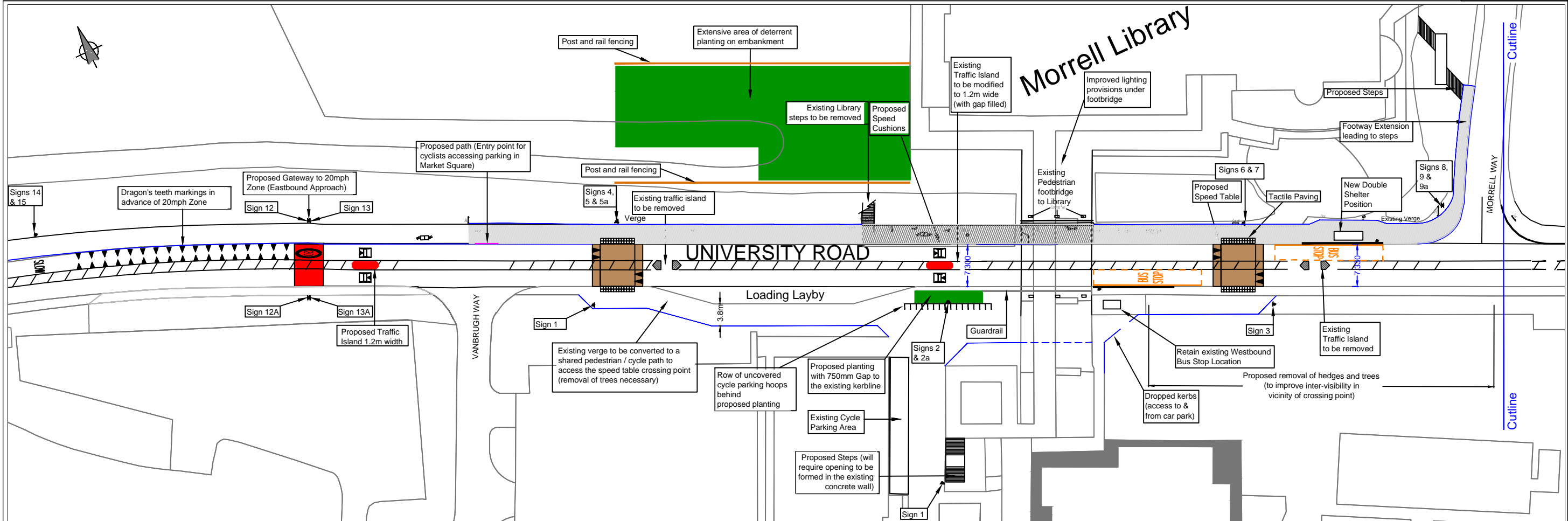
For further information please contact the authors of the report.

Background Papers:

None.

Annexes:

- Annex A - Plan showing “Crossing Improvement Proposals”.
- Annex B - Plan showing “Signing Schedule”.
- Annex C - Plan showing “Proposed Pedestrian/Cycle Route”.
- Annex D - Document showing draft “Heads of Terms” agreement.



Key:

- Existing Footway
- Preferred Option - Proposed 3.0m wide Combined Cycleway / Footway with edging kerbs

	DRAWN BY	JRP	REV	A	AMENDMENTS	DATE	27/02/14
	CHECKED BY				Altered to suit Safety Appraisal Comments		
	SCALE	N.T.S					
	DATE	NOV 2012					

University Road (Library Bus Stops) Safety Improvements Preferred Option

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TP/12012060/100/004A



Scheme Ref. University Road Safety Scheme	
Sign Ref. S1	x-height 30.0
Letter colour WHITE	SIGN FACE
Background BLUE	Width 625mm
Border WHITE	Height 235mm
Material Class RA2 (12899-1:2007)	Area 0.15sq.m



Scheme Ref. University Road Safety Scheme	
Sign Ref. S2	x-height 30.0
Letter colour WHITE	SIGN FACE
Background BLUE	Width 635mm
Border WHITE	Height 260mm
Material Class RA2 (12899-1:2007)	Area 0.16sq.m



Scheme Ref. University Road Safety Scheme	
Sign Ref. S2a	x-height 30.0
Letter colour WHITE	SIGN FACE
Background BLUE	Width 700mm
Border WHITE	Height 260mm
Material Class RA2 (12899-1:2007)	Area 0.18sq.m



