

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

To: Councillor Gillies

Date: Thursday, 10 September 2015

Time: 5.00 pm

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

AGENDA

Notice to Members - Calling In:

Members are reminded that, should they wish to call in any item* on this agenda, notice must be given to Democracy Support Group by **4:00 pm Monday 14th September 2015**.

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

Written representations in respect of items on this agenda should be submitted to Democratic Services by 5.00pm on Tuesday 8th September 2015.

1. **Declarations of Interest**

At this point in the meeting, Members are asked to declare:

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

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

2. **Minutes**

(Pages 1 - 6)

To approve and sign the minutes of the meeting held on 23rd July 2015.

3. **Public Participation - Decision Session**

At this point in the meeting, members of the public who have registered their wish to speak at the meeting can do so. The deadline for registering is **5:00pm on Wednesday 9th September 2015**.

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

Filming or Recording Meetings

Please note this meeting may be filmed and webcast and that includes any registered public speakers, who have given their permission. This broadcast can be viewed at <http://www.york.gov.uk/webcasts>.

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

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

https://www.york.gov.uk/downloads/file/6453/protocol_for_webcasting_filming_and_recording_council_meetingspdf

4. Proposal to Designate Hassacarr Nature Reserve as a Statutory Local Nature Reserve (LNR) by delegation of function (Pages 7 - 14)

This report proposes that City of York Council supports the application to declare Hassacarr Nature Reserve as a Local Nature Reserve (LNR) albeit that the land is within the ownership of Dunnington Parish Council.

5. Jockey Lane Cycle and Pedestrian Improvements (Pages 15 - 38)

This report sets out a revised scheme proposal for Jockey Lane cycle and pedestrian improvements in response to various issues that have arisen since the previous scheme was approved.

6. Waiting Restrictions Heslington Lane, Broadway - Hull Road Ward and Fulford and Heslington Ward (Pages 39 - 66)

The purpose of this report is to consider objections and comments received to the advertised proposal to introduce waiting restrictions along parts of Heslington Lane, Broadway and Heath Moor Drive. A decision is then required as to how to proceed with the proposed restrictions.

7. Proposed Enhancements to the University Road Pedestrian Crossing and Cycle Route Scheme (Pages 67 - 82)

This report presents information to show how the University Road scheme is currently operating, and outlines a number of proposed enhancements.

**8. City and Environmental Services 2015/16 (Pages 83 - 98)
Capital Programme Consolidation Report**

This report identifies the proposed changes to the 2015/16 City and Environmental Services Capital Programme to take account of carryover funding from 2014/15.

9. Urgent Business

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

Democracy Officer:

Name: Jayne Carr

Contact Details:

- Telephone – (01904) 552030
- Email – jayne.carr@york.gov.uk

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

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

Contact details are set out above.

This information can be provided in your own language.

我們也用您們的語言提供這個信息 (Cantonese)

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

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

Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)

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

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City of York Council

Committee Minutes

Meeting	Decision Session - Executive Member for Transport and Planning
Date	23 July 2015
Present	Councillor Gillies
In attendance	Councillors Brooks and Waller

5. Declarations of Interest

At this point in the meeting, the Executive Member was asked to declare any personal, prejudicial or pecuniary interests he may have in the business on the agenda. None were declared.

6. Minutes

Resolved: That the minutes of the last Decision Session held on the 18th June 2015 be approved and signed by the Executive Member as a correct record.

7. Public Participation

It was reported that there had been four registrations to speak at the meeting under the Council's Public Participation Scheme and that two Members of Council had also registered to speak.

Mr Allan Allison spoke in respect of agenda item 4 (Residents Parking on Aldreth Grove). He spoke in support of the petition that had been presented and stated that he believed that surrounding streets should also be consulted, as there would also be an impact on parking in the wider area.

Mr Hugh Bentley also spoke in respect of agenda item 4 (Residents Parking on Aldreth Grove). He stated that he was in favour of a Residents' Priority Parking Scheme and believed that such a scheme should be extended to the whole of the South Bank. He drew attention to the difficulties and stated that the situation was exacerbated by visitors to a B&B and commercial vehicles.

Mr James Hogg spoke in respect of agenda item 6 (Murton Neighbourhood Plan) on behalf of Murton Business Park. He spoke against Option 1 in the report and detailed reasons why he did not believe it appropriate for the Murton Neighbourhood Plan to include the Murton Business Park. Mr Hogg drew attention to the contribution made by the Business Park, for example in regards to employment and business rates, and he stated that the objectives of the Business Park and the Parish Council differed. He was particularly concerned regarding the Parish Council's stance regarding planning applications.

