

## Notice of meeting of

### Decision Session - Executive Member for City Strategy

**To:** Councillor Steve Galloway (Executive Member)

**Date:** Tuesday, 7 September 2010

**Time:** 4.00 pm

**Venue:** The Guildhall, York

## AGENDA

### Notice to Members – Calling In

Members are reminded that, should they wish to call in any item on this agenda, notice must be given to Democracy Support Group by:

**10.00 am on Monday 6 September 2010** if an item is called in before a decision is taken, or

**4.00pm on Thursday 9 September 2010** if an item is called in after a decision has been taken.

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

Written representations in respect of items on this agenda should be submitted to Democratic Services by **5.00pm on Friday 3 September 2010**.

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

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

- 2. Minutes** (Pages 3 - 16)  
To approve and sign the minutes of the last City Strategy Decision Session held on 6 July 2010.

- 3. Public Participation - Decision Session**  
At this point in the meeting, members of the public who have registered their wish to speak at the meeting can do so. The deadline for registering is **5:00pm Monday 6 September 2010**.

Members of the public may register to speak on:-

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

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

- 4. Highways Maintenance Services - Petition Seeking the Addition of Brackenhills Snicket, Poppleton to the List of Streets Maintainable at Public Expense** (Pages 17 - 32)

This report is in response to the receipt of a petition from residents of Upper and Nether Poppleton, requesting that the path linking Brackenhills to The Green, Poppleton be added to the List of Streets Maintainable at Public Expense by the Council.

- 5. Public Rights of Way - Proposal to restrict public rights over one part of the snicket between Jute Road and Beckfield Lane, Acomb Ward, York** (Pages 33 - 74)

This report considers the proposal to gate one section of a snicket between Jute Road and Beckfield Lane in Acomb Ward in order to help prevent crime and antisocial behaviour associated with the route.

- 6. Bus Fares and Service Levels in York** (Pages 75 - 90)

This report is written in response to a petition received from Councillor Alexander requesting a freeze in First York bus fares, an end to First York service cuts and a review of outer York bus services to ensure that all villages have sufficient access to bus routes.

**7. City Strategy Capital Programme - 2010/11 Monitor 1 Report**  
(Pages 91 - 112)

This report sets out progress to date on schemes in the 2010/11 City Strategy Capital Programme, including budget spend to the end of July 2010.

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

Democracy Officer:

Name: Jill Pickering

Contact details:

- Telephone – (01904) 552061
- E-mail – [jill.pickering@york.gov.uk](mailto:jill.pickering@york.gov.uk)

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

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

Contact details are set out above

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If you would, you will need to:

- register by contacting the Democracy Officer (whose name and contact details can be found on the agenda for the meeting) **no later than 5.00 pm** on the last working day before the meeting;
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### Further information about what's being discussed at this meeting

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

### Access Arrangements

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

The majority of councillors are not appointed to the Executive (40 out of 47). Any 3 non-Executive councillors can 'call-in' an item of business from a published Executive (or Executive Member Decision Session) agenda. The Executive will still discuss the 'called in' business on the published date and will set out its views for consideration by a specially convened Scrutiny Management Committee (SMC). That SMC meeting will then make its recommendations to the next scheduled Executive meeting in the following week, where a final decision on the 'called-in' business will be made.

### **Scrutiny Committees**

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

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

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

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City of York Council

Committee Minutes

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MEETING	DECISION SESSION - EXECUTIVE MEMBER FOR CITY STRATEGY
DATE	6 JULY 2010
PRESENT	COUNCILLOR STEVE GALLOWAY (EXECUTIVE MEMBER)
IN ATTENDANCE	COUNCILLORS D'AGORNE, HORTON AND R WATSON

### 8. DECLARATIONS OF INTEREST

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

### 9. MINUTES

RESOLVED: That the minutes of the last Decision Session – Executive Member for City Strategy, held on 1 June 2010 be approved and signed by the Executive Member as a correct record.

### 10. PUBLIC PARTICIPATION - DECISION SESSION

It was reported that there had been two registrations to speak at the meeting under the Council's Public Participation Scheme. The Executive Member had also granted three requests to speak received from Council Members.

### 11. WESTMINSTER ROAD AREA PROPOSED 20MPH SPEED LIMIT OBJECTIONS

The Executive Member considered a report, which brought to his attention the objections received during formal legal consultation on the 20mph Traffic Regulation Order proposal.

Representations were received from a resident of Ousecliffe Gardens. He raised concerns at the unnecessary expense of providing 20mph speed restrictions in the area when the existing speed humps already prevented speeds above this level. He referred to a residents meeting in January 2010 when the majority had supported point closure with no support being received for a speed limit. He reiterated residents concerns at the use of Westminster Road/The Avenue as a rat run and that the money should be used on works at the Water End junction to improve traffic flows.

Officers confirmed that these proposals were connected with the initial investigations on the Water End cycle scheme and that proposed signage would provide a cost saving.

The Executive Member pointed out that he was generally not in favour of incurring additional costs in introducing a speed limit where vehicle speeds were already below that level. However he felt that the location of a school on The Avenue constituted special circumstances in this particular case.

He then gave consideration to the following options:

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

RESOLVED: That the Executive Member agrees to implement the 20mph limit as advertised. <sup>1</sup>.

REASON: As the number of objections received to this proposal and the wider issues have been subject to reports previously.

Action Required

1. Implement 20mph scheme.

AB

**12. SIX MONTHLY REVIEW OF SPEEDING ISSUES**

Consideration was given to an update report on the collaborative Speed Review Process, set up in conjunction with the Police and Fire Service. The report also advised the Executive Member of the locations where concerns about traffic speeds had been raised and provided an update on progress towards assessing these against the agreed prioritisation framework.

The Executive Member reported receipt of late representations from Cllr Merrett, as Cycling Champion, which he confirmed had been passed to Officers for consideration. He recommended discussions with Officers in the first instance about a way forward regarding the issues raised on Bishopthorpe Road.

Officers updated that additional comments had also been received from the Dodsworth Avenue Residents Association supporting signage and/or traffic calming on Dodsworth Avenue.

The Executive Member confirmed that he welcomed the 36% reduction in Killed and Seriously Injured (KSI) figures which he felt reflected the efforts put into improving safety by both the Council and its partner organisations. He went on to point out that the lack of progress in introducing mobile safety cameras held up by North Yorkshire may now have been overcome.



He also confirmed that it was important that in any prioritisation process to recognise and take action to address the legitimate concerns of residents.

He then gave consideration to the following options:

1. To continue with the Speed Review Process, in Partnership with the Police and Fire Service. It was noted that in the last 12 months over the last two reports, all complaints have scored criteria as three, (low accidents, high speeds) or four, (low accidents, low speed).
2. To revert back to our own, independent, but smaller process, which would exclude the help from Partners with speed surveys, correspondence and analysis of data and targeted enforcement. This would leave agencies and systems running concurrently. It would also mean that the 118 sites looked at over the last year, which scored three and four on the criteria would not have been investigated.

RESOLVED:

That the Executive Member agrees to:

- i) Give support to a partnership approach to dealing with speed complaints, with the aim of providing a wider, more in depth process to tackle speeding issues in York (Speed Review Process, Option 1), but expresses concern that progress on some initiatives (e.g. electronic reporting, mobile safety cameras) appears to have stalled and requests officers to arrange for a senior level meeting with partner organisations to address these issues;<sup>1</sup>
- ii) To recognise that greater evaluation may be required at locations, where action has been taken to reduce speeds (either engineering or enforcement), and requests the Director of City Strategy to give a high priority to work of this sort when determining the day to day distribution of resources within the Department;<sup>2</sup>
- iii) To note the Road Safety Engineering reports at Annex E including the updates on feasibility work carried out, at sites forwarded to the Engineering Consultants, as a result of the December 2009 Decision Session;
- iv) To note that new capital works are subject to confirmation of final budgets following Central Government reduction announcements;
- v) That if there are insufficient funds for Engineering work at all the locations that they be prioritised (in a similar way to the matrix

agreed by the Decision Session at its last meeting) by one or all of the following criteria:-

1. Accident data
2. Mean and 85<sup>th</sup> percentile speeds
3. Proximity to schools and shops. <sup>3</sup>

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

Action Required

- |   |    |
|---|----|
| 1. Arrange meeting with partner organisations.  | TH |
| 2. Give greater evaluation to locations where action has been taken to reduce speeds. | TH |
| 3. Prioritise by listed criteria if insufficient funds for all locations.             | TH |

**13. BECKFIELD LANE - ALTERNATIVE CYCLING IMPROVEMENTS**

The Executive Member considered a report, which detailed alternative proposals to provide a comprehensive cycle route along the whole length of Beckfield Lane.

Previous consultation had highlighted strong opposition to the original off-road cycle scheme on the grounds that there would be no physical separation between cyclists and pedestrians, potential conflict with vehicles and cost. Officers had therefore examined a number of alternative proposals including:

- A toucan crossing and a 50m section of off-road track to link with the existing facilities north of Ostman Road.
- An off-road cycle track on the east footway between Ostman Road and Beckfield Place.
- 20mph speed limit (signs only).
- 20mph speed limit zone (with traffic calming).
- Advisory cycle lanes with no carriageway widening.
- Advisory or mandatory cycle lanes with carriageway widening.

The advantages and disadvantages of each of these proposals compared to the original proposal were also detailed in the report.

The Executive Member confirmed receipt of late representations from Councillor Simpson-Laing, which he had read.

Councillor Horton, one of the Local Members, detailed his opposition to all off- road cycle options but appreciated the potential benefits of a toucan crossing outlined in Annex B. He referred to the possible use of narrower width on-road cycle lanes, which appeared to work well elsewhere. He also went onto refer to concerns in relation to possible conflict between cyclists and pedestrians in the vicinity of the shops and to vehicle parking at the Ostman Road junction.

Representations were also received from a resident of Beckfield Lane who referred to the pedestrian/cyclist conflict with off road cycle tracks as raised by the Older People's Assembly. She stated that elderly and vulnerable residents were intimidated by joint use paths. She indicated that Beckfield Lane should be made safer with a reduction in the speed limit, which would benefit all users.

Officers confirmed that they would examine the concerns raised by the Local Members.

The Executive Member referred to the accident problem on this section of Beckfield Lane and to the need to take some action to address this problem area. He confirmed that the Officer recommendation had the advantage of providing a safer end to the off road cycle path that currently existed. He went on to point out that if the current problems with cycling on the footpaths and high accident levels continued that further action may be required.

The Executive Member then considered the following options:

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

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

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

**RESOLVED:** That the Executive Member gives approval to proceed with detailed design and consultation on the toucan crossing and short link to the existing cycle track as shown in Annex B of the officer report.<sup>1</sup>

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

Action Required

1. Undertake detailed design and consultation as detailed. LR

**14. WIGGINTON ROAD : PROPOSED IMPROVEMENTS FOR CYCLISTS**

Consideration was given to a report, which detailed the outcome of further design work and public consultation regarding proposed improvements for cyclists on Wigginton Road.

The proposals were intended to provide cycling facilities on this section of Wigginton Road, which was currently a missing link in the Haxby to Station cycle route between the Foss Islands cycle route to the north and Bridge Lane to the south.

The Executive Member reported receipt of late comments on these proposals from Councillor Merrett. It was confirmed that these comments would be passed to Officers for their consideration.

The Executive Member went onto to confirm that changes had been made to this scheme in order to retain a threatened bus stop and to address car parking concerns.

He then considered the following options:

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

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

Option 3 – Reject the scheme proposals.

RESOLVED: That the Executive Member agrees to:

- i) Approve the scheme proposals shown in Annex B, but revised to include the details shown in Annexes C, E and F for implementation, subject to Officers gaining the necessary planning consent and Traffic Regulation Order approvals for certain elements of the scheme;
- ii) Authorise Officers to submit a planning application to change the status of Stray land into adopted highway to facilitate the creation of a residents only parking bay;
- iii) Authorise Officers to advertise the necessary Traffic Regulation Orders relating to the proposed residents only parking amendments within the scheme, with feedback reported to a future Officer In Consultation meeting. <sup>1</sup>

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

Action Required

1. Proceed with the scheme including the submission of a planning application and advertisement of the TRO.

JP

**15. ORBITAL CYCLE ROUTE SCHEME : PROPOSALS FOR THE REMAINING THREE SECTIONS**

Consideration was given to a report, which detailed progress on, and alternative route proposals for the key sections of the orbital cycle route (OCR) in the following areas:

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

The Executive Member reported receipt of late comments from Councillor Merrett, which he confirmed, would be considered by Officers when they carried out detailed design work on the scheme.

The Executive Member reported the results of a survey of public opinion, which supported the introduction of a one way system on Gladstone/Milner Street, the introduction of a 20mph zone in the same area and the provision of a vehicle activated sign on Green Lane.

Councillor D'Agorne confirmed his broad support for the James Street to Millennium Bridge section of the route. He explained that his main concern related to the route alignment from Blue Bridge Lane and to his comments, which had been included in the annex of comments in the republished agenda.

The Executive Member confirmed that any additional comments would be taken into account during the public consultation phase of the scheme. He went onto refer to the lack of any comments from Ward Members in relation to some sections of the route and pointed out that he hoped that the community would recognise that reducing the number of vehicles on the roads was worthy of significant investment.

Consideration was given to the following options primarily aimed at reaching defined and achievable route choices for two sections of the Orbital Cycle Route:

James Street to Millennium Bridge

Option One – Provide in-principle approval for the James Street to Millennium Bridge section of the OCR, as consulted upon internally and as shown in Annex D. Also authorise Officers to undertake further detailed design and public consultation (including the advertisement of necessary Traffic Regulation Orders), with feedback to be reported to an Officer in Consultation meeting.

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

Hob Moor to Water End

Option One – Provide in-principle approval for the current Hob Moor to Water End section of the OCR, as consulted upon internally and as shown in Annex G. Also authorise Officers to undertake further detailed design and public consultation (including the advertisement of necessary Traffic Regulation Orders), with feedback to be reported to an Officer in Consultation meeting.

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

- RESOLVED: That the Executive Member agrees to:
- i) Note that public consultation is currently taking place on detailed proposals for the Clifton Green to Crichton Avenue section as shown in Annex B and that feedback will be reported to an Officer in Consultation meeting.
  - ii) Provide in-principle approval for the proposed James Street to Millennium Bridge section of the Orbital Cycle Route (OCR), as shown in Annex E, and authorise Officers to undertake further detailed design and public consultation (including the advertisement of necessary Traffic Regulation Orders), with feedback to be reported to an Officer in Consultation meeting. <sup>1</sup>
  - iii) Provide in-principle approval for the proposed Hob Moor to Water End section of the OCR, as shown in Annex H, and authorises Officers to undertake further detailed design and public consultation (including the advertisement of necessary Traffic Regulation Orders), with feedback to be reported to an Officer in Consultation meeting. <sup>2</sup>

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

Action Required

1/2. Undertake further detailed design and public consultation on the schemes.

MM

**16. FUTURE OPERATION OF BUS ROUTE 21**

The Executive Member considered a report, which informed him of the results of the trial re-routing of bus service nos. 21 to serve Temple Lane in Copmanthorpe. Following an ongoing and thorough review of passenger use the results had shown that predicted loadings to and from the Temple Lane area had failed to materialise and the extended journey times, which resulted, acted as a deterrent to passengers from other areas.

The Executive Member confirmed that it was disappointing that the promised usage levels for the Temple Lane diversion had not materialised but that he would ask Officers to arrange for a leaflet to be distributed to affected households reminding them of the 'dial and ride' alternative.

Consideration was then given to the following options:

1. Restore route 21 to its former routing and timetable, as shown in Annex B, saving the Council £6000 per annum over current cost.
2. Restore route 21 to its former routing but with a timetable revised to reflect demand indicated by recent surveys conducted to demonstrate usage and travel patterns, as shown in Annex C and likely to save the Council approximately £9000 per annum over current cost.
3. Retain the experimental routing and timetable at current cost.

RESOLVED:

- That the Executive Member agrees to:
- i) Route 21 being restored to its former routing but operating to the revised timetable shown in Annex C, of the report, with effect from 31 August 2010.<sup>1</sup>
  - ii) Affected residents being advised of the decision and the alternative transport options that are available to them.<sup>2</sup>

REASON:

The diversion to serve Temple Lane is unpopular with the majority of passengers and is of little benefit as usage from this area has been and continues to be far below that necessary to justify the additional costs borne by the Council. Adoption of the recommendation will meet the demands and requirements of the majority of users whilst providing a substantial saving in Council funding.

Action Required

1. Restore to former route to the revised timetable. AB
2. Inform affected residents of decision and their alternative options. AB

**17. FUTURE OPERATION OF BUS ROUTE 55**

The Executive Member considered a report which drew his attention to the unsatisfactory financial performance and poor patronage of bus route 55, which operated between the city centre, Huntington Road, Monks Cross Shopping Centre, York University and Fulford and which was procured by the Council under competitive tender.

Officers had identified that for much of its length the route mirrored other, more frequent commercial services on which popular day tickets could be used. It was suggested that a thorough review was undertaken of the effects of recent changes to the commercial bus network.

The Executive Member reported receipt of late representations from Councillor Ayre in which he raised strong objections, on behalf of Heworth Without residents, to proposed changes to the No. 13 bus route. He asked First to reconsider their decision or to work with the authority towards finding an alternative solution.

The Executive Member explained that this was a report, which had been overtaken by events, as First had now deregistered sections of the No 13 commercial bus route. He stated that it was therefore only right that the No 55 service should be retained at least till the impact of First's decision had been evaluated.

The following nil cost options had been presented for consideration by the Executive Member:

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

**RESOLVED:** That the Executive Member agrees the proposal to maintain the present operation of route 55 until the expiry of the existing contract in 2011.<sup>1</sup>

**REASON:** This will provide sufficient time for officers to assess the effects on the bus network in York resulting from the changes to the commercially operated routes and investigate and propose alternatives that best meet the requirements of the local transport plan and the residents of York.

Action Required

1. Maintain present operation of route until expiry of existing contract.

NP



**18. HAXBY STATION UPDATE**

The Executive Member considered a report, which updated him on the progress of the Haxby Station project and the need for a further Line Speed Improvement Study prior to Network Rail providing the necessary support for the scheme. The report also recommended that the delivery of the project should be suspended until the availability of funding was clarified.

Councillor R Watson, as Local Member, expressed his strong support for improved public transport in the country and in particular for Haxby Station. He reaffirmed the support of the local community for the station however he acknowledged that during the current economic climate it was important that further work was not undertaken without the necessary funding.

The Executive Member confirmed that this was an important public transport initiative and one that he hoped would proceed when central government funding allocations were known in the autumn.

He then gave consideration to the following four options:

Option 1 (Recommended Option): Progress in accordance with standard procedures with commencement deferred until future funding allocations are clarified.

Option 2: Progress in accordance with standard procedures immediately.

Option 3: Progress more rapidly prior to obtaining approvals.

Option 4: Defer scheme.

RESOLVED: That the Executive Member agrees to:

- i) Note the progress made on the delivery of the Haxby Station scheme.
- ii) Progress Option 1 to deliver the station in accordance with standard procedures but defer commencement of further work, until the availability of funding for the delivery of the scheme is clarified.<sup>1</sup>

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

Action Required

1. Defer progress of scheme pending availability of funding. TC

**19. YORK TRANSPORT MODEL UPGRADE**

Consideration was given to a report, which considered options for the updating and upgrading of York's transport model. It was confirmed that the York transport model was currently maintained by Halcrow under the

consultancy framework contract and managed by the transport planning modelling team.

The Executive Member was informed that it was likely that recent budget cuts would be replicated in future years which would enable fewer capital schemes to be delivered. Officers therefore considered that it was even more essential that robust justification for schemes using transport modelling would become even more important.

The Executive Member stated that it was clearly important that investment decisions were based on the most up to date information that could be provided. Although there was some concern at the timing of the upgrade he pointed out that the model would also be used to test the potential impacts of both public and private sector developments in the city.

He gave consideration to the weaknesses of the existing model and the costs of the following options:

- Doing nothing
- Doing the minimum
- Improvement option with migration to a single integrated package
- Enhanced improvement

RESOLVED: That the Executive Member notes the report and:

- i) Agrees to the commissioning of transport surveys to take place in autumn 2010 and spring 2011 and the refresh and update of the model.<sup>1.</sup>
- ii) Authorise the proposed upgrade to the software platform with model validation and calibration late in 2010 and delivery of the new model in spring 2011.<sup>2.</sup>

REASON: To ensure that the model remains 'fit for purpose' and can be brought back 'in-house' to provide improved outputs.

Action Required

1. Commission transport surveys during 2010/11. SP
2. Upgrade software platform with delivery in spring 2011. SP

**20. CITY STRATEGY CAPITAL PROGRAMME - 2010/11 CONSOLIDATED BUDGET REPORT**

The Executive Member considered a report which identified proposed changes to the 2010/11 City Strategy Capital Programme. The changes took account of the budget cuts identified by the government, carryover of funds from 2009/10, additional funds received since the budget report, and variations to developer contribution budgets. The report also proposed adjustments to scheme allocations to align with latest cost estimates and delivery projections.

It was reported that the 2010/11 Integrated Transport Budget had been reduced from £6,910k to £5,674k to accommodate the funding variations. This had resulted in all projects being critically reviewed against the LTP priorities and assessed for value for money.

The Executive Member reported receipt of late comments from Councillors D'Agorne and Merrett.

Councillor D'Agorne, who was in attendance at the meeting, confirmed that he welcomed the scheme at the Fishergate Gyratory but expressed concerns at the possible suspension of these works. He referred to his support for these improvements to be carried out in the current years programme to provide additional safety for pedestrians and alleviate air quality issues. Officers confirmed that this was a complicated scheme but that they were actively progressing the proposals with the possible implementation of a trial layout.

The Executive Member pointed out that it was unfortunate that some of the proposed cuts would result in delays in the introduction of improved transport arrangement in the city.

RESOLVED: That the Executive Member agrees to:

- i) Approve the variations to the programme to accommodate the reduction in funding and addition of carryover schemes in 2010/11, as identified in Annexes 1 and 2 subject, if practical, to officers bringing forward into 2010/11 implementation work on high priority pedestrian and cycle safety initiatives associated with the Fishergate Gyratory project.
- ii) Approve the variations to the 2010/11 City Strategy capital budget, subject to the approval of the Executive.<sup>1</sup>

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

Action Required

1. Approve the variations and refer to the Executive.

TC

Cllr Steve Galloway, Executive Member for City Strategy  
[The meeting started at 4.00 pm and finished at 5.00 pm].

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

**7 September 2010**

Report of the Director of City Strategy

**HIGHWAYS MAINTENANCE SERVICES - PETITION SEEKING THE  
ADDITION OF BRACKENHILLS SNICKET, POPPLETON TO THE  
LIST OF STREETS MAINTAINABLE AT THE PUBLIC EXPENSE**

**Summary**

1. This report is in response to the receipt of a petition (Annex 1) with 448 signatures of residents of Upper and Nether Poppleton, requesting that the path linking Brackenhills to The Green, Upper Poppleton be added to the List of Streets Maintainable at the Public Expense ((LoS) adopted) by the Council.

**Recommendation**

2. It is recommended that the Executive Member approves Option A and authorises the addition of the snicket to the LoS.

**Reason**

3. So that the alleyway can be added to the LoS with immediate effect and the surface of the path be maintained to a standard commensurate with its location, use and also to public expectation.

**Background**

4. The snicket in question links Brackenhills to The Green in Upper Poppleton (see Annex 2 Location Plan). The path is approximately 80 metres long and has a tarmac surface along the majority of the route apart from where it goes over a flagged forecourt to the front of Hudson Moody Estate Agents and the White Horse Hotel Public House. There is one street light, located to the rear of the pub, where the path turns into Brackenhills. There is also a cycling prohibited sign located at both ends of the route.
5. The route is extensively used, but the surface is deteriorating (see Annex 3 photos). It is not recorded on the LoS i.e. adopted and although it is not recorded on the Definitive Map and Statement its public status is not in question as it has been used and accepted as a public right of way since the early 1960s.