Scheme Ref. University Road Safety Scheme	
Sign Ref. S3	x-height 30.0
Letter colour WHITE	SIGN FACE
Background BLUE	Width 700mm
Border WHITE	Height 260mm
Material Class RA2 (12899-1:2007)	Area 0.18sq.m



Scheme Ref. University Road Safety Scheme	
Sign Ref. S4	x-height 30.0
Letter colour WHITE	SIGN FACE
Background BLUE	Width 535mm
Border WHITE	Height 260mm
Material Class RA2 (12899-1:2007)	Area 0.14sq.m



Scheme Ref. University Road Safety Scheme	
Sign Ref. S5	x-height 30.0
Letter colour WHITE	SIGN FACE
Background BLUE	Width 635mm
Border WHITE	Height 260mm
Material Class RA2 (12899-1:2007)	Area 0.16sq.m



Scheme Ref. University Road Safety Scheme	
Sign Ref. S5a	x-height 30.0
Letter colour WHITE	SIGN FACE
Background BLUE	Width 700mm
Border WHITE	Height 260mm
Material Class RA2 (12899-1:2007)	Area 0.18sq.m



Scheme Ref. University Road Safety Scheme	
Sign Ref. S6	x-height 30.0
Letter colour WHITE	SIGN FACE
Background BLUE	Width 700mm
Border WHITE	Height 260mm
Material Class RA2 (12899-1:2007)	Area 0.18sq.m



Scheme Ref. University Road Safety Scheme	
Sign Ref. S7	x-height 30.0
Letter colour WHITE	SIGN FACE
Background BLUE	Width 535mm
Border WHITE	Height 260mm
Material Class RA2 (12899-1:2007)	Area 0.14sq.m



Scheme Ref. University Road Safety Scheme	
Sign Ref. S8	x-height 30.0
Letter colour WHITE	SIGN FACE
Background BLUE	Width 450mm
Border WHITE	Height 175mm
Material Class RA2 (12899-1:2007)	Area 0.08sq.m



Scheme Ref. University Road Safety Scheme	
Sign Ref. S9	x-height 30.0
Letter colour WHITE	SIGN FACE
Background BLUE	Width 450mm
Border WHITE	Height 175mm
Material Class RA2 (12899-1:2007)	Area 0.08sq.m



Scheme Ref. University Road Safety Scheme	
Sign Ref. S9a	x-height 30.0
Letter colour WHITE	SIGN FACE
Background BLUE	Width 485mm
Border WHITE	Height 260mm
Material Class RA2 (12899-1:2007)	Area 0.13sq.m



Scheme Ref. University Road Safety Scheme	
Sign Ref. S10	x-height 30.0
Letter colour WHITE	SIGN FACE
Background BLUE	Width 495mm
Border WHITE	Height 295mm
Material Class RA2 (12899-1:2007)	Area 0.14sq.m



Scheme Ref. University Road Safety Scheme	
Sign Ref. S11	x-height 30.0
Letter colour WHITE	SIGN FACE
Background BLUE	Width 800mm
Border WHITE	Height 255mm
Material Class RA2 (12899-1:2007)	Area 0.20sq.m

Notes:
 1. Signs 1, 4, 7, 8, 9, 9A, 10, 12, 12A, 12B, 12C, 13, 13A, 13B, 13C, 14, 14A, 15 & 15A required for Improved Crossing Scheme
 2. Signs 2, 2A, 3, 5, 5A, 6 & 11 required for Cycle Route Scheme



Scheme Ref. University Road Safety Scheme	
Sign Ref. S12	x-height 100.0
Letter colour BLACK	SIGN FACE
Background WHITE	Width 600mm
Border BLACK	Height 780mm
Material Class RA2 (12899-1:2007)	Area 0.47sq.m



Scheme Ref. University Road Safety Scheme	
Sign Ref. S13	x-height 100.0
Letter colour BLACK	SIGN FACE
Background WHITE	Width 600mm
Border BLACK	Height 855mm
Material Class RA2 (12899-1:2007)	Area 0.51sq.m



Scheme Ref. University Road Safety Scheme	
Sign Ref. S15	x-height 100.0
Letter colour BLACK	SIGN FACE
Background WHITE	Width 580mm
Border BLACK	Height 250mm
Material Class RA2 (12899-1:2007)	Area 0.15sq.m

Sign Reference S14	
Height	600mm
Width	679mm
Area *	0.24 sq.m
Material Class RA2 (12899-1:2007)	
Mount Height	2300
* Area reduced for rounded corners.	