Councillor Denise Rothwell spoke in respect of agenda item 6 (Murton Neighbourhood Plan) on behalf of Murton Parish Council. She spoke in support of Option 1 and stated that the Parish Council was not against the Business Park and wished to support businesses and job creation. The Parish Council had previously sought to arrange meetings with the Business Park but had been unsuccessful. Councillor Rothwell reiterated the Parish Council's support for Option 1.

Councillor Jenny Brooks, Ward Member, spoke in respect of agenda item 6 (Murton Neighbourhood Plan) and stated that the other Ward Member was unable to be present but was also in support of Option 1 in the report. She drew attention to relevant sections of the Town and Country Planning Act and stated that any development on the Business Park would have an impact on residents in the area and hence it was important that it was included within the Neighbourhood Plan. Councillor Brooks urged that Option 1 be approved in order that the Parish as a whole, including the Business Park, could contribute.

Councillor Andrew Waller, Ward Member, spoke in respect of agenda item 7 (Petition – Safe School Crossing on Askham Lane). He spoke in support of the petition and Option 1 within the report. He explained the road safety issues on Askham Lane and stated that the intention was not to replace the much respected school crossing patrol but to assist her and improve safety for pedestrians. Councillor Waller urged that Option 1 in the report be approved.

8. Aldreth Grove - Petition for ResPark

The Executive Member considered a report which outlined a response to a 17 signature petition, representing 54% of

properties on Aldreth Grove, York, requesting that the Council consult with residents on introducing a Residents Priority Parking Scheme (ResPark).

Consideration was given to the following options:

Option 1: To undertake consultation with a wider area including Aldreth Grove, Cameron Grove, St Clements Grove and Bishopthorpe Road (part).

Option 2: To consult with Aldreth Grove residents only.

Option 3: To consider the level of support is not sufficient at this time to warrant further consultation.

The Executive Member stated that he was mindful that to implement such a scheme in one street could move the problem elsewhere.

Resolved: That Option 1 be approved i.e. a formal consultation with Aldreth Grove (petition received) and also the surrounding streets (currently not signed a petition). This includes Cameron Grove, St. Clements Grove and Bishopthorpe Road (part).

Reason: Although not common procedure when dealing with requests for new Residents Parking Schemes, due to the location and consequent concerns from nearby residents, currently not petitioned, it would be more practicable on this occasion to consult with both Aldreth Grove and the surrounding streets at the same time.

9. Proposal to restrict Public Rights over the Alleyway between Stanley Street and Warwick Street (Stanley Mews)

The Executive Member considered a report which advised of a request to introduce a Public Spaces Protection Order which had been requested by local residents, North Yorkshire Police, Safer York Partnership and Councillors in order to reduce the detrimental effect that the persistent crime and anti social behaviour currently associated with the alleyway was having on the quality of life of those in the locality.

Consideration was given to the following options:

Option 1: Seal the draft Gating Order.

Option 2: Do not seal the draft Gating Order

Resolved: That Option 1 be approved i.e. the sealing and making operative of the draft Public Spaces Protection Order.

Reasons: (i) The Council has a duty under Section 17 of the Crime and Disorder Act 1998 to implement crime reduction strategies in an effort to reduce overall crime in their administrative area. This order will support that obligation.

(ii) Two formal representations concerning the draft order have been received, however following a site meeting with residents and Guildhall Councillors it is considered that the concerns raised from the representations have been addressed.

10. Murton Neighbourhood Plan

The Executive Member considered a report which recommended that the application by Murton Parish Council for a Neighbourhood Plan Boundary be approved in order for the plan to progress.

Consideration was given to the following options:

Option 1: Approve the application for a Murton Neighbourhood Plan, including the proposed boundary (Annex A of the report)

Option 2: Approve the application subject to amendments suggested by the Murton Business Park Association to the Neighbourhood Plan boundary (Annex C of the report)

Option 3: Defer the application at this stage to allow for further discussions between the Parish Council and Murton Business Park.

The Executive Member sought clarification as to whether the Business Park could put in place its own Neighbourhood Plan. Officers stated that this would not be possible as it was within a parished area.