6. Notwithstanding the above, it should be noted, that even if it were recorded on the Definitive Map, as investigations show that the path was not used by the public prior to the Brackenhills estate being completed in the early 1960s, i.e. it was not in existence prior to the Highways Act 1959, then the path would not automatically be maintained by the council.
7. It is understood that the path used to be used as a cut through for employees working at a market garden, which was located where the Brackenhills estate is now. This land was sold for development and the Brackenhills estate was subsequently completed in the early 1960's. Workers on the Brackenhills development had continued to use the cut through to get to The Green. The developer then surfaced the cut through and effectively dedicated the route as a right of way between Brackenhills and Main Street. However, unlike Brackenhills itself, the cut through was never put forward for adoption.
8. The council has no record of having carried out any maintenance on the route. Initial investigations also reveal that no formal maintenance work has been carried out by the Parish Council or on behalf of the Ward Committee. It is evident that neighbouring property holders maintain the hedges and fences which are adjacent to the route. A local resident sweeps the route on a regular basis as a voluntary contribution to the village.
9. Being a public right of way, albeit unrecorded, the council has a duty to ensure that it is maintained to a convenient standard and remains unobstructed. Because the route is not recorded on any of the council's highway records however, it receives a very low priority within both Public Rights of Way and Highways Maintenance Services' work plan.
10. The petition that is the subject of this report was received at the Council's Executive meeting on 8 April 2010. "*Petition on Brackenhills Snicket*". The statement for the adoption request reads:

*"We the undersigned call for the snicket between Brackenhills and The Green, Upper Poppleton to be adopted by the City of York Council so that improvement and ongoing maintenance can be carried out.*

*We understand that this path has long been a public right of way in Poppleton and we would like this adoption to take place as quickly as possible".*

## **Consultation**

11. Ward Members and Group Spokesperson(s) have been consulted. Their comments, verbatim, are:

### **Ward Councillors**

Cllr I Gillies – "*This is a snicket used by many residents in Poppleton going to and from The Green. I have worked with the Parish Council, and presented a petition at Full Council re adoption which I fully support. The street lighting in the snicket is maintained by the Council, and as you say there is a "No Cycling" notice, I believe at both ends of the snicket. Unfortunately this and*

*dog fouling cannot be reported as it is not adopted. There was also a problem during the last winter, as no one took responsibility for the dangerous state of the path.”*

Cllr P Healey – *No comments received*

Cllr B Hudson – *“This snicket has been the subject of a number of complaints and an area of anti social behaviour and I would therefore support this request”.*

### **Group Spokespersons**

Cllr Steve Galloway (Lib Dem) – *No comments at this stage*

Cllr R Potter (Lab) – *It would seem sensible to adopt the snicket*

Cllr I Gillies (Cons) – *See comments above*

Cllr A D’Argone (Green) – *No comments received*

12. Public Utility companies have been consulted re their plant requirements, those that have replied are listed below:

- Cable and Wireless – Not affected
- Kingston Communications – Not affected
- Northern Gas Networks – Low Pressure gas pipe to the east (along Main Street) but the snicket is not affected.
- NEDL – Cables from Brackenhills, along the snicket to lighting column on corner to rear of pub.
- Marston Moor Internal Drainage Board – Not affected

13. There are 3 x man-hole covers along the snicket and it is understood that these service private drains from adjacent properties.

### **Options**

14. Option A – Authorise the addition of the snicket to the LoS.

15. Option B – Do not authorise the addition of the snicket to the LoS.

### **Analysis**

16. Option A – If the path were added to the LoS then it would be maintained to a standard that users would expect of a well used urban route; the public seeing this route as no different to other similar adopted snickets in York.

17. Before the council accepts a route for adoption it is usual for the landowner(s) to bring it up to an adoptable standard. However, Land Registry searches have determined that the land over which the snicket runs is not registered. What is recorded is that Rural Builders (Poppleton) Ltd who, it is understood, developed the Brackenhills estate, granted private rights of access along the

snicket to the adjacent properties off The Green (the pub and what is currently Hudson Moody). It is most likely therefore that the land in question was at the time owned by Rural Builders (Poppleton) Ltd. A company search, however, reveals that the company has been dissolved and there are no contact details.

18. Highways Maintenance Services have carried out a survey of the snicket. To bring the route up to an adoptable standard would mean rectifying a number of actionable defects.
19. Briefly, the work that would be required includes:
  - Resurfacing 30 linear metres of the existing footway: Cost £500 approx
  - Relay pcc flags in private area: Cost £60 approx
  - Replace 3 No. surface water gullies (drains from private roof areas) with pedestrian friendly type - existing type are original and at the present time are the responsibility of the property owner. As they are not pedestrian friendly they are a hazard: Cost £500 approx
  - There are 2 No. brick buttress. It appears that they are part of the original construction of the wall and were most likely present when the path was 'dedicated' to the public. They are at a very low level and protrude into the footway surface. These would have to be protected by 4 No, Groves type bollards: Cost £618 approx
  - Some weed killing is required: Assume £100
20. Although the boundary fence of one of the properties is in poor condition and does not prevent the fall of material onto the footway, the council would not be responsible for its maintenance. Additionally, if the single street light should fail there is no other illumination along the route.
21. The total cost of the above is approximately £1778. As there is no landowner to recharge the above work, the authorisation of this option would mean that it is highly likely that the council as highway authority would be required to fund the work. If the work were to be met by Highway Maintenance Services budgets then the improvements required would be prioritised against any similar requests throughout the City.
22. Option B – If the path were not added to the LoS then the condition of the route is likely to deteriorate further. The council would however, remain liable for it.
23. With regards to repairing the route, the parish council could maintain it under s50(2) of the Highways Act 1980 (which permits a local council to undertake maintenance on any footpath that is privately maintainable within its area) without the concern of becoming liable for its future maintenance.
24. This option is however not recommended as it would not guarantee the ongoing and future maintenance of the route.



## **Corporate Priorities**

25. Option A links in to the Council's Corporate Strategy (2009 – 2012) of the Council making York a Sustainable City in that improvements to the surface of the path will encourage its use as an alternative to the car.
26. Additionally, the *hierarchy of transport users* is firmly embedded within the second Local Transport Plan (LTP2), with pedestrians and cyclists being given priority when considering travel choice. The adoption of the snicket as a highway maintainable at public expense would encourage use and therefore fits soundly within Council transport policy. The encouragement of travel by sustainable modes also corresponds with other 'wider quality of life objectives' as contained in the Community Strategy, such as those relating to health.

## **Implications**

### **Financial**

27. As detailed in para 19 above, the approximate cost of bringing the snicket up to a suitable standard is in the region of £1778. If these improvements were to be met in the first instance by the highway authority, because there is no landowner, the council would not be able to recover these costs.
28. The addition of the route to the LoS will place minimal increased pressure on Highways Maintenance Services budgets.

### **Legal**

29. If the route were not adopted, as it is considered a public right of way (a public highway) the council is still responsible for ensuring it is in a safe and convenient condition for the public to use. In this instance as the landowner is not known, the council is not able to take action against them to ensure the snicket is maintained to a suitable standard. Additionally, if someone were to injure themselves the council would still be liable. There is therefore a risk to the council if the route is not adopted. If the council takes on maintenance liability and the route is added to the LoS so that it can be properly maintained then the risk of an accident occurring is reduced.
30. There are no implications for the following:
  - **Human Resources (HR)**
  - **Equalities**
  - **Crime and Disorder**
  - **Information Technology (IT)**
  - **Property Other**

## Risk Management

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

### Contact Details

**Author:**

Richard Bogg  
Divisional Head (Traffic)  
9 St Leonard's Place  
York  
YO1 7ET

Tel: 01904 551426

**Chief Officer Responsible for the report:**

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

**Report Approved**

**Date** 24 August 2010

**Specialist Implications Officer(s)****Financial**

Patrick Looker (Finance Manager) 01904 551633

**Legal**

Martin Blythe (Senior Assistant Solicitor) 01904 551044

**Wards Affected:**

Rural West

All

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

**Background Papers:**

Highways Act 1980

**Annexes**

Annex 1 – Front page of the Petition  
Annex 2 – Location Plan (Snicket)  
Annex 3 – Photos

**Annex 1 – Petition**

**Executive Member (City Strategy) Decision Session - 7 September 2010**

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425

①

448 total signatures

32

# Petition on Brackenhills Snicket

13

We the undersigned call for the snicket between Brackenhills and The Green, Upper Poppleton to be adopted by the City of York Council so that improvement and ongoing maintenance can be carried out.

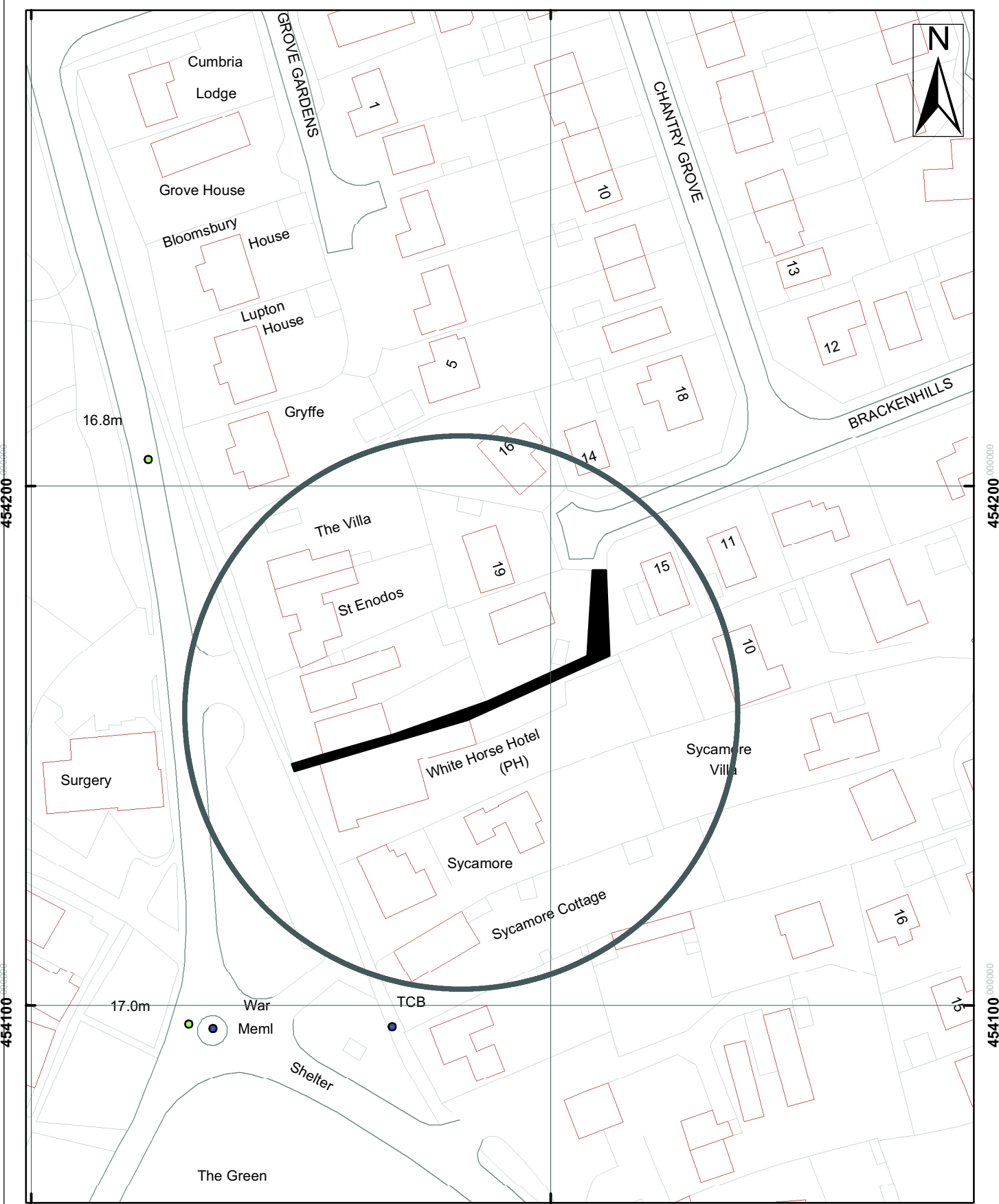
We understand that this path has long been a public right of way in Poppleton and we would like this adoption to take place as quickly as possible.

NAME	ADDRESS	TEL / EMAIL

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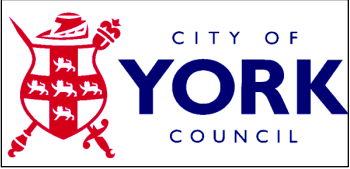
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9 St. Leonards Place, York, YO1 2ET  
 Telephone: 01904 613161

### Snicket between Brackenhills and The Green Upper Poppleton

Scale 1:1,000	Drawn By:	Date:
Public Rights of Way	Reference:	Drawing No.

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## Decision Session - Executive Member for City Strategy

7 September 2010

Report of the Director of City Strategy

### Public Rights of Way – Proposal to restrict public rights over one part of the snicket between Jute Road and Beckfield Lane, Acomb Ward, York

#### Summary

1. This report considers the proposal to gate one section of a snicket between Jute Road and Beckfield Lane, Acomb Ward in order to help prevent crime and antisocial behaviour (ASB) associated with this route (Annex 1 – Description and Location Plan of Snicket).

#### Recommendation

2. It is recommended that the Executive Member approves **Option B** and authorises the Director of City Strategy to instruct the Head of Civic, Democratic and Legal Services to make a Gating Order over the route, in accordance with Section 129A of the Highways Act 1980, as amended.

#### Reason

3. In order that public rights over the route can be restricted under S129A, Highways Act 1980 so that crime and ASB associated with the snicket can be reduced.

#### Background

4. This proposal has been put forward by the Acomb Ward Councillors after repeated requests from residents and the police to restrict public access along this route to help prevent incidents of crime and ASB. In order that a route can be considered for a Gating Order it must be demonstrated that it meets all the requirements of the legislation (see Annex 2 – Summary of Legislative Requirements).
5. Crime and ASB statistics produced by Safer York Partnership cover a number of years (January 2007 to June 2010) and show that this snicket facilitates crime and ASB (see Annex 3 – Crime and Anti-Social Behaviour Reports). Gating this route will not only help to reduce incidents of ASB in particular, but

also prevent it from being used as an escape route by criminals, leaving only one route open.

6. The implementation of Alleygating on rear alleyways in other parts of the city has shown a significant reduction in crime and ASB since gates were installed. These results have been encouraging and show that Alleygating can significantly reduce crime in an area and improve the quality of life for those residents living alongside problem alleys.

### **Consultation**

7. Statutory consultation was carried out in accordance with S129A of the Highways Act 1980 and included:
  - All affected residents
  - All statutory consultees including The Ramblers Association, Open Spaces Society etc
  - All statutory undertakers and utility providers such as gas, electric and telephone companies
  - All emergency services including North Yorkshire Police Authority
  - A copy of the Notice was advertised in the Press, and copies posted at each end of the alley and on the Council's Alley-gating website.
8. Ward Members and Group Spokesperson(s) have been consulted. Their comments, verbatim, are:

#### **Ward Councillors**

9. Cllr D Horton: *"Am happy with the proposal."*
10. Cllr T Simpson-Laing: *"Thank you for this"*

#### **Group Spokesperson(s)**

11. Cllr Stephen Galloway: *"No comments at this stage."*  
Cllr Ruth Potter: *"I am happy with this, thanks."*  
Cllr Ian Gillies: *"Happy to support the Ward Councillors opinion."*  
Cllr Andy D'Agorne: *"No objections – alternative is relatively minor diversion."*
12. No objections to the proposed Gating Order have been received.

13. Comments have been received from the Ramblers' Association to say that they have no objection to the proposal "*subject to the remaining parts of the snicket remaining open.*"
14. Should a Gating Order be made and gates installed, extra security may be needed on the gate at point A (see plan - Annex 1) in order to prevent access to the shed roof at the back of no. 81 Beckfield Lane using the gate post (see Annex 4 – Photographs of Snicket, Fig.3).

### **Options**

15. Option A. Do not authorise the making of the Gating Order. This option is not recommended.
16. Option B. Authorise the making of the Gating Order to restrict public use of the snicket. This option is recommended.

### **Analysis**

17. Option A. This option would leave the snicket open for use by the public and the incidents of crime and ASB are therefore likely to continue at their current level.
18. Option B. This option would allow the snicket to be gated and therefore use by the public will be restricted over that particular section.
19. Should the snicket be closed, the alternative route, as shown on the Location Plan (Annex 1) is considered to be convenient.
20. Only those residents living in properties which are adjacent to or adjoining the restricted route will be given access to the gates by way of a Personal Identification Number (PIN) code or a key, along with emergency services and utilities who may need to access their apparatus. Additionally, the council will continue to have access for maintenance purposes although this will be on a reactive basis only.

### **Corporate Priorities**

21. The recommended option ties in with the council's Corporate Strategy, Priority Statement No 5 to make York "a safer city with low crime rates and high opinions of the city's safety record".

### **Implications**

#### **Financial**

22. There are no financial implications associated with Option A. Legal costs (advertising) of approximately £900 have already been paid by Acomb Ward Committee. Supply and fit of a single gate with lock is approximately £700 and it is estimated that the remaining cost of this scheme including installation will be in the region of £2,000. All funding for the procurement and installation of the gates is to be supplied by Acomb Ward Committee with the possibility of assistance from Target Hardening.

23. The authority is responsible for maintenance of both gates and locks, which are installed using Gating Orders.

**Human Resources (HR)**

24. To be delivered using existing staffing resources.

**Equalities**

25. Gating presents a challenge in terms of fairness and inclusion. For example older and younger people, disabled people and people with young families are likely to find gating to be both an obstruction to their mobility as well as a solution to antisocial behaviour that may target them and affect them adversely.
26. Special consideration should be given to those people with disability who perhaps presently use the route as a shortcut/access to their property and would find any alternative route/access to their property inconvenient. Alternative routes should be free from obstructions and suitably paved. During the installation of the gates, consideration should be given to the height of the locks and ease at which they can be opened and closed.

**Legal**

27. Gating Order legislation gives the council powers to restrict public access to a relevant highway in order to help reduce crime and ASB associated with it. Once an order is made it can be reviewed and either varied or revoked (s129F(2) or (3)). Annex 2 gives details of the requirements of this legislation along with details of Home Office Guidance on the use and life of a Gating Order.

**Crime and Disorder**

28. Other than that discussed in the main body of the report and Annex 3, there are no other crime and disorder implications.

**Information Technology (IT)**

29. There are no Information Technology implications.

**Property**

30. There are no Property implications.

**Other**

**Transport Planning Unit**

31. Accessibility and road safety are two of the government's key priorities for transport policy and many of the policies in the Local Transport Plan have been adopted to improve these. The stopping-up of existing routes which currently act as short-cuts will reduce accessibility levels for users and potential diversion routes may be less safe for some users such as young children if they involve walking longer distances along busier roads, this has the potential to act as a disincentive for them to walk or cycle to school.



32. The health implications of the order should be considered as Gating Orders could potentially encourage the use of cars if the alternatives are too long or lack pedestrianised sections. This should be balanced against health impacts facing pedestrians from the ongoing crime or ASB in the alleyway. (Paragraph 12 – Home Office Guidance relating to the making of Gating Orders 2006).

### **Risk Management**

33. In compliance with the council's Risk Management Strategy, there are no risks associated with Option A but there is a low risk (Financial – see paragraphs 22 and 23) associated with Option B.

### **Contact Details**

**Author:**

Emily Tones  
Assistant Public Rights of Way  
Officer  
Network Management (City  
Development and Transport)  
Tel: (01904) 551338

**Chief Officer Responsible for the report:**

Richard Wood  
Assistant Director  
(City Development and Transport)

**Report  
Approved**



**Date** 23.08.10

**Wards Affected:**

Acomb Ward

All

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

**Background Papers:**

Highways Act 1980  
Crime and Disorder Act 1998  
Countryside and Rights of Way Act 2000  
Clean Neighbourhoods and Environment Act 2005 & the Home Office Guidance relating to the making of Gating Orders 2006  
The Highways Act 1980 (Gating Orders) (England) Regulations 2006 (SI 2006 No 537)  
City of York Council Gating Order Policy Document  
A step-by-step guide to gating problem alleys: Section 2 of the Clean Neighbourhoods and Environment Act 2005 (Home Office – October 2008)

- Annexes:**
- 1) Description and Location Plan of Snicket with Alternative Route
  - 2) Summary of Legislative Requirements and Home Office Guidance for Gating Orders
  - 3) Crime and Anti-Social Behaviour Reports for Jute Road Snicket study area
  - 4) Photographs of Snicket

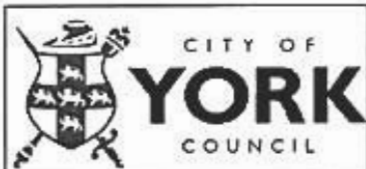
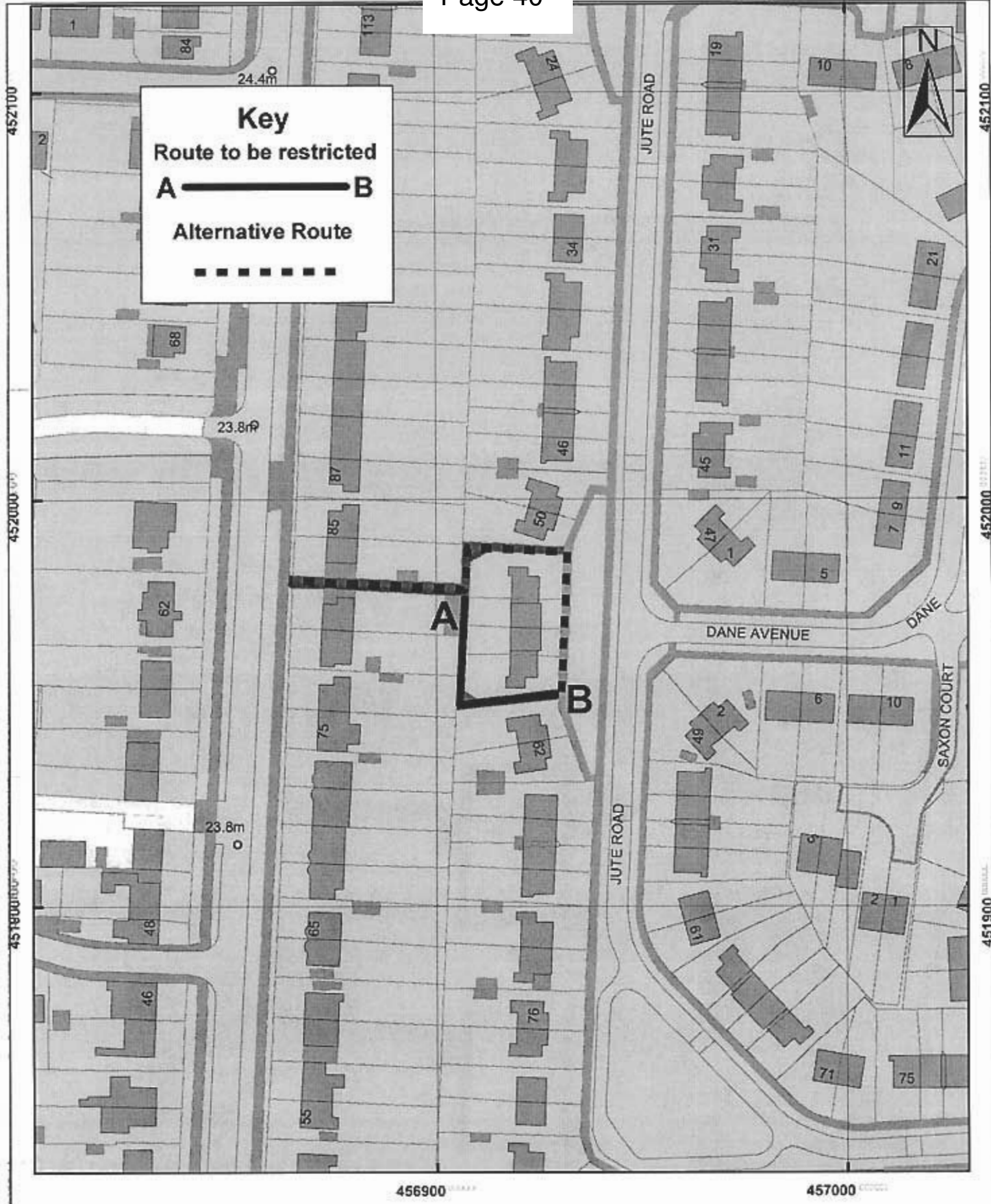
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## **Annex 1**

### **Description and Location Plan of Snicket with Alternative Route**

The route commences at Point A on the Order plan (Grid Reference SE5690 5197) at the rear of No 54 Jute Road (see photograph - Annex 4, Fig.1), continuing in a southerly direction for 26 metres to the rear of No 58 Jute Road and then continuing in an easterly direction for 24 metres and terminating at Point B (Grid Reference SE5693 5195) to the side of No 58 Jute Road (see photograph – Annex 4, Fig.2), as shown by a bold continuous line on the Order plan.

The alternative route is north along Jute Road, turning left by No 52 Jute Road to continue through the remaining arm of the snicket, as shown by a bold broken line on the plan.



**Highways Act 1980 s129A  
Jute Road Snicket Gating Order 2010**

Scale 1:1,250	Drawn By: ET	Date: 25/05/2010
Public Rights of Way	Reference: Grid Ref SE5752	Drawing No.