Scheme Ref. University Road Safety Scheme	
Sign Ref. S12A	x-height 100.0
Letter colour BLACK	SIGN FACE
Background WHITE	Width 600mm
Border BLACK	Height 780mm
Material Class RA2 (12899-1:2007)	Area 0.47sq.m



Scheme Ref. University Road Safety Scheme	
Sign Ref. S13A	x-height 100.0
Letter colour BLACK	SIGN FACE
Background WHITE	Width 600mm
Border BLACK	Height 855mm
Material Class RA2 (12899-1:2007)	Area 0.51sq.m



Scheme Ref. University Road Safety Scheme	
Sign Ref. S12B	x-height 100.0
Letter colour BLACK	SIGN FACE
Background WHITE	Width 600mm
Border BLACK	Height 780mm
Material Class RA2 (12899-1:2007)	Area 0.47sq.m



Scheme Ref. University Road Safety Scheme	
Sign Ref. S13B	x-height 100.0
Letter colour BLACK	SIGN FACE
Background WHITE	Width 600mm
Border BLACK	Height 855mm
Material Class RA2 (12899-1:2007)	Area 0.51sq.m



Scheme Ref. University Road Safety Scheme	
Sign Ref. S15A	x-height 100.0
Letter colour BLACK	SIGN FACE
Background WHITE	Width 580mm
Border BLACK	Height 250mm
Material Class RA2 (12899-1:2007)	Area 0.15sq.m

Sign Reference S14A	
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Width	679mm
Area *	0.24 sq.m
Material Class RA2 (12899-1:2007)	
Mount Height	2300
* Area reduced for rounded corners.	