Referring to the concerns that had been raised by the representative of the Business Park in respect of the Parish Council's stance regarding planning applications, the Executive Member stated that each planning application was judged on its own merits by the Planning Committees.

Officers gave details of the arrangements that would be in place to ensure the Neighbourhood Plan was balanced, including the consultation process, public scrutiny and consideration by an independent inspector.

The Executive Member stated that, as the Business Park was part of the neighbourhood, it was important that it was included within the plan. He urged all parties to work together to develop a successful plan.

Resolved: That the Murton Neighbourhood Plan application be approved.

Reason: To allow Murton Parish Council to progress the Neighbourhood Plan.

11. Askham Lane - Petition for Crossing

The Executive Member considered a report which presented a 174 signature petition requesting that the Council establish a pedestrian crossing on Askham Lane in the vicinity of Westfield School.

Consideration was given to the following options:

Option 1: Investigate whether a formal crossing was appropriate and if so, undertake feasibility work to determine how to deliver such a scheme. This work would include consultation with affected parties and identification of a funding source. If a feasible scheme was identified a further report would be brought to an Executive Member Decision Session for consideration.

Option 2: Note the petition but take no further action.

Resolved: That Option 1 be approved i.e. to investigate the feasibility of a pedestrian crossing across Askham Lane in the vicinity of Westfield School.

Reason: To determine whether a pedestrian crossing would be appropriate at this location and if so, how this would be achieved both in terms of design and funding.

12. City and Environmental Services 2014/15 Capital Programme Outturn Report

The Executive Member considered a report which advised of the outturn position for schemes in the 2014/15 City and Environmental Services Capital Programme, including the budget spend to 31st March 2015 and the progress of schemes in the year.

Officers updated the Executive Member on progress on some of the schemes.

- Resolved:
- (i) That the progress achieved in delivering schemes in the capital programme as indicated in the annexes to the report be noted.
 - (ii) That the proposed carryovers, as outlined in paragraphs 19 to 25 of the report, be approved subject to the approval of the Executive.

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

Executive Member
[The meeting started at 5.00 pm and finished at 5.35 pm].



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

10 September 2015

Report of the Acting Director of City and Environmental Services

**Proposal to Designate Hassacarr Nature Reserve as a Statutory
Local Nature Reserve (LNR) by delegation of council function**

Summary

1. The paper proposes that City of York Council supports the application to declare Hassacarr Nature Reserve as a Local Nature Reserve (LNR) albeit that the land is within the ownership of Dunnington Parish Council. The Parish Council asks the Executive Member to either
 - endorse that the City of York Council, in this one instance, delegates its functions to Dunnington Parish Council to declare Hassacarr Nature Reserve as a LNR, or
 - that the site be designated a LNR by way of a 'Nature reserve agreement'.

Background

2. Dunnington Parish Council has approached City of York Council with a case for Hassacarr Nature Reserve being declared as a statutory LNR.
3. Section 21 of the National Parks and Access to the Countryside Act 1949 gives Local Authorities the power to acquire, declare and manage nature reserves. Although the term 'Local Nature Reserve' is not used in the Act, this has become the term in common usage for nature reserves managed by Local Authorities in accordance with the Act.
4. Under Section 101 of the Local Government Act, 1972 any principal Local Authority may delegate, by mutual agreement, its functions under Section 21 of the National Parks and Access to the Countryside Act, 1949 to a parish, town or community council (or indeed to any other Local Authority).

5. Section 19 of 1949 Act sets out what areas can be declared nature reserves. It states that the land that can be declared a nature reserves is:
 - Land the subject of a nature reserve agreement; or
 - Land acquired or held by [the local authority]'Nature reserve agreement' is defined in s15A of the 1949 Act as meaning "an agreement entered into under section 7 of the Natural Environment and Rural Communities (NERC) Act 2006 for the purposes of securing land which it appears expedient in the national interest shall be managed as a nature reserve."
6. Regulations 4 and 5 of the Local Authorities (Arrangements for the Discharge of Functions) (England) Regulations 2012 enables appropriate delegation of function by the Executive Member.
7. The responsibility for selecting, acquiring and making arrangements for management of LNRs lies with Local Authorities. Section 19 of the 1949 Act sets out the procedures for declaration (and de-declaration) of nature reserves. Declaration establishes formal proof of the LNR and informs the public of the LNR's existence.
8. The Local Authority (or delegated body) makes a declaration that:
 - a. The land is subject to an agreement entered into with them or has been acquired and is held by the authority; and
 - b. The land is being managed as a nature reserve.
9. Before an LNR is formally declared, Natural England asks that the Local Authority making the declaration gives Natural England the opportunity to formally welcome the proposal. Although there is no statutory requirement to do so, it gives Natural England an opportunity to provide advice about the site and any possible issues.
10. The Local Authority (or delegated body) may execute the declaration document in the same way that it executes any legal agreement. The declaration is best to be accompanied a map that shows accurately the boundaries of the LNR in order to avoid confusion.
11. Notice of the declaration should be published in the best way that informs local and relevant people, including posting a notice up at the site entrance. Certified copies of any declaration may also be kept for public inspection in appropriate Local Authority offices and