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## **Annex 2**

### **Summary of Legislative Requirements and Home Office Guidance for proposed Gating Order**

1. Section 129A of the Highways Act 1980 (as amended) by the Clean Neighbourhoods and Environment Act 2005 (CNE) allows local authorities to make Gating Orders to restrict public access over any relevant highway (as defined by S129A(5)) to reduce and prevent crime and anti-social behaviour (ASB). In order that a highway can be considered for a Gating Order, it must be demonstrated that it meets all of the following legislative requirements:
  - a) Premises adjoining or adjacent to the highway are affected by crime or ASB;
  - b) The existence of the highway is facilitating the persistent commission of criminal offences or ASB; and
  - c) It is in all circumstances expedient to make the order for the purposes of reducing crime or ASB. This means that the following has to be considered:
    - (i) The likely effect of making the order on the occupiers of premises adjoining or adjacent to the highway;
    - (ii) The likely effect of making the order on other persons in the locality; and
    - (iii) In a case where the highway constitutes a through route, the availability of a reasonably convenient alternative route.
2. Home Office Guidance 2006 suggests that the council should give consideration as to whether there are alternative interventions that may be more appropriate to combat crime and ASB before considering the use of a Gating Order. Alternative methods of crime prevention carried out by North Yorkshire Police on the Jute Road snicket to date are:
  - Meetings with affected residents
  - More patrols in the area
  - Making it an “ASB hotspot”
  - Problem solving plan drawn up
  - Static patrols conducted
  - Incident Diary given to affected resident
3. Although a Gating Order restricts public use over a route, its highway status is retained, thus making it possible to revoke or review the need for the Order. Home Office Guidance 2006 recommends that this review be carried out on an annual basis.

4. Access along a route which is restricted by a Gating Order is given to residents adjacent to or adjoining the restricted route (HA1980 S129B (3)) and anyone who has a private right of access over it (Gating Orders can only be made to restrict relevant highways, including Public Rights of Way).
5. A Gating Order may be made by the Council even if there are objections to it, as long as the Council is satisfied that the Order meets all the requirements of the legislation.
6. Any person may apply to the High Court for the purpose of questioning the validity of a Gating Order on the ground that-
  - (i) the Council had no power to make it; or
  - (ii) any requirement under the legislation was not complied with in relation to it.

An application under this section must be made within a period of six weeks beginning with the date on which the Gating Order is made.

## **Annex 3**

### **Crime and Anti-Social Behaviour (ASB) Reports for Jute Road Snicket study area**

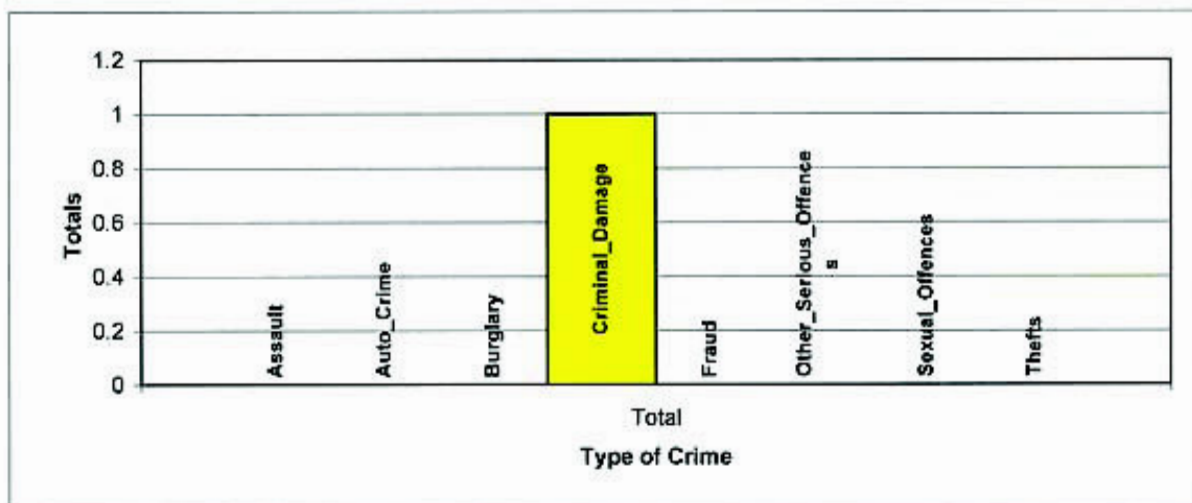
- Crime Report Jan 10 – Jun 10
- ASB Report Jan 10 – Jun 10
  
- Crime Report Jan 09 – Dec 09
- ASB Report Jan 09 – Dec 09
  
- Crime Report Jan 08 – Dec 08
- ASB Report Jan 08 – Dec 08
  
- Crime Report Jan 07 – Dec 07
- ASB Report Jan 07 – Dec 07
  
- Neighbourhood Services Envirocrime Report Jan 10 – Jun 10

## Crime Statistics

Crime Analysis Study Area:	=	York - Jute Road (Jan-Jun10)
Size of Study Area from Application	=	Please see map
Study Period Start:	=	01/01/2010
Study Period End:	=	30/06/2010
Date Study Completed	=	15/07/2010
Number of Months in Study Period	=	6
Geocoding Accuracy Rate	=	95%

Crime Group	Total
Assault	0
Auto_Crime	0
Burglary	0
Criminal_Damage	1
Fraud	0
Other_Serious_Offences	0
Sexual_Offences	0
Thefts	0
<b>Grand Total</b>	<b>1</b>

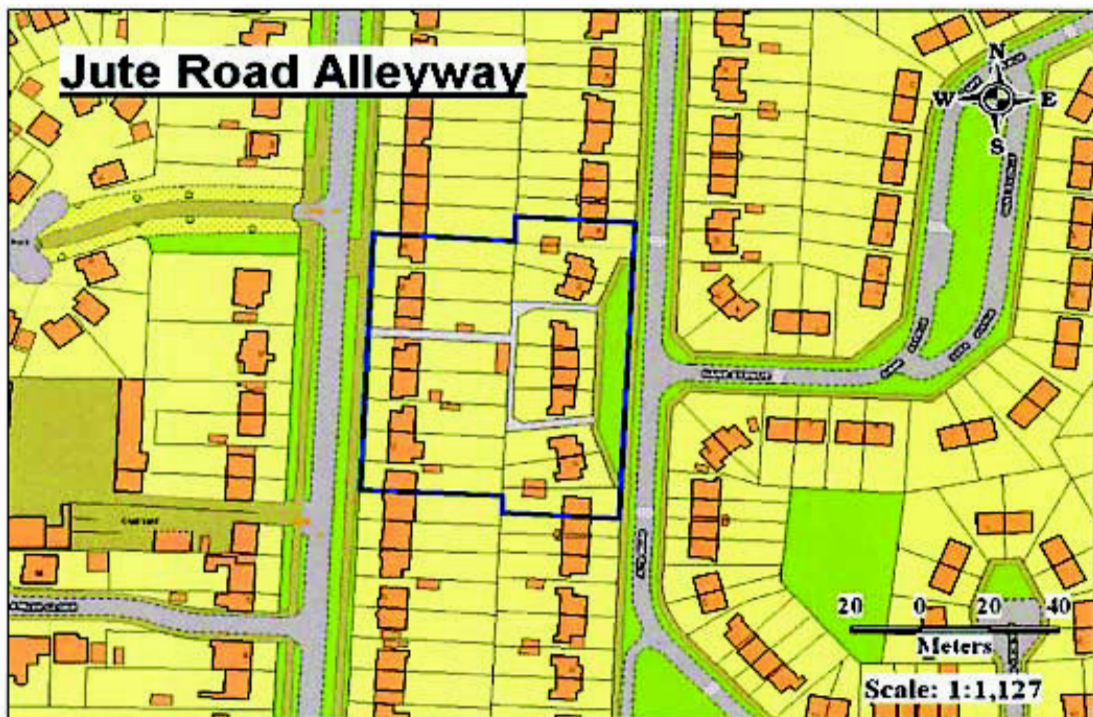
**A Table of Crime in the Study Area (Above) and corresponding Graph (Below)**





**A Table of Crime by Crime Group and then Crime Type**

EVENT_GROUP	HO_DESCRIPTION	Total
CRIMINAL_DAMAGE	CRIMINAL DAMAGE OTHER	1
Grand Total		1



**A Table of Crime by Month of the Year and Hour of the Day in the Study Area**

Month	Total
Jan	0
Feb	0
Mar	0
Apr	1
May	0
Jun	0
<b>Grand Total</b>	<b>1</b>

Month	Total
Jul	0
Aug	0
Sep	0
Oct	0
Nov	0
Dec	0
<b>Grand Total</b>	<b>1</b>

Crime Day	Total
Mon	0
Tue	0
Wed	0
Thu	0
Fri	1
Sat	0
Sun	0
<b>Grand Total</b>	<b>1</b>

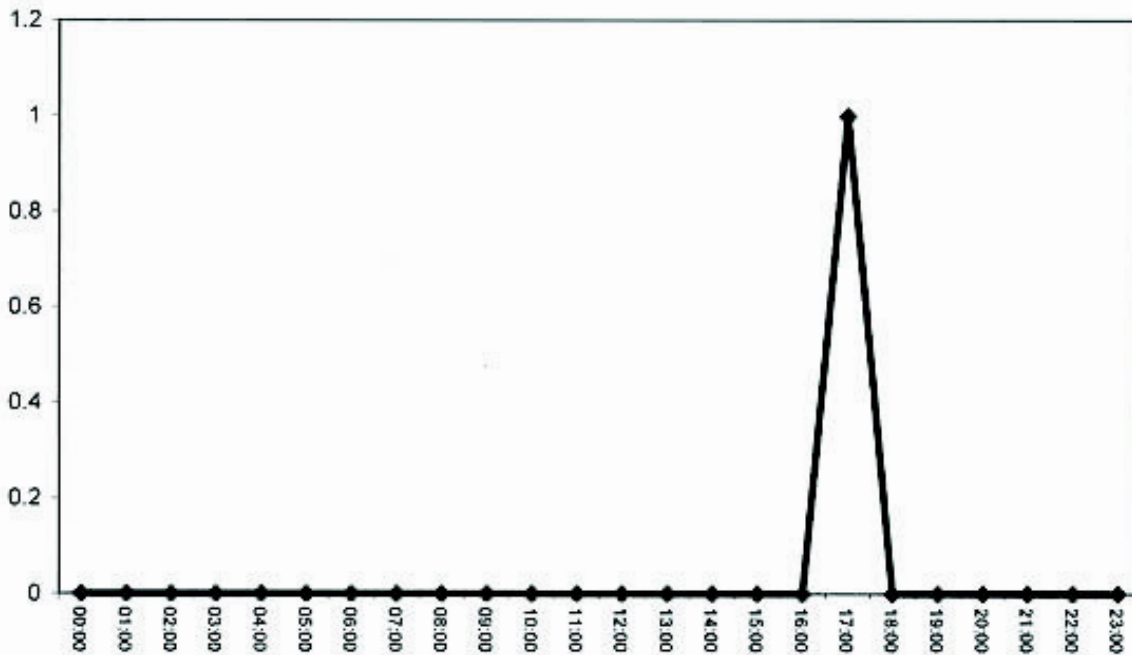
Expected Average Crime per Month = **0.2**

Expected Average Crime per Day = **0.1**

**A Table and Graph of Crime by Hour of the Day in the Study Area**

	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total	
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1

**Crimes by Hour of the Day**

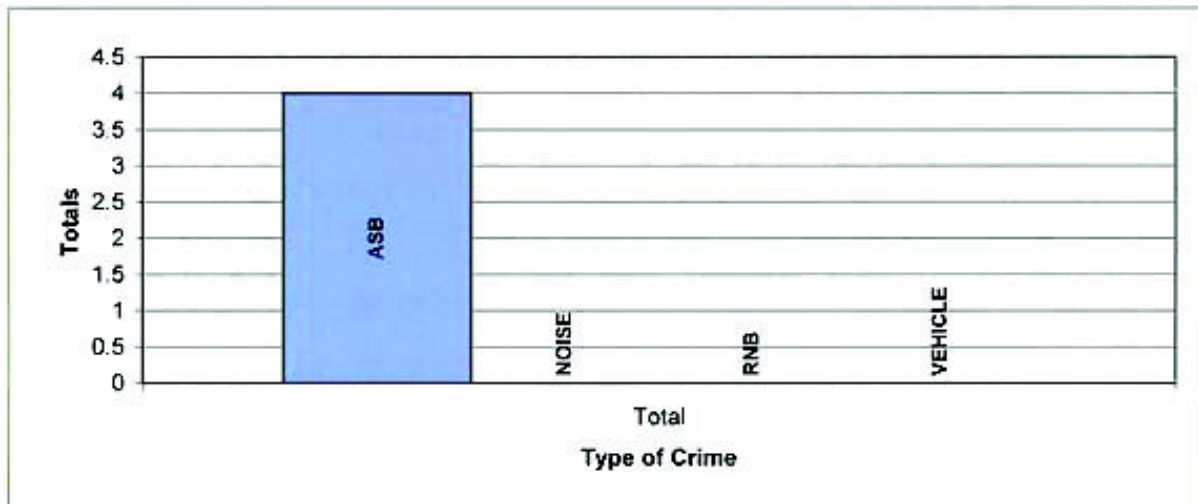


## NYP ASB General Incidents Report

ASB Analysis Study Area:	=	York - Jute Road (Jan-Jun10)
Size of Study Area from Application	=	Please See Map
Study Period Start:	=	01/01/2010
Study Period End:	=	30/06/2010
Date Study Completed	=	15/07/2010
Number of Months in Study Period	=	6
Geocoding Accuracy Rate	=	95%

ASB Incident Group	Total
ASB	4
NOISE	0
RNB	0
VEHICLE	0
<b>Grand Total</b>	<b>4</b>

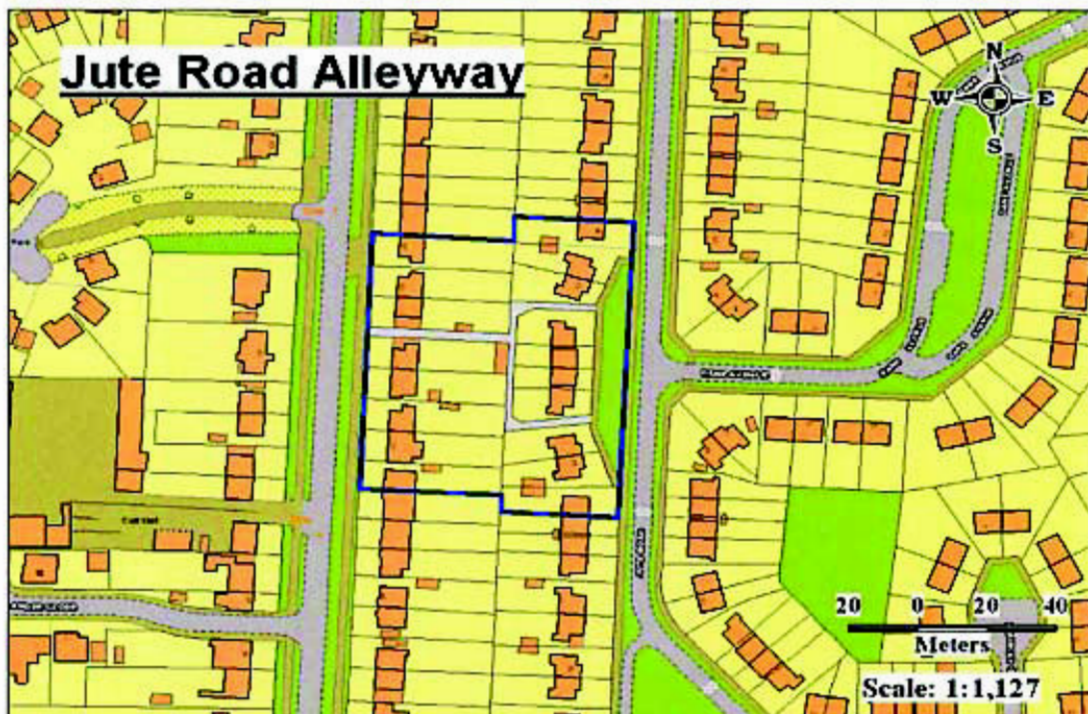
**A Table of NYP ASB Incidents in the Study Area (Above) and corresponding Graph (Below)**



**THIS REPORT DOES NOT CONTAIN ANY NORTH YORKSHIRE POLICE ASB INCIDENTS THAT HAVE BEEN CONVERTED IN TO CRIMES**

**A Table of ASB by ASB Group and then Incident Heading**

EVENT_GROUP	INCIDENT_HEADING	Total
ASB	ABANDONED	1
	BEHAVIOUR	3
Grand Total		4



FURTHER DETAIL OF THE ABOVE DESCRIPTIONS ARE AS FOLLOWS: ABANDONED = ABANDONED CARS, COMMS = COMMUNICATIONS, VEHNUISANCE = VEHICLE NUISANCE, RNB = ROWDY AND NUISNCE BEHAVIOUR, SUBMIS = SUBSTANCE MISUSE

**A Table of ASB Incidents by Month of the Year and Hour of the Day in the Study Area**

Month	Total
Jan	2
Feb	0
Mar	1
Apr	0
May	0
Jun	1

Month	Total
Jul	0
Aug	0
Sep	0
Oct	0
Nov	0
Dec	0

Day	Total
Mon	0
Tue	1
Wed	0
Thu	1
Fri	2
Sat	0
Sun	0
<b>Grand Total</b>	<b>4</b>

**Grand Total**

**4**

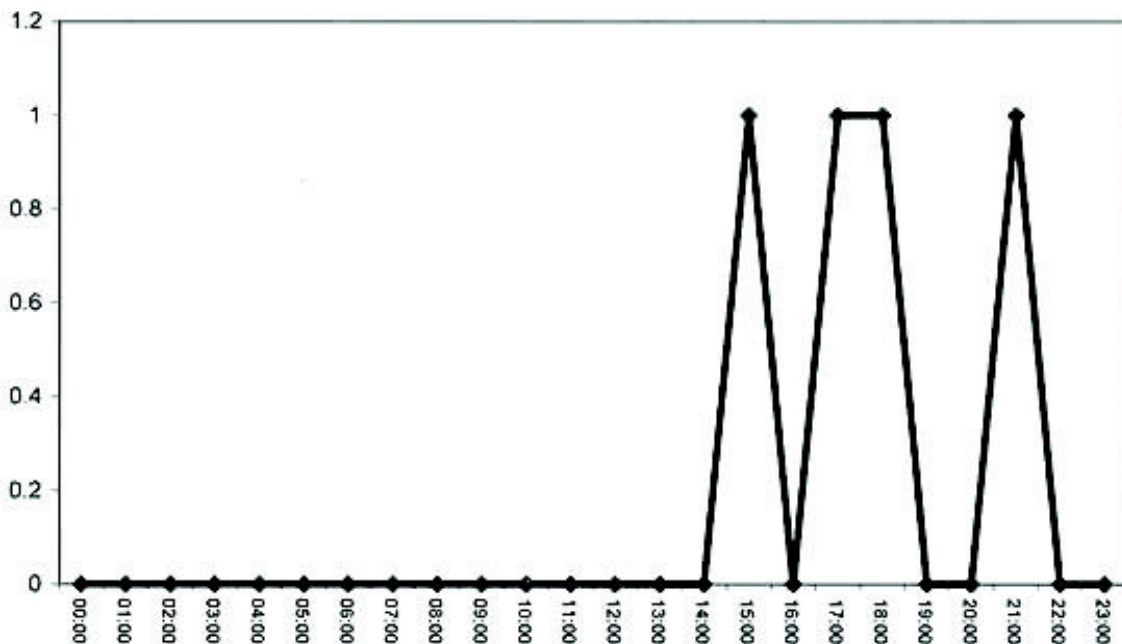
Expected Average Incidents per Month = **0.7**

Expected Average Incidents per Day = **0.6**

**A Table of NYP ASB Incidents by Hour of the Day in the Study Area**

	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	0	0	<b>4</b>

**NYP ASB Incidents by Hour of the Day**

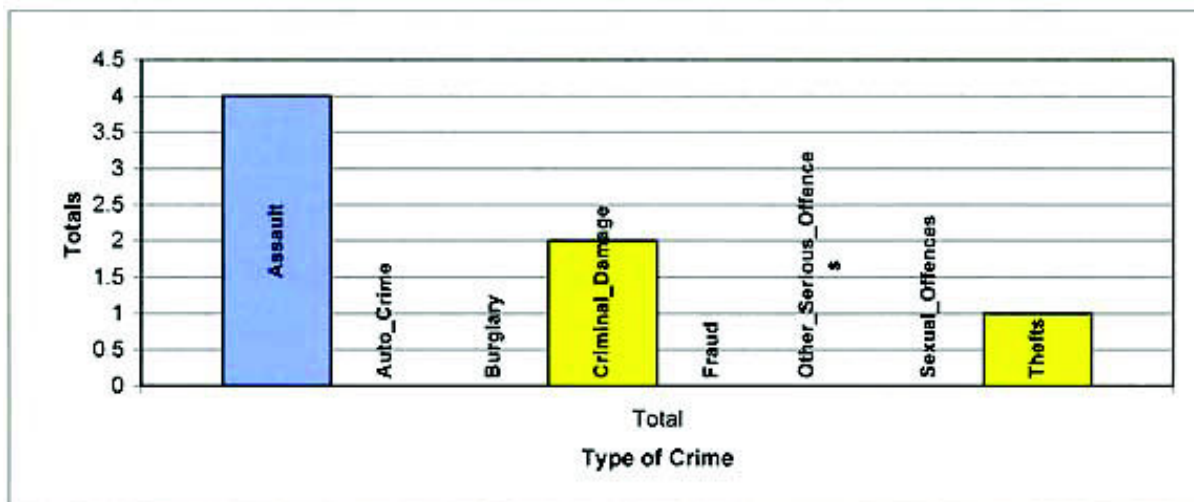


## Crime Statistics

Crime Analysis Study Area:	=	York - Jute Road (2009)
Size of Study Area from Application	=	Please see map
Study Period Start:	=	01/01/2009
Study Period End:	=	31/12/2009
Date Study Completed	=	15/07/2010
Number of Months in Study Period	=	12
Geocoding Accuracy Rate	=	95%

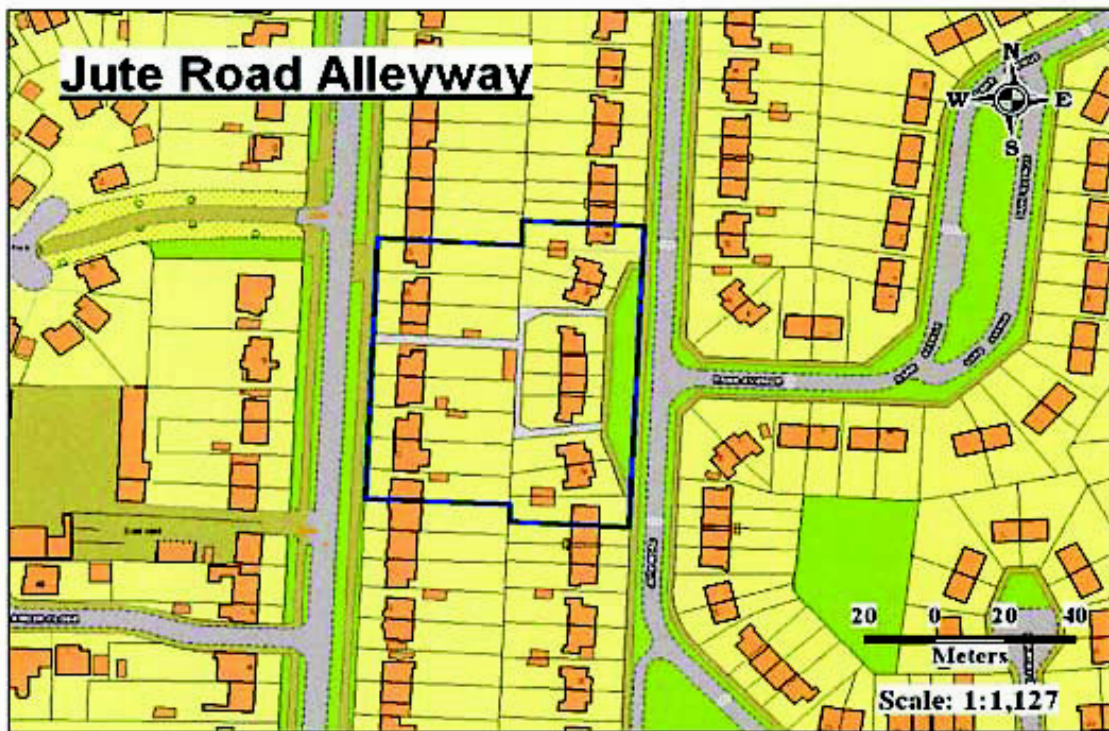
Crime Group	Total
Assault	4
Auto_Crime	0
Burglary	0
Criminal_Damage	2
Fraud	0
Other_Serious_Offences	0
Sexual_Offences	0
Thefts	1
<b>Grand Total</b>	<b>7</b>

**A Table of Crime in the Study Area (Above) and corresponding Graph (Below)**



**A Table of Crime by Crime Group and then Crime Type**

EVENT_GROUP	HO_DESCRIPTION	Total
ASSAULT	ACTUAL BODILY HARM AND OTHER INJURY	3
	INFLECTING GREIVIOUS BODILY HARM WITHOUT INTENT	1
CRIMINAL_DAMAGE	CRIMINAL DAMAGE TO VEHICLES	2
THEFTS	OTHER THEFT OR UNAUTHORISED TAKING	1
Grand Total		7