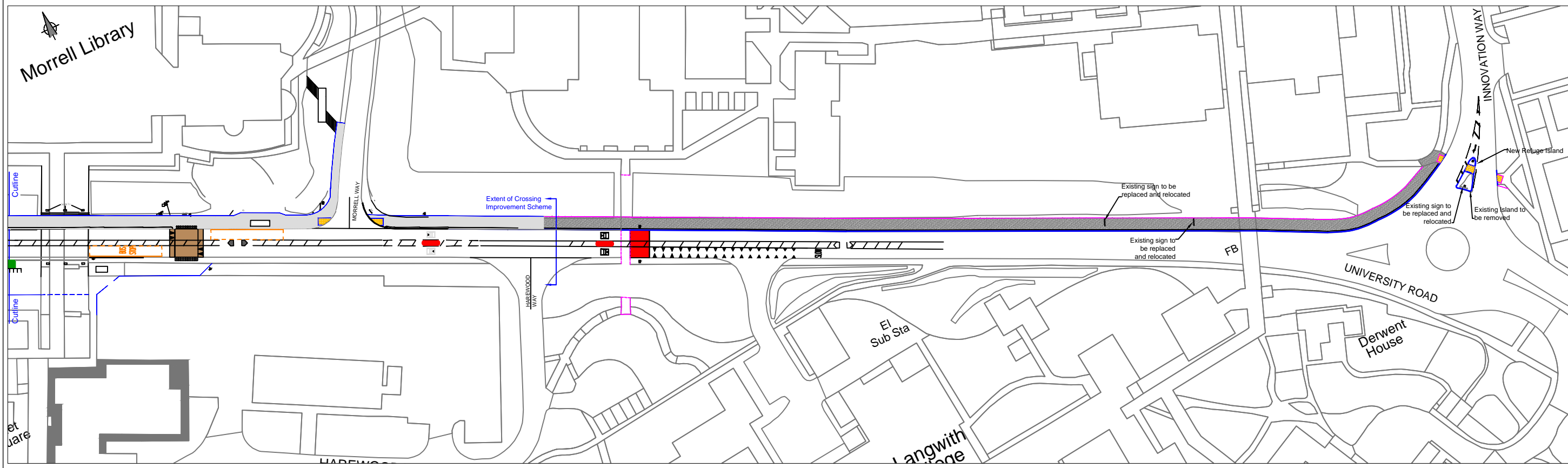
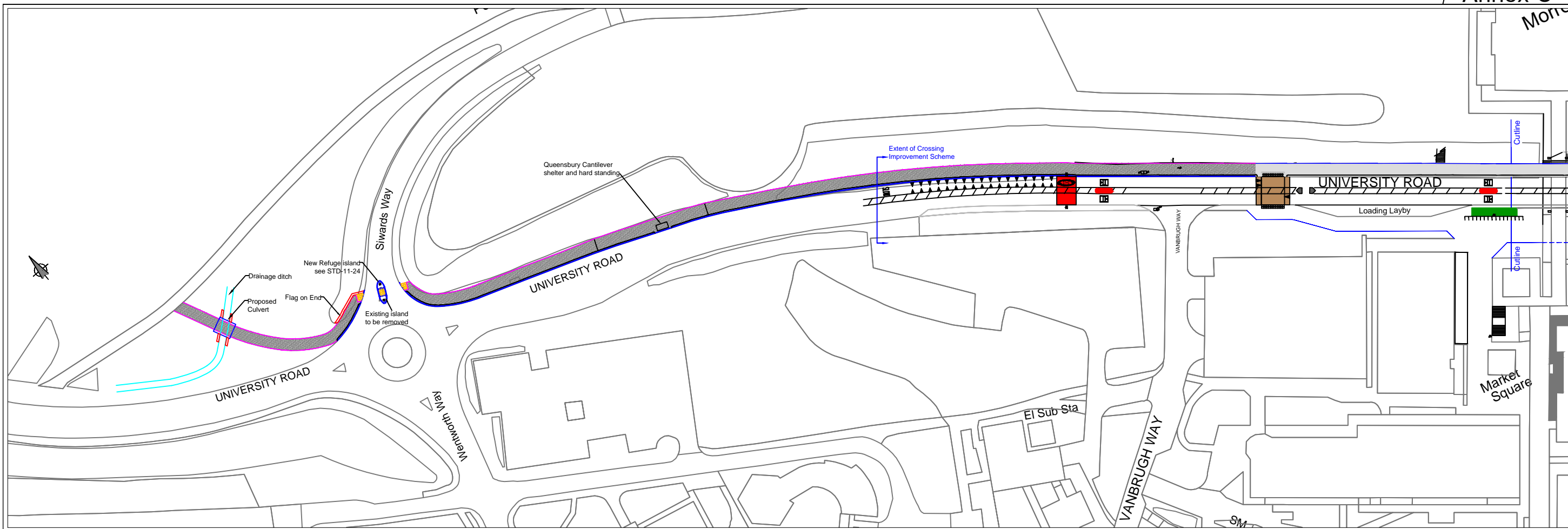
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Background WHITE	Width 600mm
Border BLACK	Height 780mm
Material Class RA2 (12899-1:2007)	Area 0.47sq.m



Scheme Ref. University Road Safety Scheme	
Sign Ref. S13C	x-height 100.0
Letter colour BLACK	SIGN FACE
Background WHITE	Width 600mm
Border BLACK	Height 855mm
Material Class RA2 (12899-1:2007)	Area 0.51sq.m

CITY OF YORK COUNCIL	DRAWN BY	JRP	INITIAL	REV	AMENDMENTS	DATE
	CHECKED BY					
	SCALE	N.T.S				
	DATE	Mar 2014				

University Road (Library Bus Stops) Safety Improvements Sign Schedule



	INITIAL	REV	AMENDMENTS	DATE
DRAWN BY	JRP	A	Right turn and hatching added to Innovation Way	05/03/14
CHECKED BY				
SCALE	N.T.S			
DATE	NOV 2012			

University Road Pedestrian / Cycle Route Scheme Overall Plan

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TP/12012060/100/008A



Meeting	Decision Session - Cabinet Member for Transport, Planning & Sustainability
Date	13 March 2014
Present	Councillor Merrett (Cabinet Member)

39. Declarations of Interest

At this point in the meeting the Cabinet Member was asked to declare any personal interests not included on the Register of Interests, any prejudicial interests or any disclosable pecuniary interests which he may have in respect of business on the agenda. The Cabinet Member declared a personal non-prejudicial interest as an honorary member of the Cyclists Touring Club and a York Cycle Campaign member.

40. Minutes

Resolved: That the minutes of the last Decision Session held on 16 January 2014 be approved and signed by the Cabinet Member as a correct record.