**A Table of Crime by Month of the Year and Hour of the Day in the Study Area**

Month	Total
Jan	0
Feb	0
Mar	0
Apr	1
May	1
Jun	1

Month	Total
Jul	1
Aug	0
Sep	0
Oct	0
Nov	3
Dec	0

Crime Day	Total
Mon	1
Tue	1
Wed	1
Thu	1
Fri	0
Sat	0
Sun	3
<b>Grand Total</b>	<b>7</b>

**Grand Total**

**7**

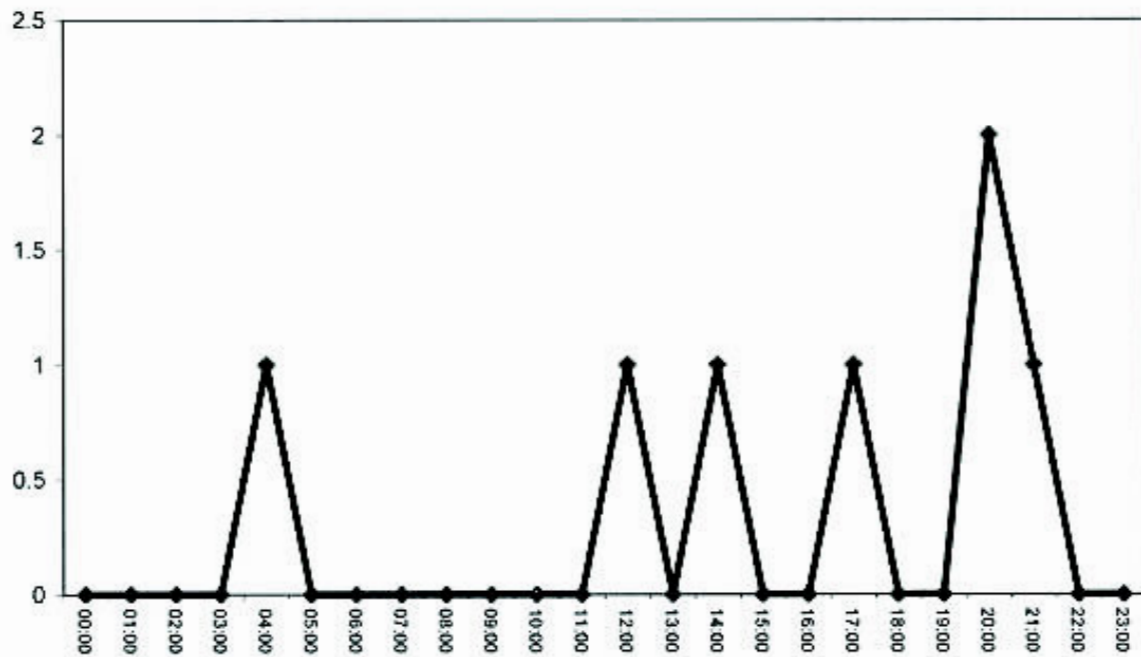
Expected Average Crime per Month = **0.6**

Expected Average Crime per Day = **1.0**

**A Table and Graph of Crime by Hour of the Day in the Study Area**

	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
Total	0	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	1	0	0	2	1	0	0	7

**Crimes by Hour of the Day**



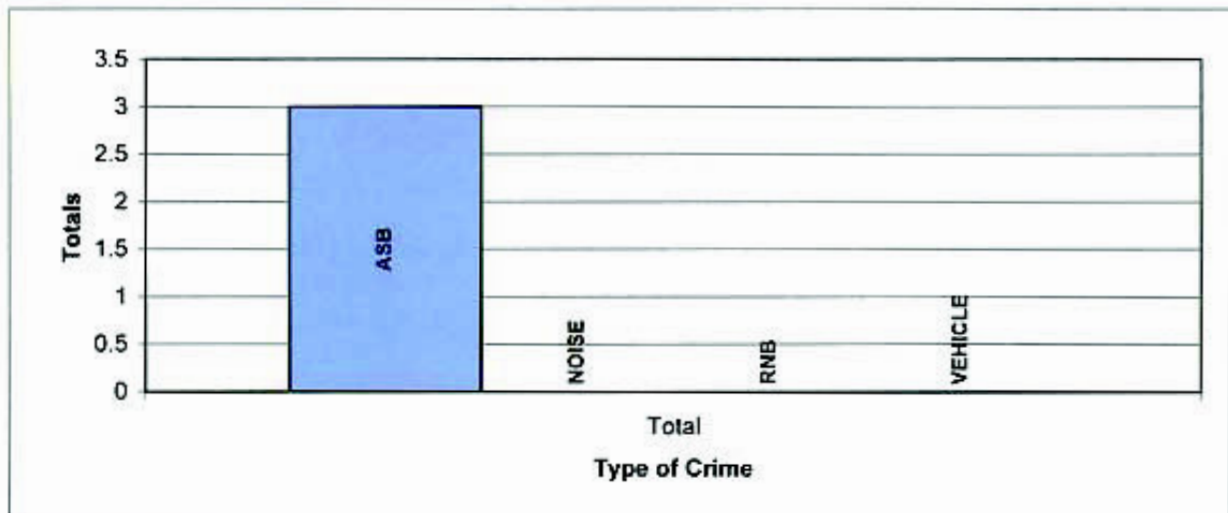


# NYP ASB General Incidents Report

ASB Analysis Study Area:	=	York - Jute Road (2009)
Size of Study Area from Application	=	Please See Map
Study Period Start:	=	01/01/2009
Study Period End:	=	31/12/2009
Date Study Completed	=	15/07/2010
Number of Months in Study Period	=	12
Geocoding Accuracy Rate	=	95%

ASB Incident Group	Total
ASB	3
NOISE	0
RNB	0
VEHICLE	0
<b>Grand Total</b>	<b>3</b>

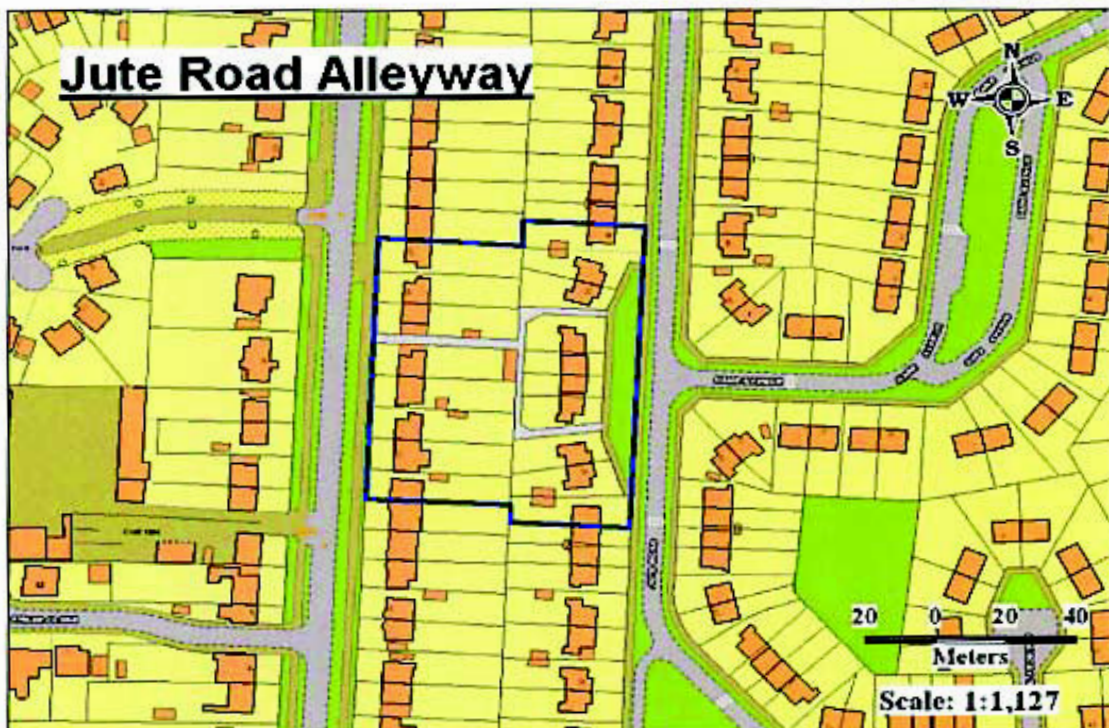
**A Table of NYP ASB Incidents in the Study Area (Above) and corresponding Graph (Below)**



**THIS REPORT DOES NOT CONTAIN ANY NORTH YORKSHIRE POLICE ASB INCIDENTS THAT HAVE BEEN CONVERTED IN TO CRIMES**

**A Table of ASB by ASB Group and then Incident Heading**

EVENT_GROUP	INCIDENT_HEADING	Total
ASB	BEHAVIOUR	1
	COMMS	1
	NEIGHBOUR	1
Grand Total		3



FURTHER DETAIL OF THE ABOVE DESCRIPTIONS ARE AS FOLLOWS: ABANDONED = ABANDONED CARS, COMMS = COMMUNICATIONS, VEHNUISANCE = VEHICLE NUISANCE, RNB = ROWDY AND NUISNCE BEHAVIOUR, SUBMIS = SUBSTANCE MISUSE

Figure 3

**A Table of ASB Incidents by Month of the Year and Hour of the Day in the Study Area**

Month	Total	Month	Total	Day	Total
Jan	0	Jul	0	Mon	0
Feb	0	Aug	2	Tue	1
Mar	0	Sep	1	Wed	0
Apr	0	Oct	0	Thu	1
May	0	Nov	0	Fri	0
Jun	0	Dec	0	Sat	1
<b>Grand Total</b>		<b>3</b>		Sun	0
				<b>Grand Total</b>	<b>3</b>

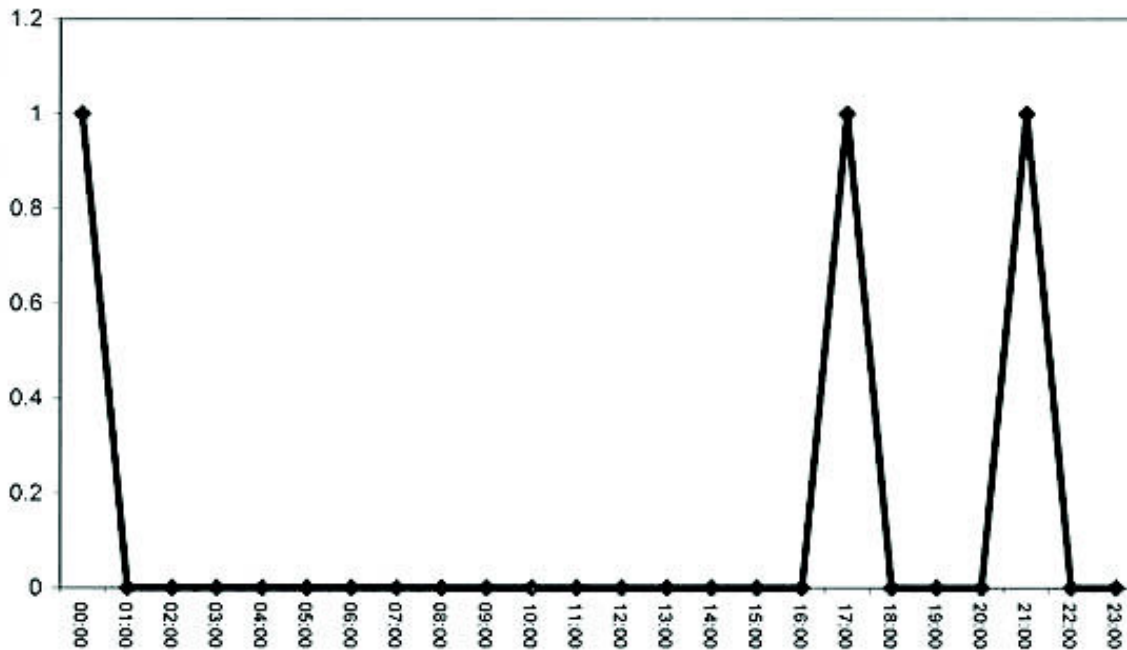
Expected Average Incidents per Month = **0.3**

Expected Average Incidents per Day = **0.4**

**A Table of NYP ASB Incidents by Hour of the Day in the Study Area**

	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
<b>Total</b>	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	3

**NYP ASB Incidents by Hour of the Day**

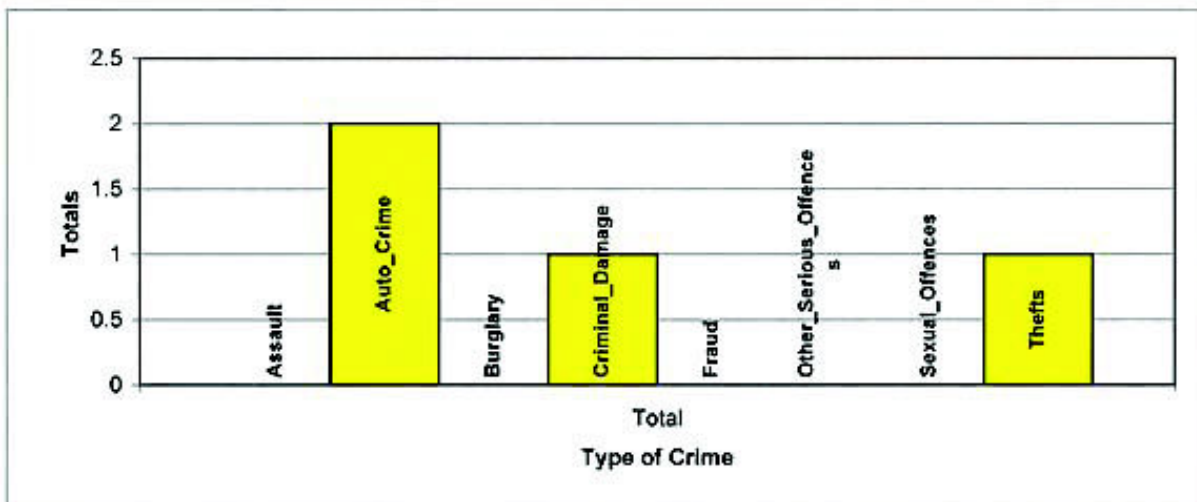


## Crime Statistics

Crime Analysis Study Area:	=	York - Jute Road (2008)
Size of Study Area from Application	=	Please see map
Study Period Start:	=	01/01/2008
Study Period End:	=	31/12/2008
Date Study Completed	=	15/07/2010
Number of Months in Study Period	=	12
Geocoding Accuracy Rate	=	95%

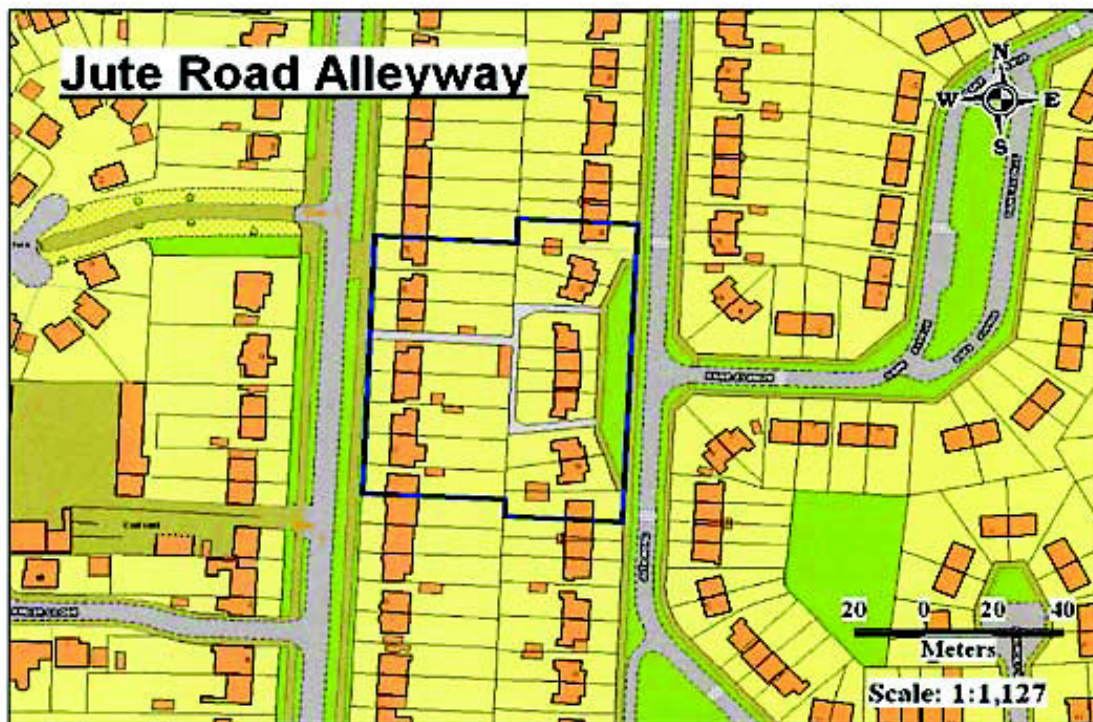
Crime Group	Total
Assault	0
Auto_Crime	2
Burglary	0
Criminal_Damage	1
Fraud	0
Other_Serious_Offences	0
Sexual_Offences	0
Thefts	1
<b>Grand Total</b>	<b>4</b>

**A Table of Crime in the Study Area (Above) and corresponding Graph (Below)**



**A Table of Crime by Crime Group and then Crime Type**

EVENT_GROUP	HO_DESCRIPTION	Total
AUTO_CRIME	THEFT FROM VEHICLE	1
	THEFT OR UNAUTHORISED TAKING MOTOR VEHICLE	1
CRIMINAL_DAMAGE	CRIMINAL DAMAGE TO VEHICLES	1
THEFTS	OTHER THEFT OR UNAUTHORISED TAKING	1
Grand Total		4



**A Table of Crime by Month of the Year and Hour of the Day in the Study Area**

Month	Total
Jan	0
Feb	0
Mar	1
Apr	1
May	0
Jun	1

Month	Total
Jul	0
Aug	0
Sep	0
Oct	1
Nov	0
Dec	0

Crime Day	Total
Mon	0
Tue	0
Wed	0
Thu	1
Fri	1
Sat	1
Sun	1
<b>Grand Total</b>	<b>4</b>

**Grand Total**

**4**

Expected Average Crime per Month =

**0.3**

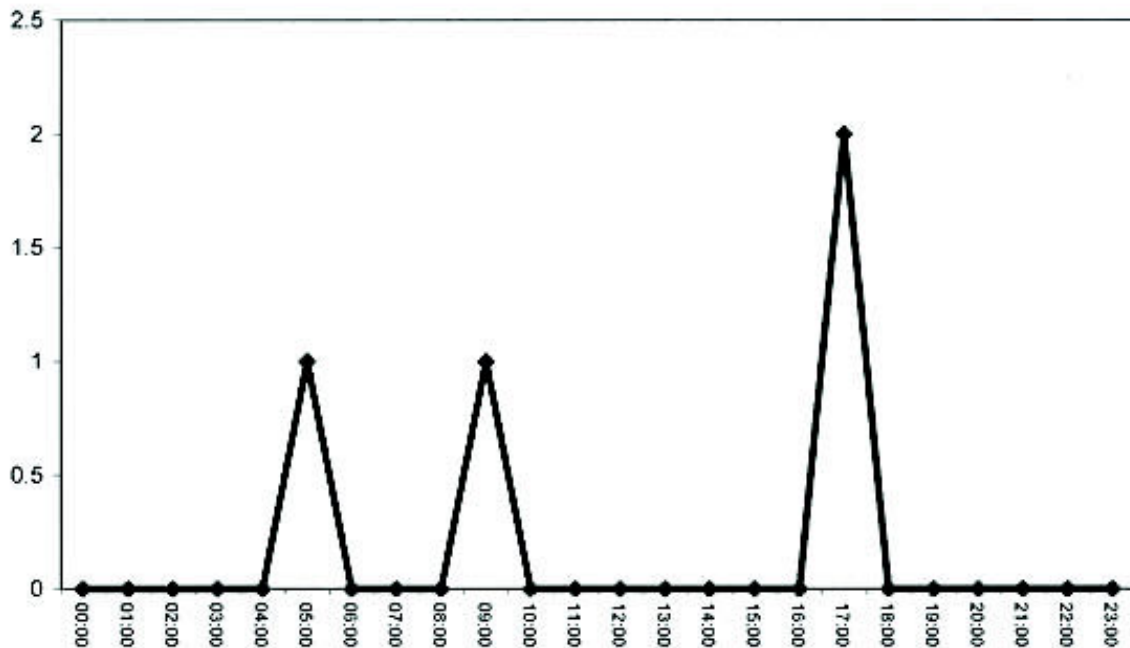
Expected Average Crime per Day =

**0.6**

**A Table and Graph of Crime by Hour of the Day in the Study Area**

	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	4

**Crimes by Hour of the Day**

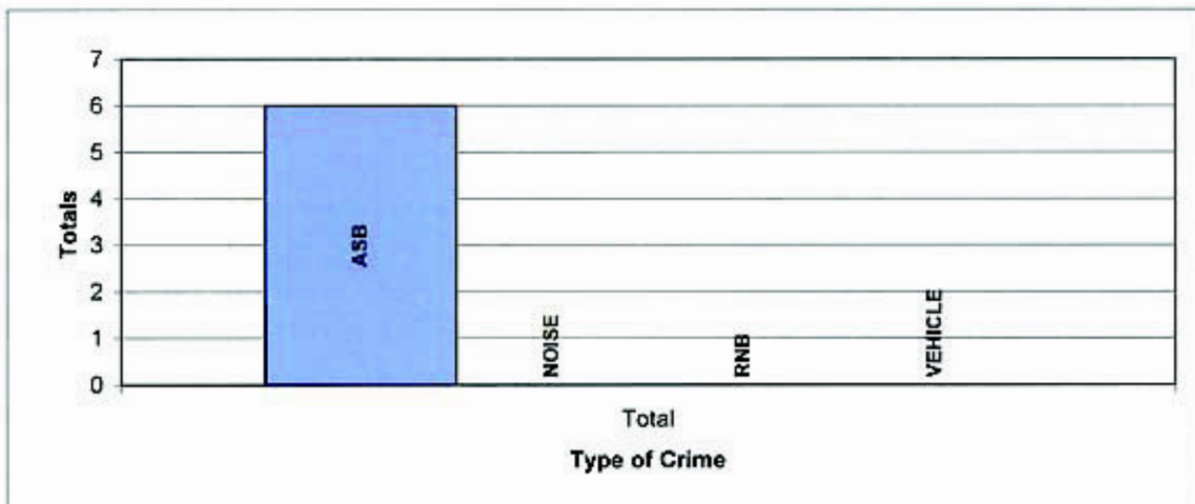


# NYP ASB General Incidents Report

ASB Analysis Study Area:	=	<b>York - Jute Road (2008)</b>
Size of Study Area from Application	=	<b>Please See Map</b>
Study Period Start:	=	<b>01/01/2008</b>
Study Period End:	=	<b>31/12/2008</b>
Date Study Completed	=	<b>15/07/2010</b>
Number of Months in Study Period	=	<b>12</b>
Geocoding Accuracy Rate	=	<b>95%</b>

ASB Incident Group	Total
ASB	6
NOISE	0
RNB	0
VEHICLE	0
<b>Grand Total</b>	<b>6</b>

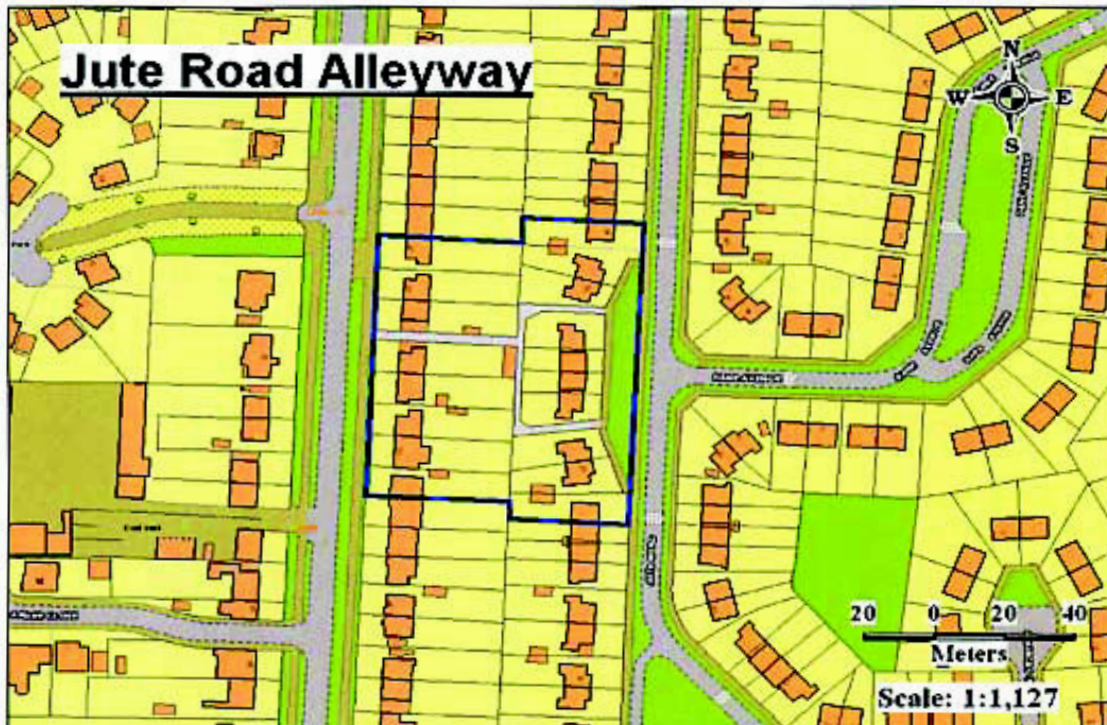
**A Table of NYP ASB Incidents in the Study Area (Above) and corresponding Graph (Below)**



**THIS REPORT DOES NOT CONTAIN ANY NORTH YORKSHIRE POLICE ASB INCIDENTS THAT HAVE BEEN CONVERTED IN TO CRIMES**

**A Table of ASB by ASB Group and then Incident Heading**

EVENT_GROUP	INCIDENT_HEADING	Total
ASB	BEHAVIOUR	4
	COMMS	1
	NEIGHBOUR	1
Grand Total		6



FURTHER DETAIL OF THE ABOVE DESCRIPTIONS ARE AS FOLLOWS: ABANDONED = ABANDONED CARS, COMMS = COMMUNICATIONS, VEHNUISANCE = VEHICLE NUISANCE, RNB = ROWDY AND NUISNCE BEHAVIOUR, SUBMIS = SUBSTANCE MISUSE



**A Table of ASB Incidents by Month of the Year and Hour of the Day in the Study Area**

Month	Total	Month	Total	Day	Total
Jan	0	Jul	1	Mon	2
Feb	0	Aug	0	Tue	2
Mar	1	Sep	2	Wed	0
Apr	0	Oct	0	Thu	0
May	1	Nov	0	Fri	0
Jun	1	Dec	0	Sat	0
				Sun	2
<b>Grand Total</b>		<b>6</b>		<b>Grand Total</b>	<b>6</b>

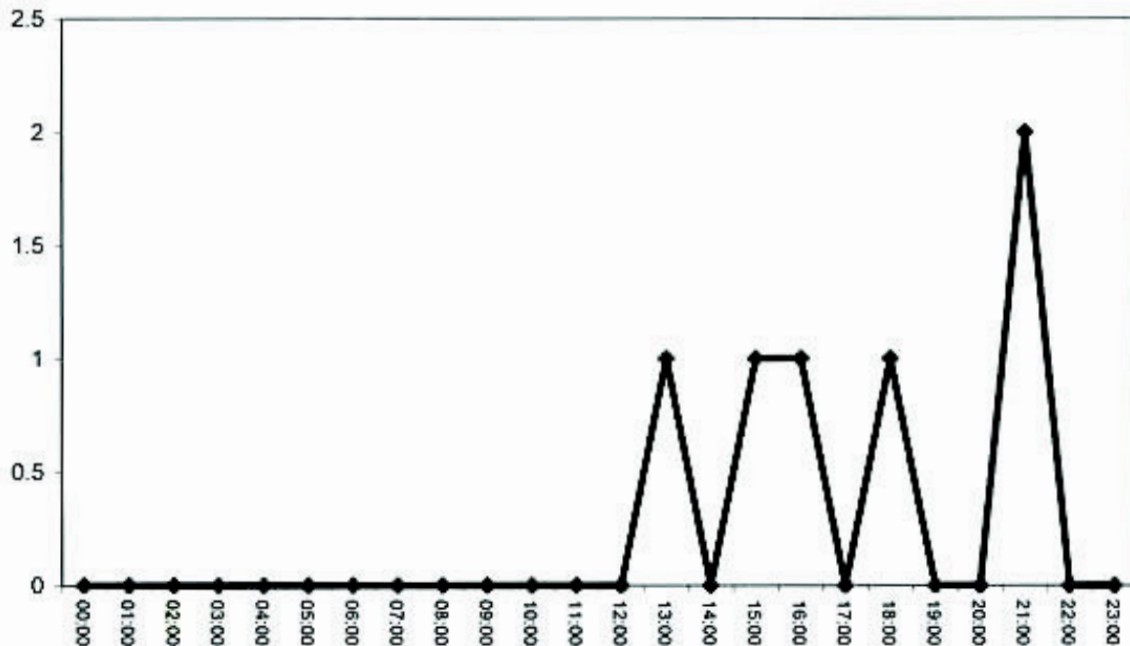
Expected Average Incidents per Month = **0.5**

Expected Average Incidents per Day = **0.9**

**A Table of NYP ASB Incidents by Hour of the Day in the Study Area**

	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	1	0	0	2	0	0	6

**NYP ASB Incidents by Hour of the Day**

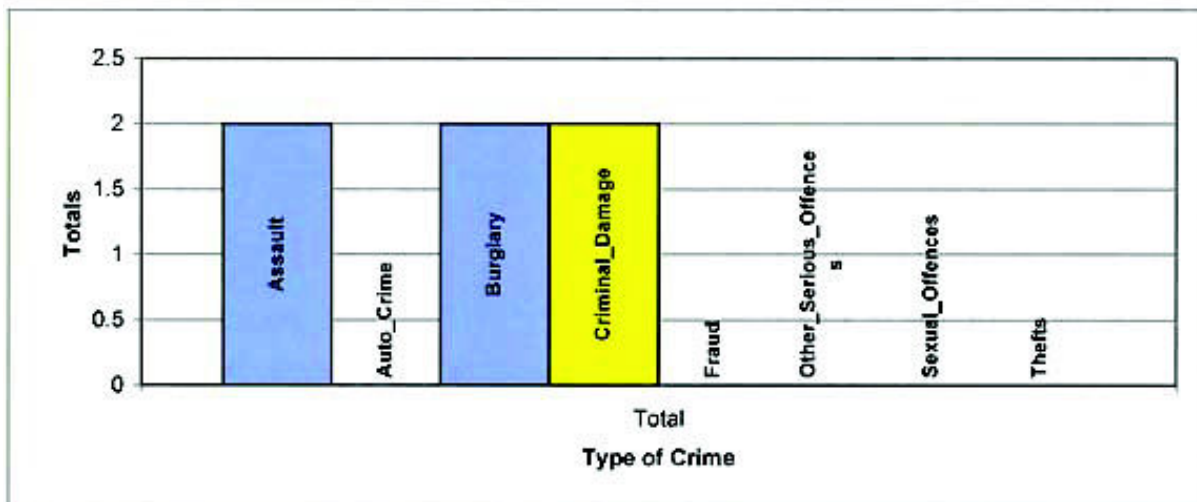


## Crime Statistics

Crime Analysis Study Area:	=	York - Jute Road (2007)
Size of Study Area from Application	=	Please see map
Study Period Start:	=	01/01/2007
Study Period End:	=	31/12/2007
Date Study Completed	=	15/07/2010
Number of Months in Study Period	=	12
Geocoding Accuracy Rate	=	95%

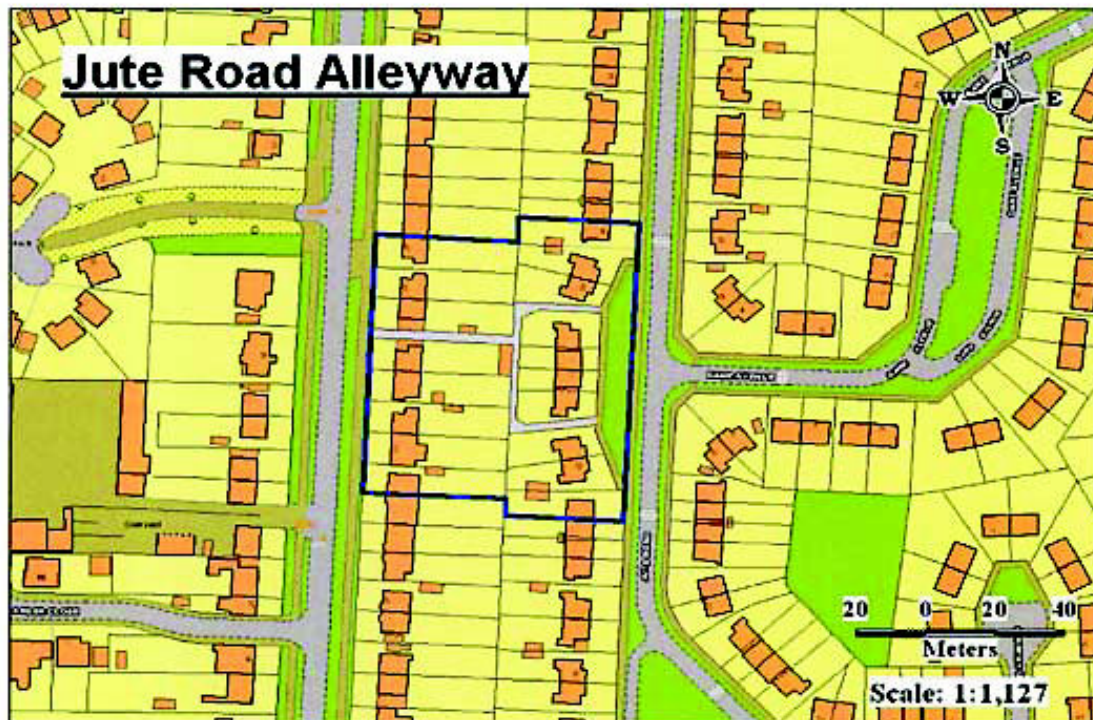
Crime Group	Total
Assault	2
Auto_Crime	0
Burglary	2
Criminal_Damage	2
Fraud	0
Other_Serious_Offences	0
Sexual_Offences	0
Thefts	0
<b>Grand Total</b>	<b>6</b>

**A Table of Crime in the Study Area (Above) and corresponding Graph (Below)**



**A Table of Crime by Crime Group and then Crime Type**

EVENT_GROUP	HO_DESCRIPTION	Total
ASSAULT	ASSAULT ON CONSTABLE	1
	COMMON ASSAULT ETC.	1
BURGLARY	BURGLARY IN A BUILDING OTHER THAN A DWELLING	1
	BURGLARY IN A DWELLING	1
CRIMINAL_DAMAGE	CRIMINAL DAMAGE TO DWELLINGS	2
Grand Total		6



**A Table of Crime by Month of the Year and Hour of the Day in the Study Area**

Month	Total
Jan	1
Feb	1
Mar	2
Apr	0
May	1
Jun	0

Month	Total
Jul	0
Aug	0
Sep	0
Oct	0
Nov	1
Dec	0

Crime Day	Total
Mon	1
Tue	0
Wed	2
Thu	1
Fri	1
Sat	1
Sun	0
<b>Grand Total</b>	<b>6</b>

**Grand Total**

**6**

Expected Average Crime per Month =

**0.5**

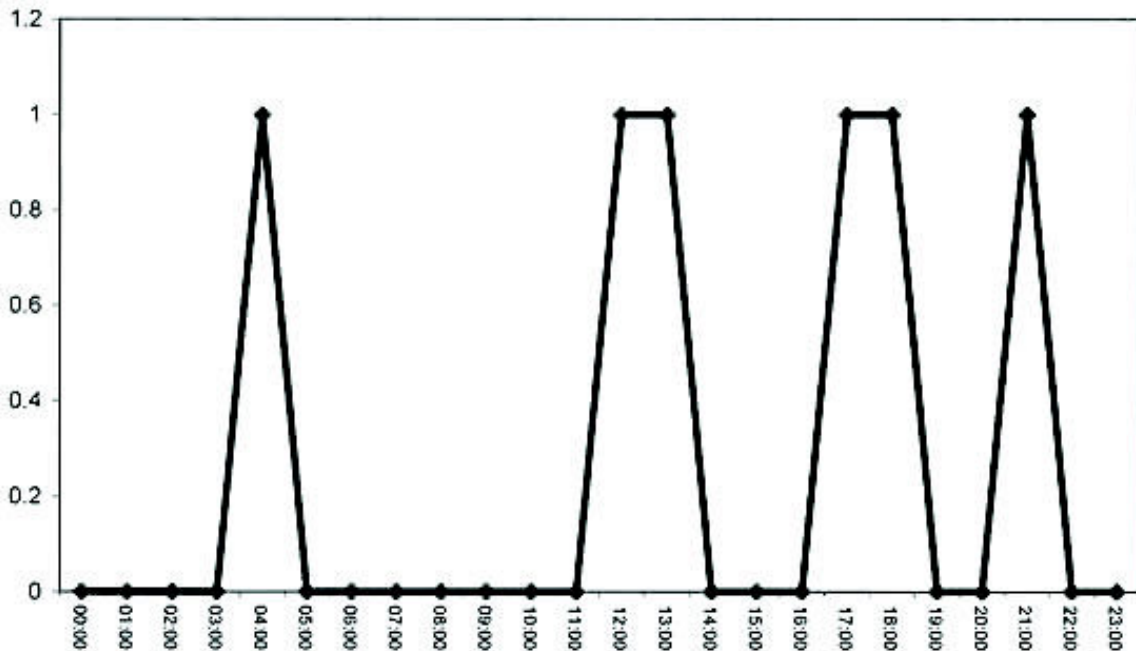
Expected Average Crime per Day =

**0.9**

**A Table and Graph of Crime by Hour of the Day in the Study Area**

	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total	
<b>Total</b>	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	1	0	0	0	<b>6</b>

**Crimes by Hour of the Day**

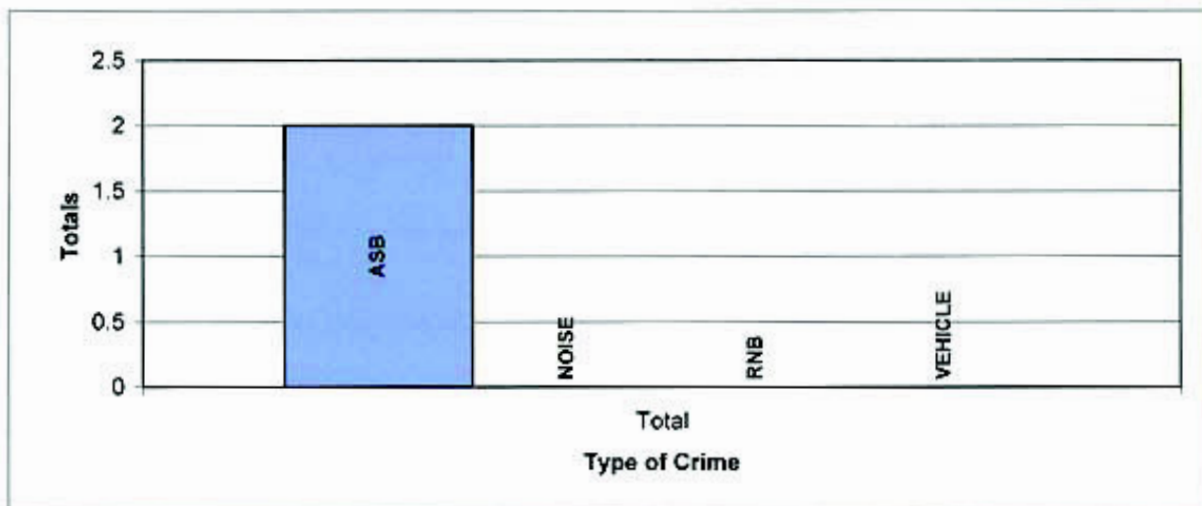


## NYP ASB General Incidents Report

ASB Analysis Study Area:	=	York - Jute Road (2007)
Size of Study Area from Application	=	Please See Map
Study Period Start:	=	01/01/2007
Study Period End:	=	31/12/2007
Date Study Completed	=	15/07/2010
Number of Months in Study Period	=	12
Geocoding Accuracy Rate	=	95%

ASB Incident Group	Total
ASB	2
NOISE	0
RNB	0
VEHICLE	0
<b>Grand Total</b>	<b>2</b>

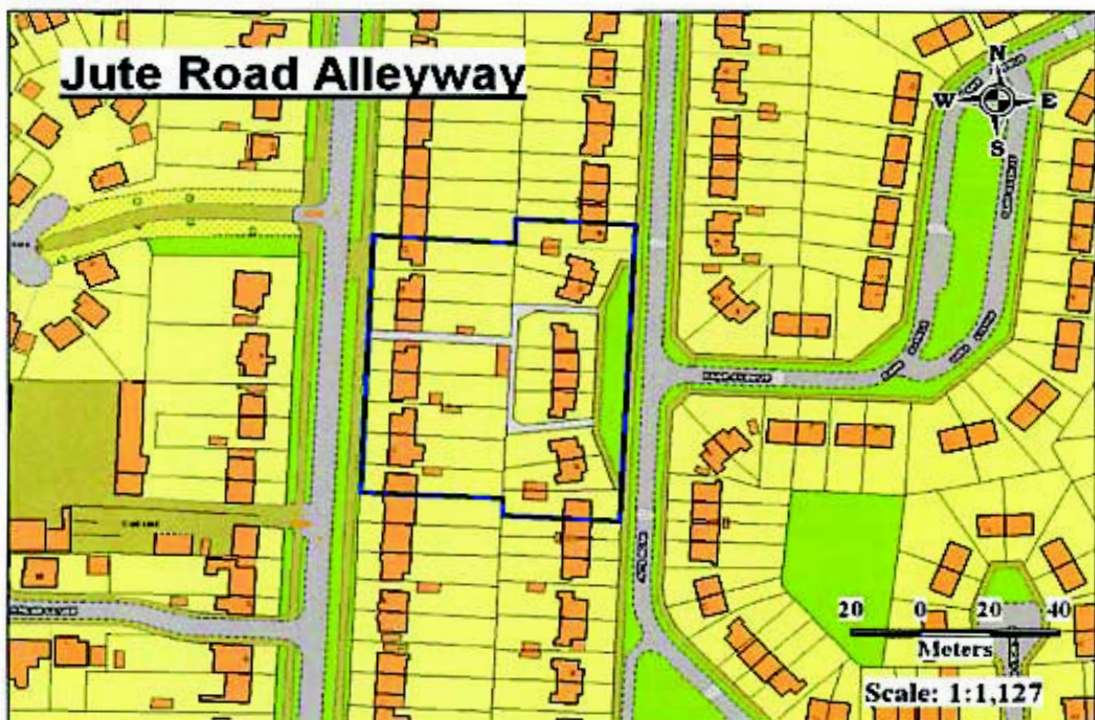
**A Table of NYP ASB Incidents in the Study Area (Above) and corresponding Graph (Below)**



**THIS REPORT DOES NOT CONTAIN ANY NORTH YORKSHIRE POLICE ASB INCIDENTS THAT HAVE BEEN CONVERTED IN TO CRIMES**

**A Table of ASB by ASB Group and then Incident Heading**

EVENT_GROUP	INCIDENT_HEADING	Total
ASB	BEHAVIOUR	1
	VEHNUISAN	1
Grand Total		2



FURTHER DETAIL OF THE ABOVE DESCRIPTIONS ARE AS FOLLOWS: ABANDONED = ABANDONED CARS, COMMS = COMMUNICATIONS, VEHNUISANCE = VEHICLE NUISANCE, RNB = ROWDY AND NUISNCE BEHAVIOUR, SUBMIS = SUBSTANCE MISUSE

**A Table of ASB Incidents by Month of the Year and Hour of the Day in the Study Area**

Month	Total
Jan	0
Feb	0
Mar	0
Apr	0
May	0
Jun	1

Month	Total
Jul	1
Aug	0
Sep	0
Oct	0
Nov	0
Dec	0

Day	Total
Mon	1
Tue	0
Wed	0
Thu	0
Fri	0
Sat	0
Sun	1
<b>Grand Total</b>	<b>2</b>

**Grand Total**

**2**

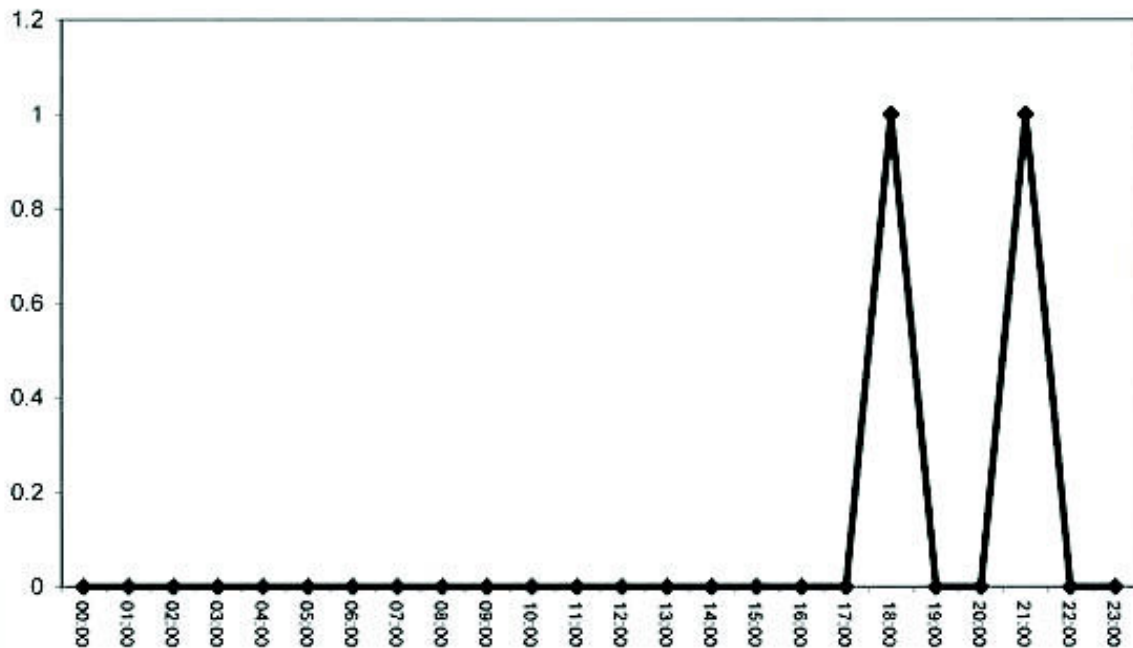
Expected Average Incidents per Month = **0.2**

Expected Average Incidents per Day = **0.3**

**A Table of NYP ASB Incidents by Hour of the Day in the Study Area**

	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2

**NYP ASB Incidents by Hour of the Day**



## Neighbourhood Services Envirocrime Report

Crime Analysis Study Area:	=	<b>York - Jute Road</b>
Size of Study Area from Application	=	<b>Please See Map if Applicable</b>
Study Period Start:	=	<b>01/01/2010</b>
Study Period End:	=	<b>30/06/2010</b>
Date Study Completed	=	<b>15/07/2010</b>
Number of Months in Study Period	=	<b>6</b>
Geocoding Accuracy Rate	=	<b>95%</b>

<b>Crime Group</b>	<b>Total</b>
Abandoned Cars	0
Chewing Gum	0
Dead Animal	0
Dog Bin	0
Dog Fouling	0
Drug Related Litter	1
Flood Debris	0
Fly-Tipping	4
Glass	0
Graffiti	0
Grass Cutting	0
Gravel / Grit	0
Leaves	0
Litter	0
Missed Bins	0
Moss	0
Paint Oil	0
Vomit	0
Weeds	0
<b>Grand Total</b>	<b>5</b>

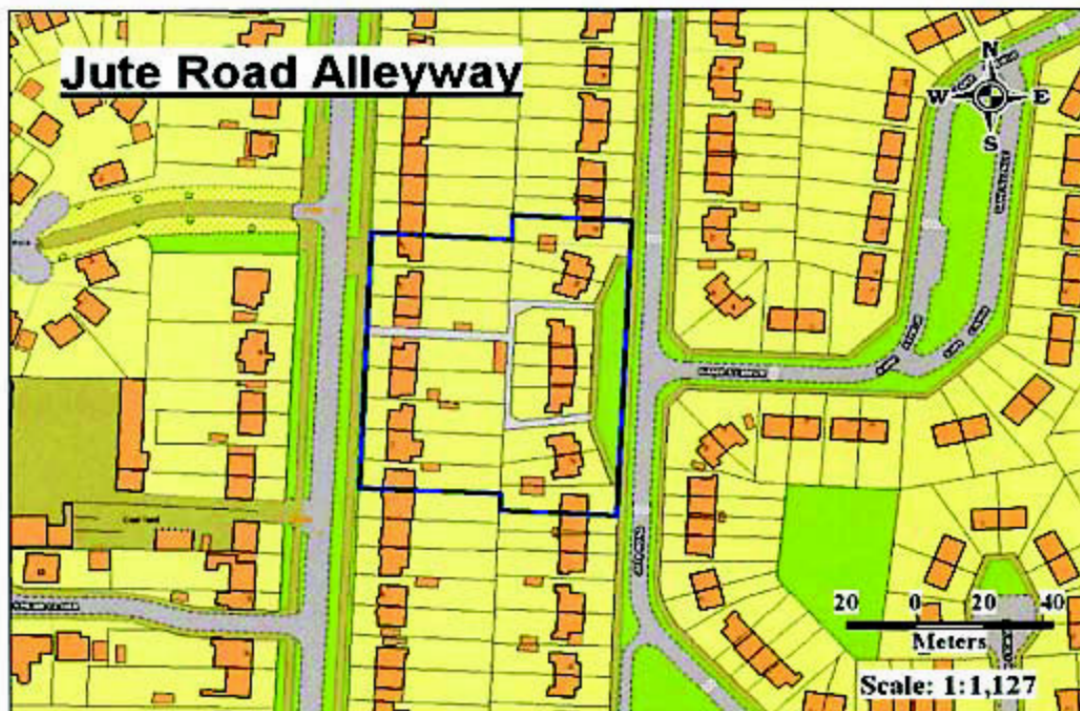


**A Table of Envirorime by Group and then Envirocrime Type**

Syp Class	Class	Total
DrugRelated	Highway	1
OtherHousehold	CouncilLand	2
Unknown	CouncilLand	2
Grand Total		5