41. Public Participation/Other Speakers

It was reported that there had been one registration to speak under the Council's Public Participation Scheme and that one Council Member had also registered to speak.

Mr Hepworth spoke in respect of agenda item 4 – "A64 Memorandum of Understanding". He stated that he represented Cyclists Touring Club North Yorkshire on a group that was promoting cycling in the Ryedale District Council area. One of the issues that was being considered was a National Cycle Network route from York to Malton with a continuation to Pickering. Mr Hepworth expressed concern that the Draft Memorandum did not give any assurances about mitigating the effects of upgrade work upon any A64 crossing points, which may be well used by non-motorised travellers, and he requested that this issue be taken into account.

Councillor Levene, as ward councillor, spoke in respect of agenda item 5 – “University Road Cycle Route and Crossing Improvement Scheme”. He stated that he welcomed the fact that improvements were to be made but requested that further consideration be given to aspects of the design, as he was concerned that some of the proposed crossing routes were counter intuitive. He detailed suggested changes. Councillor Levene also sought assurances regarding the proposed pedestrian/cycle route (annex C of the report).

42. A64 - Memorandum of Understanding

The Cabinet Member considered a report that presented a proposed Memorandum of Understanding to establish a framework for effective co-operation to enable the development of a long term programme of improvements for the A64 East of York. The Cabinet Member was asked to consider signing the Memorandum on behalf of the Council.

The Cabinet Member requested that reference be made in the Memorandum of Understanding to:

- Junctions and slip roads
- The inclusion of Hopgrove Roundabout
- The need for safe crossing points for cyclists and pedestrians

Amendments were agreed to the wording of paragraphs 1.1, 1.2, 1.3, 4.1 and 6.1 (4th bullet) through the inclusion of footnotes as appropriate.

Officers confirmed that discussions with officers at the authorities that had already “signed-up” to the Memorandum of Understanding had indicated that minor changes or clarifications would not require reconsideration of the Memorandum by their respective authorities.

Resolved: That Option 2 be approved and the Memorandum of Association be signed subject to the agreed amendments, including the need to ensure that mention was made of junctions as well as roads, and that the design work included consideration of the need for appropriate pedestrian and cycle crossing routes.

Reason: To ensure any points of clarification are included in the Memorandum of Understanding for the A64 Trunk Road York – Scarborough Improvement Strategy, signed by representatives of all parties, to be in place to support the submission of the Full Strategic Economic Partnership to Government by the March 2014 deadline.

43. University Road Cycle Route & Crossing Improvement Scheme

The Cabinet Member considered a report which outlined proposals to create crossing improvements and bus stop relocation on University Road in the vicinity of Market Square. The proposals incorporated a 20mph zone with speed cushions and speed table crossing points. The report sought in principle approval to implement the proposals, authorisation to consult on a preferred option lay-out and to advertise a 20mph Speed Limit Order for the proposed 20mph zone.

Consideration was given to issues that had been raised regarding access onto the spiral ramp and the need to look at providing a more direct access from the bus stop. The Cabinet Member requested that further discussions take place with the university regarding these issues.

The Cabinet Member, referring to Annex C of the report, stated that it would be appropriate to consult on the proposed pedestrian/cycle route at the same time as the consultation on the other proposals, subject to an amendment to the plan to replace the marked out central right turn area in Innovation Way by an alternative off road “jughandle” right turn facility and the disclaimer that this would be subject to funding being available.

- Resolved:
- (i) That in-principle approval be given for the scheme proposals, as shown in annexes A and B of the report, subject to further discussions regarding the second entrance onto the spiral ramp and a more direct access from the bus stop.
 - (ii) That approval be given to enter into a ‘Heads of Terms’ agreement between

the City of York and the University of York, as shown in Annex D of the report.

- (iii) That an external consultation exercise be conducted on the scheme proposals, as shown in Annexes A and B of the report, including the advertisement of the 20mph Speed Limit Order.
- (iv) That the consultation exercise also include the cycle route scheme (Annex C of the report), subject to amending the plan to replace the marked out central right turn area in Innovation Way by an alternative off road “jughandle” right turn facility.

Reason: To improve pedestrian and cyclist safety on University Road.

CIlr D Merrett, Cabinet Member
[The meeting started at 5.00 pm and finished at 5.45 pm].