**A Table of Envirorime by Group and then Month**

Syp Class	Mar	May	Jun	Grand Total
DrugRelated		1		1
OtherHousehold	1		1	2
Unknown			2	2
Grand Total	1	1	3	5



**A Table of Envirocrime by Month of the Year and Day of the Week in the Study Area**

Month	Total
Jan	0
Feb	0
Mar	1
Apr	0
May	1
Jun	3

Month	Total
Jul	0
Aug	0
Sep	0
Oct	0
Nov	0
Dec	0

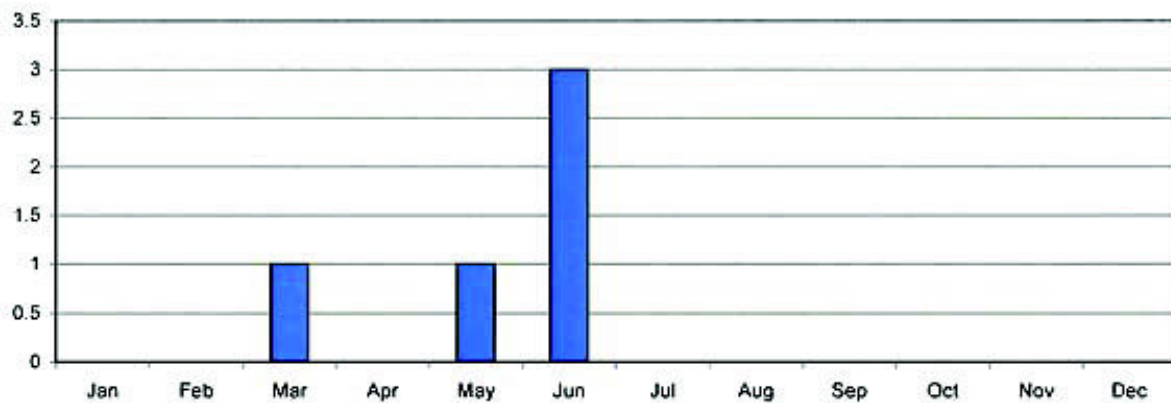
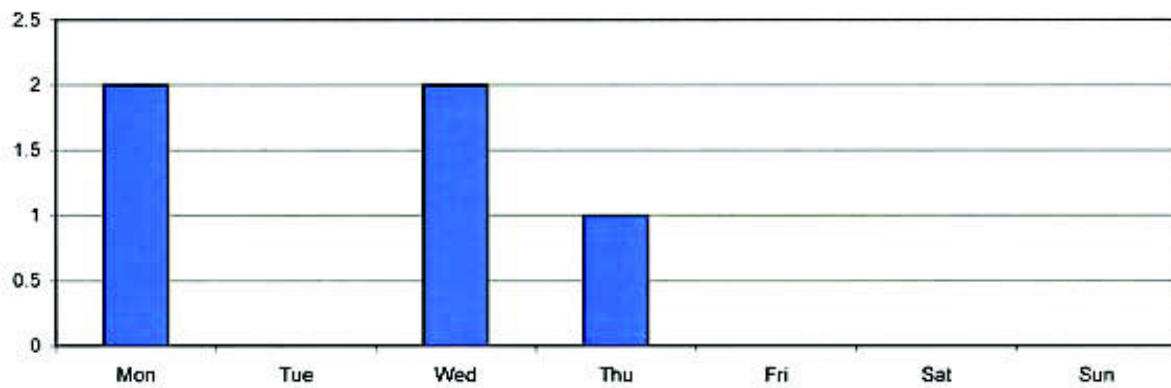
Crime Day	Total
Mon	2
Tue	0
Wed	2
Thu	1
Fri	0
Sat	0
Sun	0
<b>Grand Total</b>	<b>5</b>

**Grand Total**

**5**

Expected Average Crime per Month = **0.83**

Expected Average Crime per Day = **0.71**

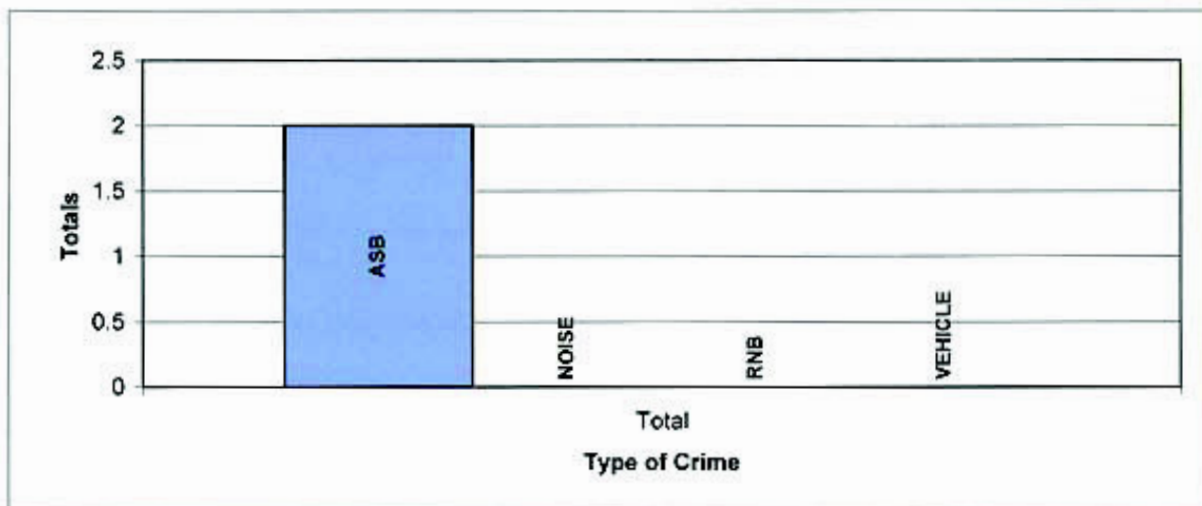


## NYP ASB General Incidents Report

ASB Analysis Study Area:	=	York - Jute Road (2007)
Size of Study Area from Application	=	Please See Map
Study Period Start:	=	01/01/2007
Study Period End:	=	31/12/2007
Date Study Completed	=	15/07/2010
Number of Months in Study Period	=	12
Geocoding Accuracy Rate	=	95%

ASB Incident Group	Total
ASB	2
NOISE	0
RNB	0
VEHICLE	0
<b>Grand Total</b>	<b>2</b>

**A Table of NYP ASB Incidents in the Study Area (Above) and corresponding Graph (Below)**



**THIS REPORT DOES NOT CONTAIN ANY NORTH YORKSHIRE POLICE ASB INCIDENTS THAT HAVE BEEN CONVERTED IN TO CRIMES**

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## **Annex 4 – Photographs of Snicket**

(Photographs taken 15 July 2010)



**Fig. 1:** Northern entrance to snicket (marked A on Order plan)



**Fig. 2:** Eastern entrance to snicket (marked B on Order plan)



**Fig. 3:** Graffiti along the wall of the snicket (rear shed wall of 81 Beckfield Lane)



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**Decision Session  
– Executive Member for City Strategy****7 September 2010**

Report of the Director of City Strategy

**Bus fares and service levels in York****Summary**

1. This report is written in response to a petition received from Cllr. Alexander requesting a freeze in First York bus fares, an end to First York bus service cuts and a review of outer York bus services to ensure that all villages have sufficient access to bus routes. The report concludes that whilst effort is made by the Council to attempt to influence the first two areas, it is only the third over which the Council currently has any level of control. The Council reviews its levels of socially necessary (i.e., not commercially viable) bus provision on a regular basis and plans to carry out a further review prior to the forthcoming tender round that will take place in 2011.

**Recommendations**

2. The Executive Member is asked to note the contents of this report and to:
  - 1) Support the work currently being undertaken to encourage and sustain commercial bus services with realistic fares on York's bus network.
  - 2) Agree to a review of the network of subsidised bus services provided across York prior to the re-tendering of services in Autumn 2011.
3. Reason: The vast majority of contracts for York's tendered bus network expire at the end of August 2011. It is within the context of this tendering round that any changes to the existing bus network would best be considered for the delivery of a sustainable, attractive bus network to be achieved.

**Background**

4. A petition was received by City of York Council from Cllr. James Alexander in early 2010 containing 529 signatures. A copy of the accompanying letter to the petition can be found at Annex A to this report.
5. The first two requests petitioned for are targeted solely at First York, which company currently provides approximately 75% of the operated bus mileage in the Authority area. They are as follows:
  - a. A freeze in First York bus fares until June 2011.

- b. An end to all First York bus cuts.
6. Since the submission of this petition there have been further developments on both items, with a fares increase and cuts to commercially operated bus routes being implemented in July/August 2010.
  7. The Council has written to First Group to request a formal response to the contents of this petition. The detail of which is outlined in the 'Consultation' section of this document at paragraph 19.
  8. The third request petitioned for has a wider implication and calls for:
    - c. A review of all bus services to ensure that villages in outer York have sufficient access to bus routes.
  9. This is the only element of the petition over which the Council currently has any direct control.
  10. The York bus network is made up of two distinct groups of service. Firstly those which operate on a commercial footing (without control or direct financial subsidy from the local authority) and, secondly, where commercial services don't exist and a need is identified for the Council to procure services at specified frequencies and standards.
  11. The Council currently spends c. £750,000 per annum on local bus service provision in York. A significant proportion of this expenditure goes toward the provision of bus services linking the villages of the York Outer constituency to the City Centre. The following table details the services and frequencies of bus routes in a number of the villages and indicates whether the routes operate on a commercial or semi-commercial basis. A number of the services listed below, and identified by an asterisk, are either partially or entirely subsidised by either North Yorkshire or East Riding of Yorkshire Council's.

**Table 1**

<b>Village</b>	<b>Supported service</b>	<b>Commercial service</b>	<b>Combined weekday, daytime frequency</b>
Acaster Malbis	21(*)	Nil	Every 120 mins
Askham Bryan/Richard	37(*)	Nil	3 per day
Bishopthorpe	21(*), 11 (eve & sun)	11 (day Mon – Sat)	At least every 30mins
Copmanthorpe	13 (sun & part of route)	13, Coastliner	At least every 30 mins
Dunnington		10	At least every 30 mins
Elvington	36, 195(*)		Every 120 mins



Haxby/Wigginton	12 (eve & sun), 20	1, 12 (day Mon – Sat)	Every 10 mins
Murton	747(*)		3 per day
Naburn	42(*)		Every 60 mins
Poppleton	20	10	At least every 30 mins
Rufforth	412/413(*)		Every 60 mins
Skelton	22		Every 60 mins
Stockton on the Forest		Coastliner	Every 30 mins
Strensall		5	Every 20 mins
Wheldrake	35(*), 36		Every 60 mins

12. With a small number of exceptions, most of which lie on or near to main roads linking York to major conurbations, the vast majority of outlying villages receiving a frequent, often commercial, bus service are those with higher population levels.
13. The Council has a duty to provide bus services where none are provided commercially and where a need is identified. In terms of its role with commercial bus operations, the Council works with all of the bus operators under the umbrella of the Quality Bus Partnership (QBP). This is a voluntary partnership with representatives from all of York's bus operators, representatives from North Yorkshire Police, Bus Users UK and the Confederation for Passenger Transport. Further, the Council meets regularly with bus operators on an individual basis to discuss commercially sensitive issues and operational matters that concern only them.
14. Prior to the Transport Act of 1985 bus services in York and across the United Kingdom were largely operated by publicly owned bus operators in a regulated environment. On 17<sup>th</sup> November 2009 the Council's Executive considered a report to introduce a Quality Contract Scheme following a full Council request for it to take up the powers outlined in the Local Transport Act 2008.
15. The motion proposed at Full Council did not seek a 're-nationalisation' of bus services but rather sought to address the issue of re-regulation through the introduction of a Quality Contract Scheme. The cost, complication and lack of clarity as to how a scheme might be taken forward (not to mention the absence of a scheme having been introduced anywhere else in the UK – a situation which still exists) resulted in the Executive deciding not to move forward with a Quality Contract at this stage. The Executive did, however agree to consider a trial statutory Quality Partnership on the A59 corridor and surrounds which was possibly to form a part of the new park and ride service.

16. The current economic pressures make it even less likely that a Quality Contract Scheme might be pursued at this time. To this end the only way in which the Council can address the first two requests of the petition are through forging and retaining good relationships with bus operators and by providing an operating environment that makes bus travel attractive.
17. In addition to the requests contained in the petition, Councillor Alexander also raises a number of supplementary matters in his covering letter as follows:

**Reduction in fare paying patronage**

*'In response to rising bus fares, the number of paying passengers reduced by just under 14% during the period 2005/6 – 2007/8...from approximately 11m to 9.5m.'*

18. The figures reported by the Council in performance indicators are provided by bus operators. Table 2 below shows the total number of journeys made by public transport in 2009/10 against the previous two years. Whilst these figures include concessionary as well as fare paying journeys, they demonstrate that whilst the number of bus journeys being made is not growing, neither is it dramatically declining.

**Table 2**

<b>Year</b>	<b>Patronage</b>
2007/08	14,853,143
2008/09	15,334,448
2009/10	14,774,792

19. Over the period 2008 – 2010, the number of fare paying passengers in York will have reduced as a proportion of the whole as a result of the expansion of the concessionary fares scheme from local to national use and therefore an increase in the number of concessionary journeys being made (this is particularly noticeable on York's park & ride service with a larger number of visitors from other parts of the UK than on local bus services).

**Reduction in passenger satisfaction**

*'In 2003/4, 29% of people were not satisfied with local bus services. This number has risen to 32% in 2007/8.'*

20. The figure of 32% for 2007/8 includes those indicating that they were **neither satisfied nor dissatisfied** with the local bus service overall. Those responses indicating that are fairly or very dissatisfied total 17%, whilst those stating that they are fairly or very satisfied total 68%. Whilst this latter figure is slightly lower than that for 2006 (71%), when considered with that for 2003 (67%), the overall satisfaction level has risen dramatically since 2000, when a satisfaction level of just 48% was achieved, and York now falls within the top percentile of all

Unitary Authorities, where the average satisfaction level is only 57%. However, it is recognised that these figures do fall somewhat short of those published by Passenger Focus, where the average figures for overall satisfaction, obtained from a varied, representative sample of operational areas across England were 79% (Bus Mystery Traveller Survey 2009/10 – sample 4800 journeys from six PTE and three urban areas) and 88% (Bus Passenger Satisfaction Survey 2009/10 - sample 18500 passengers from 14 metropolitan, urban and rural areas). Therefore it is accepted that there needs to be continuing focus and investment in York's bus network in order to achieve satisfaction levels comparable to those attained elsewhere.

### **Reduction in bus punctuality**

*'Performance Indicators show that under 32% of buses leaving the city in the morning leave on time. Only 25% of buses are on time at timing points along service routes.'*

21. The figures outlined above reflect the lowest performance data from surveys undertaken in 2006/7 and only represent those services leaving the city classed as 'low frequency' which in York refers to routes operating at a frequency of every 15 minutes or less. Figures reported at the same time showed that for low frequency services running in to the city, 68% of buses departed on time.
22. In 2009/10, the overall number of low frequency bus services running on time stood at 67%. The survey data collected by the Council only provides a snapshot of how services are performing on any given day and are currently collected by roadside staff. For 2010/11, the roadside surveys will be cross referenced with real time data, recorded for every journey made by equipped buses in York (all First Group, Transdev York/Coastliner, EYMS and Arriva buses are fitted with the necessary radio/GPRS kit). This will provide the Council with a far better representation of how punctual buses are throughout the year.

### **Consultation**

23. A request was sent to all of the councillors for York Outer to seek their opinions on the level of bus service to villages in their wards. They were asked whether they would like immediate consideration to be given to the level of service provision or whether this should take place as part of the tender process? Their responses are contained in Annex B.
24. First Group were consulted on the contents of the petition. The following response was received from Richard Harris, Commercial Director First West & North Yorkshire on 16 August.
  - a. With regard to a freeze on First bus fare increases:  
*'Unfortunately due to rising costs bus fares were increased in July, however fares on City services had not increased prior to July for 18 months. We are open about and publicise our price increases, in comparison to supermarkets who do not publicise increases, and we also limit the number of occasions when prices are changed. Our costs are increased by traffic congestion making journeys take longer to*

*complete and the only way this can be addressed is through the introduction of bus priority measures and we would look to work in partnership with local authorities to achieve this.'*

- b. With regard to an end to all First York bus cuts:  
*'We have to monitor the demand for our services and make adjustments to meet it if it changes, running virtually empty buses does not help anyone. It does not help the environment nor does it help to keep fare levels down. However we will put service resources back into the network where we can identify the potential to grow the market.'*
  
- c. With regard to a review of all bus services to ensure that villages in outer York have sufficient access to bus routes:  
*'It is not for First to try to determine what the levels of access should be, we are committed to providing a quality service that is sustainable and profitable, and it is for local authorities to determine whether access levels need to be enhanced further through financially supporting other forms of transport provision.'*

## **Options**

- 25. The following options are presented for the Executive Member's consideration:
  - a. Undertake an immediate review of the bus network in York Outer to establish areas with unsatisfactory access to bus services and ensure that all villages within the constituency receive a minimum level of service.
  - b. Take no action, accepting that the existing situation is as good a level of service as can be provided within the existing budgetary restrictions.
  - c. Approve a review of the subsidised network of bus services prior to the expiry of contracts for a majority of these services and the concurrent tendering process in 2011.

## **Analysis**

### **Option A**

- 26. A brief examination would appear to reveal that a majority of the villages in the York Outer constituency receive a satisfactory level of public bus service, commensurate with population size and bus patronage. All bus services in York provided with Council subsidy are surveyed annually as a minimum standard. The surveys feed in to the tender process and changes to the route/frequency or existence of services are considered at the point at which the contract is approaching its end date.
  
- 27. The exception to this rule is if patronage on a given bus service is particularly poor and it is not providing value for money. In this instance, a service will be comprehensively surveyed, local residents consulted and a decision will be

brought to the Executive Member to determine the future of the service (as recently occurred with both services 21 and 55).

28. Equally, where a group of residents are of the opinion that the level of service to an area is unsatisfactory and choose to bring the matter to the Council (by way of a petition or significant correspondence), the Council will consider what it might be able to do to improve the level of service (budgetary limitations permitting).
29. Whilst a review may be desirable, a lack of detail concerning which villages or areas feel that they are not being adequately provided for in the context of bus services would make this a difficult exercise to complete outside the context of the complete portfolio of Council subsidised bus services.

### ***Option B***

30. The Council makes every effort to ensure that our subsidised local bus surveys provide value for money and, wherever possible, to ensure that all York residents are within easy reach of a local bus service. There are exceptions where this is not possible, all of which are within largely rural areas. In these areas, the Council's 'Dial & Ride' service is strongly publicised to ensure that, for those with no access to private transport, they are aware that there is a service linking them to the City Centre and the out of town retail centres.
31. Within the existing budgetary limitations, services will have to be removed from one area to provide for another. It would therefore not be possible to review service levels in one area without considering the whole of the subsidised bus network. This would best be achieved in the formulation of the 2011 tendering package.

### ***Option C***

32. In the design of bus tenders in 2011, consideration will be given to how well each route has performed over the life of its previous contract. The result will be that some of the routes cease to exist in their current form, others will continue unchanged and yet more will be new routes, incorporating changes requested by residents or suggested by Council officers or bus operators.
33. This is the best context, with a full appreciation of the budget available to support the resulting bus services, in which to review the levels of provision to each area of York.
34. Carrying out a review of supported services to York Outer in isolation cannot happen, as most the routes serving villages also serve areas closer to the City Centre en route to their final destination.

### **Corporate Objectives**

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

## Implications

- **Financial** – The review of bus services would be undertaken using existing Council resource whether in 2010 or 2011.
- **Human Resources (HR)** - none
- **Equalities** - none
- **Legal** - none
- **Crime and Disorder** - none
- **Information Technology (IT)** - none
- **Property** - none

## Risk Management

36. The risk of undertaking a review of subsidised local bus services is very low. The outcome of such a review would be reported back to a further Council meeting. It is only at this point, when the future of any bus services might be considered, that the risk management score might increase.
37. The above risk and any other potential risks associated with the introduction of the taxi card have been measured in terms of impact and likelihood using the Council's risk management system. The risk score for the recommendation is less than 16 and thus, in line with the risk management system, at this point the risks need only to be monitored, as they do not provide a real threat to the achievement of the objectives of this report.

## Contact Details

**Author:**

**Andrew Bradley**  
**Principal Transport Planner**  
**(Operations)**  
**Transport Planning**  
Tel No. 1404

**Chief Officer Responsible for the report:**

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

**Report Approved**

**Date** 16.08.2010

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

Implication: Financial  
Name: Patrick Looker  
Title: Finance Manager  
Tel No: 1633

**Wards Affected:** *Bishopthorpe, Rural West York, Dringhouses & Woodthorpe, Skelton, Rawcliffe & Clifton Without, Huntington & New Earswick, Haxby & Wigginton, Heworth Without, Osbaldwick, Heslington, Wheldrake, Derwent, Strensall, Fulford* **All**

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

**Background Papers**

None

**Annexes**

Annex A – Letter accompanying the petition

Annex B – Response from Ward Members

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# James Alexander

Prospective Labour MP for York Outer



**a:** 59 Holgate Road, YORK YO24 4AA  
**t:** +44 (0)1904 652 875 (phone or fax)  
**m:** +44 (0)7711 238 741 (phone or text)  
**e:** alexander@time-4-change.org.uk  
**w:** www.time-4-change.org.uk  
[www.labourcanwinYorkOuter.org.uk](http://www.labourcanwinYorkOuter.org.uk)

Dear Executive,

Please find enclosed the details of 529 people who have so far signed up to my "York Fares Fair" campaign via a paper petition, online petition, joining a facebook group, sending a reply slip and sending a text message. This is the first installment of this petition.

The campaign is calling for:

1. A freeze in First York bus fares until June 2011
2. An end to First York bus cuts
3. A review of all bus services to ensure that villages in outer York have sufficient access to bus routes

First York has increased bus fares 8 times over the past 6 years. Increases have been between 25% and 100%. In January 2009, a First Day ticket increased in cost from £3.50 to £3.70. In 2003 this was just £2.20. These rises have occurred at the same time as First York withdrawing set timetables from certain routes and reducing services on others. In response to rising bus fares, the number of paying passengers reduced by just under 14% during the period 2005/06 –2007/08. This is a decrease from approximately 11m to 9.5m passengers. In 2003/04, 29% of people were not satisfied with local bus services. This number has risen to 32% in 2007/08. Performance indicators show that under 32% of buses leaving the city in the morning leave on time. Only 25% of buses are on time at timing points along service routes. First have continued to cut services.

The campaign has some success with a recent announcement that First York will be freezing fares this year. However the campaign continues.

I understand you disagree with me regarding bus quality control contracts. I think this is a missed opportunity. However I am now asking you to back this campaign.

Yours Sincerely,

Councillor James Alexander  
Prospective Labour MP for York Outer

Printed by James Alexander, 59 Holgate Road, York, YO24 4AA. Promoted by Jane Overhill, 58 Holgate Road, York, YO24 4AA. On behalf of James Alexander, 59 Holgate Road, York, YO24 4AA.

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## ANNEX B - Responses from ward members

The following email was sent to all of the councillors representing wards in the York Outer constituency:

*Dear Councillors,*

*A petition was received by the Council shortly before the general election signed by 529 residents of the York Outer constituency. The petition made three requests:*

- 1) For a freeze in First York bus fares until June 2011*
- 2) For an end to First York bus cuts*
- 3) For a review to be undertaken of all bus services to ensure that villages in Outer York have sufficient access to bus routes.*

*The first two issues are largely a matter for First York to address but, as is usual practice when a petition is received, a report is presented to the relevant Executive Member.*

*To this end, your views on bus service provision to your area of Outer York would be much appreciated. Next year the Council will be re-tendering a majority of its subsidised bus network. Do you believe that a review of services which informs the tender process would be the best approach, or are you of the view that there are specific circumstances where action needs to be taken more swiftly?*

*Many thanks,*

*Andrew Bradley,  
Principal Transport Planner (Operations),  
Transport Planning,  
City of York Council*

The following responses have been received:

- 1) Cllr. K Hyman, Huntington & New Earswick

*The main service for Huntington is the number 5 and has been a constant source of complaints for the last few years. The main service through New Earswick has not attracted any as far as I am aware.*

*The 5 was set up a few years ago as a 10 minute service which was subsequently changed to 12 and then to the current 15. Despite this there are regular complaints about buses not turning up or running late or 2 arriving at the same time. I have suffered all 3 of these incidents and yet I rarely use the service as I cannot rely on it to get me to my destination on time. Currently the service is being cut back further. Firstly it only runs hourly after, I'm not 100% sure of the time but it's around, 8.00pm and the last service was after midnight and is now 1 hour earlier.*

*In the mornings during school term time the buses are overcrowded and difficult for commuters to use as they are full of children who cannot get to the largest school in York any other way.*

*The text service for arrival of the next bus certainly didn't work when I tried it. I was informed that the next bus was at 3.30am. I then rang for a taxi only for a bus to arrive late even when it was the last one of the evening.*

*The other major complaint, which has been partially addressed, is that the bus didn't go to the station. Now 2 an hour do but people don't know which ones they are and if they are running late or out of sequence it is still unsatisfactory.*

*Overall this service fails.*

*The removal of the number 13 has caused inconvenience to older members of the community who used it from New Lane into the city centre. They are not all strong enough to walk to Huntington Road in the hope of getting the number 15.*

*The other bus, whose number escapes me, is currently subsidised by COYC and is due to be withdrawn when the contract ends next year.*

*The Park & Ride proves popular with those who are able to drive there from fairly short distances and this has no doubt reduced the usage of the New Lane routes.*

*Hope this helps*

2) Cllr. K Orrell, Huntington & New Earswick

*'I agree with all of that'. (With reference to Cllr. Hyman's email)*

3) Cllr. J Watt, Skelton, Rawcliffe & Clifton

*'My concern relates to the number 22 Pullman service that serves Skelton. Notwithstanding we also have a limited service from 2 other operators down the A19, the current 22 service is adequate and swift review action is not required, provided the 22 service is secure pending the tender review.*

*The 22 covers the daily commute periods, mornings and afternoons. This is a vital service for our rural community and although, as I understand it, this is the most subsidised service in York, it must be maintained. When the 22 service was partially restored following its withdrawal by First York, I did have complaints from residents in the Rawcliffe area who wanted buses either earlier in the day or throughout the evenings. I do not support this - the Council cannot be expected to subsidise the work travel, for example, of someone with an early start in Leeds or a few individuals who want cheap travel for their social arrangements in York centre one or 2 nights per week. If we did this we really would have an empty bus running too often.*

*Focus should be on the forthcoming tender review. It is frustrating that Skelton has a Park & Ride just one mile down the A19. It would be useful if the review could examine extending some of the service from the P&R up to the village. A loop round Skelton once or twice per hour would reduce the number of Skelton residents driving to the P&R and could remove the need for the subsidised 22 service. You'll tell me there is some rule against this?'*

4) Cllr. A Reid, Dringhouses & Woodthorpe

*Generally the bus service for Dringhouses and Woodthorpe is acceptable.*

*Tadcaster Rd is very well served. Changes to the service that serves the Middlethorpe estate area to ensure that it is retained are welcome. This is a much appreciated service by those who use it.*

*Part of the ward is covered by service 4.*

*Woodthorpe is reasonably well served with the only concerns expressed from time to time being should the service go via Stonebow or the Theatre.*

*Alness Drive area is the worse served but even that now has the 26.*

*Residents make use of both the P & R service and the Coastliner, either walking, cycling or driving to Tesco.*

*I have had no particular complaints about the service recently although there are usually some grumblings when the fares rise. Being part of the urban area we have a better service than the villages.*

*Cllr Sunderland is a regular bus user herself and might have some comments from a user perspective.*

5) Cllr. I Gillies, Rural West York

*'I am happy that the 20 continues to be subsidised, although a further alteration to the route, from Clifton Moor, down Wigginton Road past the hospital, and back up Haxby Road, would be welcomed, to service those in Poppleton, Rawcliffe, and Haxby, plus the Rawcliffe Park and Ride, to access the Hospital easily.*

*The only other issue is the diversion of the Ripon bus through Upper Poppleton to serve Station Road.*

*It is still annoying that having promised a 15 minute number 10 service, First have reduced it to 30 minute frequency, and still stand for up to 10 minutes at the Lord Nelson.'*

6) Cllr. J Galvin, Bishopthorpe

*'Thank you for email, I would have thought that a review of services which informs the tender process would be the best approach.'*

7) Cllr. P Healey, Rural West York

*'The critical wording in point 3 would be 'sufficient!' I'm sure Temple Lane and Drome Rd wouldn't agree that no service was adequate but is Dial-A-Ride sufficient. In my opinion it probably is and increasingly in theirs too.*

*So in conclusion I'd have to agree that current services are sufficient given their affordability.'*

8) Cllr. S Wiseman, Strensall

*'With regard to the No. 5 route I would favour a review of this service as it is sporadic (certainly not to timetable) during the day. Rush hours are apparently covered quite well but reports of waiting times between services is sometimes up to 40minutes during the day and often two busses will arrive together.*

*As the Ward Councillor I find it increasingly inconvenient to rely on the bus to bring me to the Guildhall and therefore made reliant on my car which is not in line with our policies of keeping cars out of the city.*

*The population of villages such as Strensall has multiplied enormously over the past decade with many elderly residents who rely on the bus to bring them to York's facilities.*

*As an example. This morning I waited 30minutes for a bus in Strensall and it was full and remained full into the city centre. Many occupants had waited a long time for this service.*

*I would support an in-depth review before the tendering process takes place.'*

9) Cllr. M. Kirk, Strensall

*'As a ward councillor who lives in Strensall and uses the bus from time to time I, and residents are generally very happy with the service. Exceptions to this are delays in buses arriving due to traffic delays from the City. It would be useful to have arrival signs such as that on Water End which advise passengers of the time of the next bus. Is this something that could be funded from ward committee funding?'*

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

**7 September 2010**

Report of the Director of City Strategy

**City Strategy Capital Programme – 2010/11 Monitor 1 Report**

**Report Summary**

1. The purpose of this report is to set out progress to date on schemes in the 2010/11 City Strategy Capital Programme, including budget spend to the end of July 2010.
2. The report also proposes adjustments to scheme allocations to align with the latest cost estimates and delivery projections. The main adjustments to the programme to accommodate the reductions in the Government funding announced in June 2010 were approved at the July Decision Session.
3. There are relatively few changes proposed at this stage in the year as the detailed scheme designs and delivery programmes are currently being prepared. The main variations proposed to the programme are an increased allocation for the Fulford Road Corridor scheme, and new allocations added for the amendments to the Clifton Bridge Approaches scheme and James Street Link Road Phase 1 landscaping works. The Property budget has been increased to accommodate the additional works to the Lendal Boatyard Slipway.

**Recommendations**

4. The Executive Member is requested to:
  - i) Approve the adjustments to the programme set out in Annexes 1 to 4.
  - ii) Approve the variations to the 2010/11 City Strategy capital budget, subject to the approval of the Executive.

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

**Background**

5. The City Strategy Capital Programme is made up of the Planning & Transport and Property Capital Programmes.

6. The City Strategy Planning & Transport Capital Programme budget for 2010/11 was confirmed as £7,000k at Full Council on 25 February 2010. The programme was finalised on 6 July 2010 when the Executive Member was presented with the consolidated Capital Programme, which included all work that had carried over from 2009/10, and the changes to the programme following Government funding cuts announced in June 2010.
7. The current approved budget for the City Strategy Planning & Transport Capital Programme for 2010/11 is £5,856k, which includes £2,236k of Local Transport Plan (LTP) funding, plus other funding from the RFA Supplementary Grant, Cycling City grant, developer contributions, and other grant funding. This represents the budget available to spend, and is therefore net of the over-programming built into the Local Transport Plan element of the programme. Overprogramming is used as a means to ensure the available funding is fully spent in each year.
8. The City Strategy Planning & Transport Capital Programme also includes £182k of funding from council resources for the maintenance of the City Walls.
9. Since 1 April 2010 the property section has been integrated into the City Strategy Directorate. The Property Capital Programme has a budget of £2,013k in 2010/11, which is funded from council resources.
10. The Accommodation Review and Stadium schemes being progressed by the City Strategy Directorate are reported separately.
11. Table 1 shows the current approved capital programme.

**Table 1: Current Approved Capital Programme**

	<b>Gross Budget £000s</b>	<b>External Funding* £000s</b>	<b>Capital Receipts £000s</b>
Original P & T Capital Programme	7,000	6,910	90
Transport Variations approved at July Decision Session	-1,144	-1,236	+92
<b>Current Approved P &amp; T Capital Programme</b>	<b>5,856</b>	<b>5,674</b>	<b>182</b>
Original Property Capital Programme	1,336		1,336
Property Variations approved at July Decision Session	+677		+677
<b>Current Approved Property Capital Programme</b>	<b>2,013</b>		<b>2,013</b>
<b>Current Approved City Strategy Capital Programme</b>	<b>7,869</b>	<b>5,674</b>	<b>2,195</b>

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



## Summary of Key Issues

12. Few changes are proposed to current scheme allocations as the majority of schemes in the Planning & Transport capital programme are in the feasibility and outline design stages. As work progresses through the year, scheme costs will be confirmed and the current allocations will be adjusted as required.
13. The current spend to the end of July is £1,026k, which represents 17.5% spend on the total budget allocation (i.e. the programme minus overprogramming). This is a higher spend than at this time in 2009 (£779k), which is mainly due to the cost of carryover works from the Fulford Road Corridor scheme, which have almost been completed, and the preparatory work carried out on the A19 Roundabout Improvements scheme.
14. Each main block within the LTP element of the Planning & Transport programme has a budget figure allocated, which indicates the level of funding available, and a programme figure, which shows the value of all schemes being progressed. The level of overprogramming varies between blocks depending on the level of deliverability risk. As in previous years, the level of overprogramming will be amended through the year as the certainty of delivery becomes evident.
15. The levels of Integrated Transport funding have not been confirmed for future years, however it is likely that funding levels will be significantly reduced after the end of the second Local Transport Plan (LTP2) period in March 2011. The review of the 2010/11 programme at the Consolidated Report stage included a reduction in the level of overprogramming, to take account of anticipated reduction in future funding levels. However, even with the lower level of overprogramming, additional schemes may need to be deferred later in the year if good progress continues on all projects.
16. Schemes within the Property element of the Capital Programme are currently progressing to programme. Additional funds are required for the repairs to the Lendal Boatyard Slipway. Further details are provided in Annex 4.
17. The current approved City Strategy Capital Programme and proposed adjustments are indicated in Table 2 below. Additional information, including details of the proposed changes to allocations, is provided in the Annexes to the report.

**Table 2: Capital Programme Proposed Budget 2010/11**

<b>Gross City Strategy Capital Programme</b>	<b>2010/11 £000s</b>	<b>Paragraph Ref</b>
<b>Current Approved P&amp;T Capital Programme</b>	<b>5,856</b>	
<b><u>Transport Adjustments:</u></b>		
Addition of s106 funding for James Street Link Road	+20	Annex 1
<b>Current Approved Property Capital Programme</b>	<b>2,013</b>	
<b><u>Property Adjustments:</u></b>		
Additional funding for Lendal Boatyard Slipway Repairs	+77	Annex 4
<b>Revised Capital Programme</b>	<b>7,966</b>	

### **Scheme Specific Analysis**

18. The key proposed changes included in this report are summarised below and are detailed in Annexes 1-3 for the Planning & Transport elements and Annex 4 for the Property schemes.

- Increased allocation for the Fulford Road – 09/10 Completions scheme, due to the increased cost of the carryover works.
- Reduced allocation for the Low Emission Strategy scheme, as match funding for the 'Plugged in Places' scheme is not required in 2010/11.
- New allocation added for the implementation of 20mph limits at four locations across the city.
- New allocations added for the costs of the review and minor amendments to the Clifton Bridge Approaches scheme, and the development of a scheme for the reinstatement of the left turn lane at Clifton Green.
- Addition of funding for carryover schemes from previous years for James Street Link Road Phase 1 and Moor Lane Roundabout Retentions.
- Increased allocation for the Lendal Boatyard Slipway repair scheme to accommodate additional works revealed during detailed surveys.

### **Consultation**

19. The capital programme was developed under the Capital Resource Allocation model (CRAM) framework and agreed at Full Council on 25 February 2010. Whilst consultation is not undertaken for the overall capital programme, the individual scheme proposals do follow a consultation process with local councillors and residents in the locality of the individual schemes.

## Corporate Priorities

20. The capital programme is decided through a formal process, using a Capital Resource Allocation Model (CRAM). CRAM is a tool used for allocating the council's scarce capital resources to schemes that meet corporate priorities.
21. The City Strategy Capital Programme supports the Sustainable City, Thriving City and Safer City elements of the new Corporate Strategy.
22. **Sustainable City** We aim to be clean and green, reducing our impact on the environment while maintaining York's special qualities and enabling the city and its communities to grow and thrive. Improvements to cycle routes, walking routes and public transport will help to meet this objective.
23. **Thriving City** We will continue to support York's successful economy to make sure that employment rates remain high and that local people benefit from new job opportunities. Improvements to the city's sustainable transport network including the improvements to the Park & Ride service will assist the economy by reducing the impact of congestion.
24. **Safer City** We want York to be a safer city with low crime rates and high opinions of the city's safety record. Improvement schemes and speed management measures are targeted at prioritised sites to reduce casualties. Education and enforcement campaigns complement the highway improvement works.

## Implications

25. The report has the following implications:
  - **Financial** – See below
  - **Human Resources (HR)** – The lower budget means that reduced resources will be needed to deliver the programme in the year. This will be managed by reducing the use of consultants and agency staff where possible and appropriate.
  - **Equalities** – There are no equalities implications
  - **Legal** – There are no legal implications
  - **Crime and Disorder** – There are no crime and disorder implications
  - **Information Technology (IT)** – There are no IT implications
  - **Property** – There are no property implications
  - **Other** – There are no other implications

## Financial Implications

26. The City Strategy budget is funded from a variety of sources. Funding for the Transport element is principally provided through government grants and developer contributions whereas the Planning (City Walls) and Property elements are funded from Council resources.

City Strategy Capital Programme	Current Budget	Proposed Alteration	Proposed M1 Budget
	£000s	£000s	£000s
<b>Planning &amp; Transport</b>			
Government Grants	5,044		5,044
Developer Contributions	630	+20	650
CYC Resources (City Walls)	182		182
<b>Planning &amp; Transport Total</b>	<b>5,856</b>	<b>+20</b>	<b>5,876</b>
<b>Property</b>			
CYC Resources	2,013	+77	2,090
<b>Property Total</b>	<b>2,013</b>	<b>+77</b>	<b>2,090</b>
<b>City Strategy</b>			
<b>City Strategy Total</b>	<b>7,869</b>	<b>97</b>	<b>7,966</b>

27. The LTP allocation for 2010/11 was confirmed by the Government Office for Yorkshire and the Humber on 27 November 2007. The City Strategy Capital Programme budget was agreed by the Budget Council as part of the overall CYC Capital Programme on 25 February 2010, and the Property Capital Programme became part of the City Strategy Capital Programme when the Property Service section was transferred to the City Strategy Directorate on 1 April 2010.
28. The City Strategy Capital Programme was amended to include the revised funding allocation following Government funding cuts to the Transport budget, and carryovers from the 2009/10 capital programme, in the City Strategy Capital Programme Consolidated Report to the July Decision Session meeting.
29. If the changes proposed in this report are accepted, the total value of the City Strategy Planning & Transport Capital Programme for 2010/11 would be **£6,562k** including overprogramming. The overprogramming would increase from £605k to **£686k** (compared to £1,254k at this stage in 2009/10). The budget would increase to **£5,876k**, and would be funded as follows:

Planning & Transport Capital Programme	Current Budget £000s	Proposed Alteration £000s	Proposed Budget £000s
LTP Settlement	2,236		2,236
Regional Funding Allocation	1,680		1,680
Developer Contributions	630	+20	650
Cycling City Grant	1,055		1,055
CYC Resources	182		182
Other Grant Funding	73		73
<b>Total</b>	<b>5,856</b>	<b>+20</b>	<b>5,876</b>

30. Although the level of overprogramming is much lower than at this stage in 2009/10, additional schemes may need to be deferred later in the year depending on the progress of schemes, due to the reduced level of funding anticipated for future years.

31. As set out in Annex 4, it is proposed to increase the Property Services budget to £2,090k to accommodate the additional cost of the Lendal Boatyard slipway repairs. This budget is fully funded from council capital resources.

Property Capital Programme	Current Budget £000s	Proposed Alteration £000s	Proposed Budget £000s
<b>Total</b>	<b>2,013</b>	<b>77</b>	<b>2,090</b>

## Risk Management

32. The Capital Programme has been prepared to assist in the delivery of the objectives of the Local Transport Plan. The Department for Transport will assess the progress of the LTP against the targets set in the plan. If the schemes included within the programme do not have the anticipated effect on the targets, it is possible that the council will receive a lower score, and consequentially there is a risk that future funding will be reduced.
33. In addition to the cuts to transport capital budgets for 2010/11, there is a significant risk that future budgets will be substantially lower than in recent years. This will increase the importance of the prioritisation of schemes to ensure that the reduced funding is allocated to schemes which deliver the best value for money in accordance with the objectives of the LTP.

### Author:

Tony Clarke  
Capital Programme Manager  
City Strategy  
Tel No. 01904 551641

### Chief Officer Responsible for the report:

**Richard Wood**  
Assistant Director City Development and  
Transport

Report Approved  Date 24 August 2010

Co-Author  
Patrick Looker  
Finance Manager  
City Strategy  
Tel No. 01904 551633

Report Approved  Date 20 August 2010

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

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

All

For further information please contact the author of the report

### Background Papers

City Strategy Capital Programme: 2010/11 Budget Report – 2 March 2010  
City Strategy Capital Programme: 2009/10 Outturn Report – 1 June 2010  
City Strategy Capital Programme: 2010/11 Consolidated Report – 6 July 2010

**Annexes**

Annex 1: 2010/11 Monitor 1 Report – Scheme Progress Report

Annex 2: Summary of Proposed Changes

Annex 3: Current and Proposed Budgets

Annex 4: Property Services Capital Programme

**2010/11 Monitor 1 Report – Scheme Progress Report**

1. This annex provides an update on the progress of schemes within the Planning & Transport City Strategy Capital Programme, and details a number of proposed changes to the programme. Progress on schemes is reported by exception i.e. an update is only provided if the cost or delivery programme has changed from the budget report in March 2010. Details of the current and proposed allocations for all schemes in the programme are set out in Annex 3.

**Transport Schemes****ACCESS YORK PHASE 1****Budget: £300k (£120k LTP, £180k RFA Top-up)****Programme (including overprogramming): £350k****Spend to 31 July 2010: £130.9k**

2. No changes are proposed to the Access York Phase 1 block at this stage of the year. As noted in the Consolidated Budget report to the July Decision Session, the Major Scheme process for transport projects has been suspended by the government until the outcome of the Spending Review in the autumn. Work on the detailed design for the Askham Bar Park & Ride scheme is continuing, but work on the A59 Poppleton Bar and the Clifton Moor Park & Ride schemes has been suspended until the outcome of the spending review is known.

**ACCESS YORK PHASE 2****Budget: £1,655k (£5k LTP, £1,400k RFA Top-up, £250k s106)****Programme (including overprogramming): £1,655k****Spend to 31 July 2010: £160.4k**

3. No changes are proposed to the schemes included in the Access York Phase 2 block at this stage of the year. Work on the detailed design for the A19 Roundabout Improvements scheme is progressing, and the scheme is expected to go out to tender in September. Works are expected to be complete by March 2011.

**MULTI-MODAL SCHEMES****Budget: £610k (£430k LTP, £80k Cycling City, £100k s106)****Programme (including overprogramming): £660k****Spend to 31 July 2010: £309.1k**

4. Fulford Road – 09/10 Completion (PT04/06) - £330k. The majority of the Fulford Road Corridor improvement works carried over from 2009/10 have now been completed, apart from the construction of a new pedestrian refuge near Fulford Cross, which has been delayed until a section of gas main has been diverted. There are also some minor works to be completed in Naburn village.
5. The cost of the scheme in 2010/11 has increased due to the extension of the contract for the works, and the increased costs for some of the elements of the scheme, including additional resurfacing works (carriageway and footway); the

Heslington Lane resurfacing work; and additional footway edging and localised resurfacing near the barracks. A review of the operation of the scheme will be carried out later in the year.

6. No other changes are proposed to Multi-Modal Schemes block at this stage of the year. Work on the detailed design for the new pedestrian crossing and traffic signal upgrades at the Blossom Street/ Queen Street/ Nunnery Lane junction is progressing, and it is expected that the scheme will start on site in the autumn.

**AIR QUALITY, CONGESTION & TRAFFIC MANAGEMENT**

**Budget: £130k**

**Programme (including overprogramming): £180k**

**Spend to 31 July 2010: £60.9k**

7. Low Emission Strategy Development (AQ02/10) - £55k. It is proposed to reduce the allocation for this scheme to £10k, as match funding for the 'Plugged-in Places' bid will not be required in 2010/11.
8. James Street Link Road Phase 1 – New Allocation. It is proposed to add a new allocation to the programme for amendments to the landscaping adjacent to the Ropewalk, which will be funded from Foss Basin Masterplan Section 106 contributions.

**PARK & RIDE**

**Budget: £40k**

**Programme (including overprogramming): £40k**

**Spend to 31 July 2010: £0.8k**

9. No changes are proposed to the schemes included in the Park & Ride block at this stage of the year.

**PUBLIC TRANSPORT IMPROVEMENTS**

**Budget: £330k (£257k LTP, £73k Grant Funding)**

**Programme (including overprogramming): £330k**

**Spend to 31 July 2010: £184.7k**

10. No changes are proposed to the schemes included in the Public Transport block at this stage of the year.

**WALKING**

**Budget: £245k (£205k LTP, £40k s106)**

**Programme (including overprogramming): £395k**

**Spend to 31 July 2010: £12.5k**

11. Minor Pedestrian Schemes (PE02/10) - £20k. It is proposed to increase the allocation for this scheme to £35k, in order to fund the construction of a new section of footway on the A19 (South) between Howden Lane and Crockey Hill. The new footway was constructed earlier in the summer while the A19 drainage scheme was on site, which allowed the work to be done at a much lower cost.



12. No other changes are proposed to the schemes in the Walking block at this stage of the year.

**CYCLING**

**Budget: £1,758k (£483k LTP, £100k RFA Top-up, £950k Cycling City, £225k s106)**

**Programme (including overprogramming): £1,933k**

**Spend to 31 July 2010: £86.2k**

13. Beckfield Lane Phase 2 (CY07/09) - £50k. It is proposed to increase the allocation for this scheme to £60k to include the cost of staff time spent on developing the revised scheme proposals, which were approved at the July Decision Session meeting for implementation later in 2010/11.
14. Clifton Bridge Approaches – New Allocation. The Clifton Bridge Approaches cycle scheme was completed in spring 2009, and provided new cycle facilities (on-road and off-road) from Clifton Green to Salisbury Road. A review of the scheme was carried out after the scheme had been in place for a year, and the outcome of this review was presented at the June Decision Session. It is proposed to allocate £15k for the implementation of measures identified in the Stage 3 Safety Audit of the scheme, including adjustments to the ramp from the high level cycle lane near to the Salisbury Road Junction.
15. Water End/ Clifton Green Junction Review – New Allocation. A separate evaluation of the Clifton Bridge Approaches cycle scheme was also carried out as a result of a Councillor Call for Action (CCfA) in summer 2009, which was requested by the Clifton ward councillors. The final report of the CCfA was considered at the Executive meeting of 6 July, where it was agreed that proposals for the reinstatement of a left turn general traffic lane at the Water End junction should be developed for public consultation. It is proposed to allocate £5k in the capital programme for the feasibility and design work on this scheme.
16. No other changes are proposed to the schemes in the Cycling block at this stage of the year. Work has now started on site on the Lendal Hub Station scheme, and approval has now been granted ‘in principle’ for the three remaining sections of the Orbital Cycle Route, which are currently being designed for implementation later in the year.

**SAFETY & ACCESSIBILITY SCHEMES**

**Budget: £360k (£345k LTP, £15k s106)**

**Programme (including overprogramming): £440k**

**Spend to 31 July 2010: £19k**

17. 20mph Limit Schemes – New Scheme. It is proposed to allocate £10k to part-fund the implementation of the following 20mph schemes in 2010/11:
- South Bank area (approved at December 2009 Decision Session)
  - Low Poppleton Road/ Millfield Lane area (approved at April 2010 Decision Session).
  - Holly Bank area (approved at April 2010 Decision Session)

- Westminster Road (approved at July 2010 Decision Session)

18. No other changes are proposed to the schemes in the Safety & Accessibility block at this stage of the year. The Deighton Access Improvement scheme will be implemented in late summer as part of the ongoing A19 drainage works, and feasibility work is continuing on the safety and speed management schemes for implementation later in the year.
19. Work on the Safe Routes to 'Playbuilder' schemes has been put on hold at present, as the Playbuilder funding allocation is currently being reviewed by the Department for Education.

### **SCHOOL SCHEMES**

**Budget: £186k (£161k LTP, £25k Cycling City)**

**Programme (including overprogramming): £236k**

**Spend to 31 July 2010: £19.5k**

20. No changes are proposed to the schemes in the Schools block at this stage of the year.

### **PREVIOUS YEARS COSTS**

**Budget: £60k**

**Spend to 31 July 2010: £35.1k**

21. This budget covers minor completion works and retention monies associated with LTP schemes undertaken in previous years. It is proposed to add a separate allocation for retention and landscaping costs for the Moor Lane Roundabout scheme, which is estimated to cost £11k in 2010/11.

### **City Walls**

22. No changes are proposed to the City Walls projects at this stage of the year. Repair work is currently progressing along the Lord Mayor's Walk section.

<b>Recommended variations to LTP Programme (Changes to Overprogramming Only)</b>		
Scheme	Change	Budget Change
		£1,000's
Fulford Road - 09/10 Completion	Increased cost of completion works	60.00
Low Emission Strategy Development	'Plugged-in Places' match funding not required in 2010/11	-45.00
Minor Pedestrian Schemes Budget	Additional cost of new footway on A19 (constructed as part of drainage maintenance works)	15.00
Beckfield Lane Phase 2	Additional cost of developing options for improving pedestrian and cycle facilities	10.00
Clifton Bridge Approaches	New Allocation - cost of safety audit works	15.00
Water End/ Clifton Green Junction Review	New Allocation - cost of scheme review & development of scheme to reinstate left turn lane	5.00
20mph Limit Schemes	Separate allocation - implementation of four 20mph limit schemes across the city	10.00
Moor Lane Roundabout - Retentions	New allocation - landscaping & retentions costs	11.00
<b>Total Programme Change</b>		<b>81.00</b>

<b>Section 106 Funding</b>		
Scheme	Change	Budget Change
		£1,000's
James Street Link Road Phase 1	Landscaping works adjacent to the Ropewalk	20.00
<b>Total Section 106</b>		<b>20.00</b>

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Scheme Ref	10/11 City Strategy Capital Programme	Consolidated Budget (Total)	Consolidated Budget (LTP)	Proposed M1 Budget (Total)	Proposed M1 Budget (LTP)	Spend to 31/07/10	Scheme Type	Comments
		£1000s	£1000s	£1000s	£1000s	£1000s		
<b>Access York Phase 1</b>								
AY01/09	Access York Phase 1	350.00	170.00	350.00	170.00	23.58	Study/ Works	
	Askham Bar Expansion/ Relocation					39.44		
	A59 (Poppleton Bar)					32.07		
	Wigginton Road (Clifton Moor)					35.78		
<b>Access York Phase 1 Programme Total</b>		<b>350.00</b>	<b>170.00</b>	<b>350.00</b>	<b>170.00</b>	<b>130.86</b>		
<b>Overprogramming</b>		<b>50.00</b>	<b>50.00</b>	<b>50.00</b>	<b>50.00</b>			
<b>Budget</b>		<b>300.00</b>	<b>120.00</b>	<b>300.00</b>	<b>120.00</b>			
<b>Access York Phase 2</b>								
AY02/08	Access York Phase 2 Development	5.00	5.00	5.00	5.00	3.05	Study	
AY01/10	Traffic & Transport Model Enhancement	250.00	0.00	250.00	0.00	13.53	Study	
OR01/09	A19 Roundabout Improvements	1,400.00	0.00	1,400.00	0.00	143.85	Works	
<b>Access York Phase 2 Programme Total</b>		<b>1,655.00</b>	<b>5.00</b>	<b>1,655.00</b>	<b>5.00</b>	<b>160.42</b>		
<b>Overprogramming</b>		<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>			
<b>Budget</b>		<b>1,655.00</b>	<b>5.00</b>	<b>1,655.00</b>	<b>5.00</b>			
<b>Multi-Modal Schemes</b>								
PT07/06	Blossom Street Multi-Modal Scheme	200.00	100.00	200.00	100.00	14.08	Works	
MM01/08	Fishergate Gyratory Multi-Modal Scheme	50.00	50.00	50.00	50.00	7.49	Study	
PT04/06	Fulford Road - 09/10 Completion	330.00	330.00	390.00	390.00	285.66	Works	Allocation increased - additional cost of resurfacing works and traffic signal equipment
MM01/10	Fulford Road (Cemetery Road to Fishergate)	80.00	0.00	80.00	0.00	1.89	Works	
<b>Multi-Modal Schemes Programme Total</b>		<b>660.00</b>	<b>480.00</b>	<b>720.00</b>	<b>540.00</b>	<b>309.12</b>		Programme increased Overprogramming increased
<b>Overprogramming</b>		<b>50.00</b>	<b>50.00</b>	<b>110.00</b>	<b>110.00</b>			
<b>Budget</b>		<b>610.00</b>	<b>430.00</b>	<b>610.00</b>	<b>430.00</b>			
<b>Air Quality &amp; Traffic Management</b>								
AQ01/10	Urban Traffic Management & Control (UTMC) Projects	75.00	75.00	75.00	75.00	48.88	Works	
AQ02/10	Low Emission Strategy Development	55.00	55.00	10.00	10.00		Study/ Works	Allocation reduced - match funding for Plugged-in Places bid not required in 2010/11
AQ03/10	Air Quality	20.00	20.00	20.00	20.00	10.30	Works	
JS01/09	James Street Link Road Phase 2 Development	10.00	10.00	10.00	10.00		Study	
TM01/10	Car Park Ticket Machines	20.00	20.00	20.00	20.00		Works	
JS01/10	James Street Link Road Phase 1	0.00	0.00	20.00	0.00	1.73	Works	New Scheme - Landscaping works adjacent to the Ropewalk
<b>Air Quality &amp; Traffic Management Programme Total</b>		<b>180.00</b>	<b>180.00</b>	<b>155.00</b>	<b>135.00</b>	<b>60.91</b>		Programme decreased Overprogramming decreased Budget increased
<b>Overprogramming</b>		<b>50.00</b>	<b>50.00</b>	<b>16.00</b>	<b>16.00</b>			
<b>Budget</b>		<b>130.00</b>	<b>130.00</b>	<b>139.00</b>	<b>119.00</b>			
<b>Park &amp; Ride</b>								
PR01/10	P&R Site Upgrades	20.00	20.00	20.00	20.00	0.63	Works	
PR02/10	P&R City Centre Bus Stop Upgrades	20.00	20.00	20.00	20.00	0.16	Works	
<b>Park &amp; Ride Programme Total</b>		<b>40.00</b>	<b>40.00</b>	<b>40.00</b>	<b>40.00</b>	<b>0.79</b>		
<b>Overprogramming</b>		<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>			
<b>Budget</b>		<b>40.00</b>	<b>40.00</b>	<b>40.00</b>	<b>40.00</b>			
<b>Public Transport Improvements</b>								
PT03/08	Haxby Station Scheme	5.00	5.00	5.00	5.00		Study	
PT01/10	Bus Location and Information Sub-System (BLISS)	75.00	75.00	75.00	75.00	4.80	Works	
PT02/10	Bus Stop & Shelter Programme	50.00	50.00	50.00	50.00	11.00	Works	
PT03/09	Dial & Ride Vehicle	170.00	97.00	170.00	97.00	168.53	Works	
PT04/10	Quality Bus Contract Scheme Development	10.00	10.00	10.00	10.00		Study	
PT05/10	Station Frontage	20.00	20.00	20.00	20.00	0.33	Works	
<b>Public Transport Improvements Programme Total</b>		<b>330.00</b>	<b>257.00</b>	<b>330.00</b>	<b>257.00</b>	<b>184.66</b>		
<b>Overprogramming</b>		<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>			
<b>Budget</b>		<b>330.00</b>	<b>257.00</b>	<b>330.00</b>	<b>257.00</b>			
<b>Walking</b>								
PE01/10	Dropped Crossing Budget	20.00	20.00	20.00	20.00	0.10	Works	
PE02/10	Minor Pedestrian Schemes Budget	20.00	20.00	35.00	35.00	0.33	Works	Allocation increased - additional cost of new section of footway on A19 (Howden Lane - Crockey Hill)
PE03/10	Clifton Moor Pedestrian Audit Schemes	20.00	20.00	20.00	20.00	0.37	Works	
PE04/09	Footstreets Review	70.00	70.00	70.00	70.00		Study/ Works	
PE04/10	City Centre Accessibility Improvements	125.00	125.00	125.00	125.00	6.76	Study/ Works	
PE05/10	Howden Dike Crossing, Naburn	0.00	0.00	0.00	0.00		-	
PE06/10	Improvements to Hungate Bridge Approaches	40.00	0.00	40.00	0.00	2.60	Study/ Works	
PE07/10	Rawcliffe Recreation Ground Shared Use Path	100.00	100.00	100.00	100.00	2.33	Works	
PE08/10	Minster Piazza	0.00	0.00	0.00	0.00		-	
<b>Walking Programme Total</b>		<b>395.00</b>	<b>355.00</b>	<b>410.00</b>	<b>370.00</b>	<b>12.47</b>		Programme increased Overprogramming increased
<b>Overprogramming</b>		<b>150.00</b>	<b>150.00</b>	<b>165.00</b>	<b>165.00</b>			
<b>Budget</b>		<b>245.00</b>	<b>205.00</b>	<b>245.00</b>	<b>205.00</b>			

Scheme Ref	10/11 City Strategy Capital Programme	Consolidated Budget (Total)	Consolidated Budget (LTP)	Proposed M1 Budget (Total)	Proposed M1 Budget (LTP)	Spend to 31/07/10	Scheme Type	Comments
		£1000s	£1000s	£1000s	£1000s	£1000s		

Cycling								
CY01/09	Lendal Hub Station	256.00	131.00	256.00	131.00		Works	
CC03/09	Orbital Cycle Route - James St to Millennium Bridge (formerly James St to Heslington Road)	560.00	200.00	560.00	200.00	14.11	Works	
CC01/09	Orbital Cycle Route - Clifton Green to Crichton Avenue	390.00	80.00	390.00	80.00	18.75	Works	
CC02/09	Orbital Cycle Route - Hob Moor to Water End	180.00	50.00	180.00	50.00	14.19	Works	
CY01/07	Wigginton Road Cycle Route (Hospital)	50.00	25.00	50.00	25.00	6.87	Works	
CY03/09	Bootham Crossing	5.00	5.00	5.00	5.00	7.51	Study	
CY07/09	Beckfield Lane Phase 2	50.00	50.00	60.00	60.00	9.64	Works	Allocation increased - additional costs of developing revised scheme for implementation in 2010/11
CY04/09	Station Access Ramps	217.00	17.00	217.00	17.00	0.45	Study/ Works	
CY01/10	Removal of Barriers to Cycling	20.00	0.00	20.00	0.00		Works	
CY02/10	Cycling Minor Schemes	30.00	20.00	30.00	20.00	2.90	Works	
CY06/09	Cycle Scheme Development	20.00	20.00	20.00	20.00	4.47	Study	
CC10/09	Cycle Route Maintenance	50.00	25.00	50.00	25.00	1.30	Works	
CC07/09	Cycle Route Signing	25.00	15.00	25.00	15.00	0.31	Works	
CY03/10	Cycle Parking	10.00	10.00	10.00	10.00		Works	
CC08/09	Employment Sites Cycle Parking	10.00	0.00	10.00	0.00	0.70	Works	
CC01/08	City Centre Cycle Parking	10.00	10.00	10.00	10.00	-0.78	Works	
CY02/09	Crichton Avenue Cycle Route - Retention Costs	20.00	0.00	20.00	0.00	-0.37	09/10 Costs	

Carryover Schemes								
CC04/09	Scarborough Bridge Upgrade	10.00	0.00	10.00	0.00	1.47	Study	
CC05/09	Inner Ring Road (Crossings & Route)	10.00	0.00	10.00	0.00	2.74	Works	Scheme Complete
CC05/08	Lighting Projects - pilots on off-road routes	10.00	0.00	10.00	0.00	1.21	Works	
CY10/04	Clifton Bridge Approaches	0.00	0.00	15.00	15.00	0.70	Works	New Allocation - cost of Stage 3 Safety Audit works
CY04/10	Water End/ Clifton Green Junction Review	0.00	0.00	5.00	5.00		Study/ Works	New Allocation - Costs of scheme review and feasibility & design work on reinstatement of left-turn lane

<b>Cycling Programme Total</b>	<b>1,933.00</b>	<b>658.00</b>	<b>1,963.00</b>	<b>688.00</b>	<b>86.15</b>			
<b>Overprogramming</b>	<b>175.00</b>	<b>175.00</b>	<b>205.00</b>	<b>205.00</b>				
<b>Budget</b>	<b>1,758.00</b>	<b>483.00</b>	<b>1,758.00</b>	<b>483.00</b>				

Programme increased  
Overprogramming increased

Safety and Accessibility Schemes								
SA01/10	Deighton Access Improvement	200.00	200.00	200.00	200.00	6.31	Works	
SA02/10	Other Village Access Schemes	60.00	45.00	60.00	45.00	6.03	Study	
Local Safety Schemes								
LS01/10	Local Safety Schemes - Various Locations	30.00	30.00	30.00	30.00	1.78	Study/ Works	
Speed Management Schemes								
SM01/10	Review of Speed Limits on A & B Roads	30.00	30.00	30.00	30.00		Study/ Works	
SM02/10	Speed Management Schemes - Various Locations	50.00	50.00	50.00	50.00	2.32	Study/ Works	
SM03/10	20mph Limit Schemes	0.00	0.00	10.00	10.00		Works	New Scheme - implementation of 20mph Limits across the city
Danger Reduction Schemes								
DR01/10	Holtby Manor Bends	10.00	10.00	10.00	10.00		Works	
DR02/10	Reactive Danger Reduction	10.00	10.00	10.00	10.00	1.42	Study/ Works	
DR03/10	Route Assessments	20.00	20.00	20.00	20.00		Study	
DR04/10	Safe Routes for 'Playbuilder' Schemes	30.00	30.00	30.00	30.00	1.12	Works	

<b>Safety and Accessibility Schemes Programme Total</b>	<b>440.00</b>	<b>425.00</b>	<b>450.00</b>	<b>435.00</b>	<b>18.97</b>			
<b>Overprogramming</b>	<b>80.00</b>	<b>80.00</b>	<b>90.00</b>	<b>90.00</b>				
<b>Budget</b>	<b>360.00</b>	<b>345.00</b>	<b>360.00</b>	<b>345.00</b>				

Programme increased  
Overprogramming increased

School Schemes								
SR03/09	Hob Moor SRS	22.00	22.00	22.00	22.00	1.22	Works	
SR06/09	Ralph Butterfield SRS	5.00	5.00	5.00	5.00	1.27	Works	Scheme complete - new section of footway constructed to link to Park & Stride site on Calf Close, Haxby
SR01/09	Haxby Road Primary SRS	10.00	10.00	10.00	10.00	5.63	Works	Scheme complete - modifications to existing speed cushions carried out while the section of road outside the school was being resurfaced
SR02/09	Hempland Primary SRS	51.00	51.00	51.00	51.00	1.29	Works	
SR09/09	Heworth Primary SRS	30.00	30.00	30.00	30.00	3.45	Works	
SR04/09	Naburn Primary SRS	18.00	18.00	18.00	18.00	1.27	Works	
SR05/09	Poppleton Ousebank SRS	5.00	5.00	5.00	5.00	0.05	Study/ Works	
SR08/09	York High SRS	15.00	15.00	15.00	15.00	3.55	Study/ Works	
SR01/10	Acomb Primary SRS	2.00	2.00	2.00	2.00		Study	
SR02/10	Applefields/ Burnholme SRS	10.00	10.00	10.00	10.00	0.34	Works	
SR03/10	Burton Green Primary SRS	10.00	10.00	10.00	10.00	0.80	Works	
SR04/10	Danesgate/Steiner SRS	2.00	2.00	2.00	2.00	0.01	Study	
SR05/10	Fulford Secondary SRS	2.00	2.00	2.00	2.00		Study	
SR06/10	Joseph Rowntree Secondary SRS	2.00	2.00	2.00	2.00		Study	
SR07/10	Robert Wilkinson Primary SRS	2.00	2.00	2.00	2.00		Study	
SR08/10	St Aelreds Primary SRS	2.00	2.00	2.00	2.00	0.03	Study	
SR09/10	Wheldrake Primary SRS	2.00	2.00	2.00	2.00		Study	
N/A	Safety Audit Works	5.00	5.00	5.00	5.00	0.10	Works	
School Cycle Parking								
SR11/10	Fulford Secondary Cycle Parking	25.00	0.00	25.00	0.00	0.46	Works	
SR12/10	Elvington Primary Cycle Parking	7.00	7.00	7.00	7.00	0.07	Works	
SR13/10	Other School Cycle Parking	9.00	9.00	9.00	9.00		Works	

<b>School Schemes Programme Total</b>	<b>236.00</b>	<b>211.00</b>	<b>236.00</b>	<b>211.00</b>	<b>19.54</b>			
<b>Overprogramming</b>	<b>50.00</b>	<b>50.00</b>	<b>50.00</b>	<b>50.00</b>				
<b>Budget</b>	<b>186.00</b>	<b>161.00</b>	<b>186.00</b>	<b>161.00</b>				

Scheme Ref	10/11 City Strategy Capital Programme	Consolidated Budget (Total)	Consolidated Budget (LTP)	Proposed M1 Budget (Total)	Proposed M1 Budget (LTP)	Spend to 31/07/10	Scheme Type	Comments
		£1000s	£1000s	£1000s	£1000s	£1000s		

Previous Years Costs									
-	Carryover Commitments from Previous Years	60.00	60.00	60.00	60.00	34.84	-		
-	Moor Lane Roundabout - Retentions	0.00	0.00	11.00	11.00	0.30	-	New Scheme - retention and landscaping costs	

<b>Previous Years Costs Total</b>	<b>60.00</b>	<b>60.00</b>	<b>71.00</b>	<b>71.00</b>	<b>35.14</b>			Budget increased
<b>Total Integrated Transport Programme</b>	<b>6,279.00</b>	<b>2,841.00</b>	<b>6,380.00</b>	<b>2,922.00</b>	<b>1,019.04</b>			Programme increased
<b>Total Integrated Transport Overprogramming</b>	<b>605.00</b>	<b>605.00</b>	<b>686.00</b>	<b>686.00</b>				Overprogramming increased
<b>Total Integrated Transport Budget</b>	<b>5,674.00</b>	<b>2,236.00</b>	<b>5,694.00</b>	<b>2,236.00</b>				Budget increased

#### City Strategy Maintenance Budgets

City Walls									
CW01/10	City Walls Restoration	182.00	0.00	182.00	0.00	7.26	Works		

<b>Total City Walls</b>	<b>182.00</b>	<b>0.00</b>	<b>182.00</b>	<b>0.00</b>	<b>7.26</b>			
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<b>Total City Strategy Maintenance Programme</b>	<b>182.00</b>	<b>0.00</b>	<b>182.00</b>	<b>0.00</b>	<b>7.26</b>			
<b>Total City Strategy Maintenance Overprogramming</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>				
<b>Total City Strategy Maintenance Budget</b>	<b>182.00</b>	<b>0.00</b>	<b>182.00</b>	<b>0.00</b>				

<b>Total City Strategy Programme</b>	<b>6,461.00</b>	<b>2,841.00</b>	<b>6,562.00</b>	<b>2,922.00</b>	<b>1,026.30</b>			Programme increased
<b>Total Overprogramming</b>	<b>605.00</b>	<b>605.00</b>	<b>686.00</b>	<b>686.00</b>				Overprogramming increased
<b>Total City Strategy Budget</b>	<b>5,856.00</b>	<b>2,236.00</b>	<b>5,876.00</b>	<b>2,236.00</b>				Budget increased

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## City Strategy Property Budgets

1. The following table indicates the current budget allocations for 2010/11 and the changes proposed at Monitor 1. An update on the progress delivering the schemes is included in the following paragraphs.

Property Capital Programme	2010/11	2010/11	2010/11
	Current	Proposed Changes	Proposed Monitor 1
	£000s	£000s	£000s
Property Key Components	247		247
DDA Legislation Compliance	98		98
35 Hospital Fields Road	0		0
Fire Safety Regulations	132		132
Removal of Asbestos	54		54
St. Clements Hall Refurbishment	245		245
Urgent River Bank Repairs	148		148
Acomb Office	144		144
Mansion House External Repairs	29		29
Hungate/ Peasholme Hostel Relocation	65		65
Boatyard Slipway Repairs	134	+77	211
River Bank Repairs	717		717
Property Compliance (Asbestos & Fire Regulation)	£80k (2010/11) allocation added to Asbestos Removal (£40k) and Fire Safety Regulations (£40k) projects		
<b>Total</b>	<b>2,013</b>	<b>+77</b>	<b>2,090</b>

2. Property Key Components – Funds will be used to support schemes which deliver a significant reduction in the maintenance backlog. In 2010/11 this will include urgent repairs to North St and Fishergate towers and some outstanding work at the Crematorium. The full programme will be developed through the year as critical structural failures/ breakdowns occur across the portfolio.
3. DDA Legislation Compliance – The majority of these funds are earmarked for improvements to disabled access to council buildings. In 2010/11 the largest item is planned to be a contribution to the remodelling of the Library forecourt being part funded by the City Strategy Transport budget. The remainder will be spent to improve disabled access in the non-admin/accom portfolio.

4. Fire Safety Regulations – This is the final year of a three year programme (£300k total) to improve the fire precautions in social services-type residential establishments. £40k of additional funding has been added to this scheme following the successful CRAM bid for ongoing Property Compliance expenditure. There are several schemes underway which will spend the allocation in 2010/11.
5. Asbestos Removal/ Compliance – The two budgets are used for statutory checks on asbestos materials in CYC premises and the removal/treatment of asbestos materials in a dangerous condition. £40k of additional funding has been added to this scheme following the successful CRAM bid for ongoing Property Compliance expenditure.
6. St Clements Hall – This allocation relates to external government funding and a CYC contribution for the substantial works to bring this building into community use as part of the Asset Transfer scheme. It is anticipated that the funding will be fully used to ensure the building is completed by the end of July 2010.
7. Urgent River Bank Repairs – Repairs to a section of River Ouse bank near Clifton Bridge were commenced in 2009/10 but had to be suspended earlier in the year due to poor weather and high river levels. The contractor returned at the beginning of June and the work was completed at the end of July.
8. Acomb Office – This scheme provides a community building on land acquired at the rear of Acomb Explore. The scheme is currently at the planning stage to determine the size and use of the building to enable a detailed cost to be established.
9. Mansion House – Completion of repairs commenced in 2009/10.
10. Hungate/ Peasholme Relocation – The carryover funds and 2010/11 budget will be used to complete the transfer of the hostel to the new premises in Fishergate.
11. Slipways (£134k original allocation)– This allocation was provided in 2009/10 to repair the slipways to the Lendal Boatyard. The scheme was transferred into 2010/11 due to delays caused by high river levels and the weather hampering ground investigation and survey work. Tenders for the works were received in June 2010 however the lowest tender was higher than the original estimate principally due to an increase in the extent of the works required revealed during the detailed surveys. A revised allocation of £229k including contingency is required for the scheme. In accordance with financial regulations Chief Officers approved the virement of £77k of funds from the Rawcliffe Ings river bank repairs scheme which were unused at the end of 2009/10 to the slipway scheme to enable the works to be undertaken.

Additional funds to cover an appropriate contingency level of £18k is available within the Property budget if required. The works are due to commence in mid-August.

12. Riverbank Repairs – £717k has been allocated to repairing the river banks and island between the sluice gate and locks in the Foss Basin area in 2010/11. The site investigation and design works have commenced on this project in order to seek the necessary consents from the Environment Agency and tender the works. It is anticipated that the works will be completed in this financial year, but delivery is heavily dependent on the weather and river levels.

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DECISION SESSION – EXECUTIVE MEMBER FOR CITY STRATEGY

TUESDAY 7 SEPTEMBER 2010

Annex of additional comments received from Members and residents since the agenda was published.

Agenda Item	Report	Received from	Comments
6	Bus Fares and Service Levels in York (page 75)	Cllr J Morley Osbalwick Ward	I am grateful for this opportunity to respond on this issue having missed the previous e-mail. As the report shows the bus service serving Murton Village is extremely limited and it is therefore, no doubt because of the very limited options for outward and return travel by bus, not well supported. It would seem that the chance of providing a more comprehensive service, which might well attract a more regular customer base, would only arise from a review of the services to the villages as a whole and I would therefore support this approach.

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