public libraries. Local newspapers are a good way to advertise the declaration to the public.

12. LNRs are both for people and nature - they are places with wildlife or geological features that are of special interest locally. Through good management it is possible to give people special opportunities to study and learn about them or simply enjoy and have contact with nature. There are over 1000 LNRs in England today ranging from windswept coastal headlands, ancient woodlands and flower meadows to former inner city railways, long abandoned landfill sites and industrial areas. In total they cover over 40,000 hectares, forming an impressive natural resource which makes an important contribution to England's biodiversity. However LNRs are comparatively scarce in North Yorkshire – with only 17 recognised sites, 4 of which are within York. Clifton Backies LNR was the first within York (designated 2002), Hob Moor LNR the second (2003), St Nicholas Fields LNR the third (2004), and Acomb Wood & Meadow fourth (2007).
13. LNR designation serves to:
 - increase people's awareness and enjoyment of their natural environment
 - provide an ideal environment for everyone to learn about and study nature
 - build relationships between local Authorities, national and local nature conservation organisations, and local people
 - protect wildlife habitats and natural features
 - offer a positive use for land which local authorities would prefer to be left undeveloped
 - make it possible to apply by-laws which can help in managing and protecting the site
14. The site is situated close to the village of Dunnington, as shown on the location plan in Annex A. Dunnington Parish Council is the freeholder of Hassacarr Nature Reserve covering 1.5Ha (3.7 Acres) of land. The site is managed by Dunnington Conservation Group on a voluntary basis in accordance with a site management plan, referenced in Annex B - 'Case for Hassacarr Nature Reserve being declared as a statutory Local Nature Reserve'.
15. The old pond was re-excavated circa 1990 and, with an adjacent ex-arable plot planted with trees to form Hassacarr Nature Reserve. With its name derived from the Old English phrase for a tussocky marsh, Hassacarr Pond has probably had a very long

continuity of wetland conditions, which may explain its unusually rich flora and insect fauna. Ecological records are detailed in Annex B.

16. The pond and surrounding woodland (0.5Ha) are designated a Site of Importance for Nature Conservation. Hassacarr Pond represents one of the most important non-SSSI (Site of Special Scientific Interest) wetlands in the City of York.
17. Community involvement in the site is the primary responsibility of Dunnington Conservation Group. Work parties are held once a month involving practical management tasks. Environmental groups such as the Trust for Conservation Volunteers and others have helped out on site. Members of the wider public are also encouraged to participate. The site has had a range of visitors including ornithological and natural history groups, brownies, cubs, schools and disabled children. If the LNR designation is fulfilled, the continued community involvement will be carried out by the volunteers of Dunnington Conservation Group.

Consultation

18. As part of the process of developing a Management Plan for Hassacarr Nature Reserve members of Dunnington community have been consulted as to the designation of the site as an LNR and its future management. Consultation was carried out by the Parish Council by distributing fliers to all properties in Dunnington and by discussion at Parish meetings. The LNR designation proposals received unanimous support.
19. Other groups who have had the opportunity to have an input to the management plan are local ecologists, York Ornithological Club, Natural England, Environment Agency, and council officers.
20. In line with the protocol for designation of any site as an LNR, as stipulated in National Parks & Countryside Act 1949, Natural England (the Statutory Nature Conservation Body for England) have been consulted. Natural England supports the designation of Hassacarr Nature Reserve as a LNR.

Options

21. Option 1: City of York Council endorses the application to declare Hassacarr Nature Reserve as a Local Nature Reserve by delegating powers to Dunnington Parish Council in this one instance. This would avoid the need to have a nature reserve agreement regarding the management of the land.

22. Option 2: City of York Council enters a (nature reserve) agreement with the Parish Council (PC) regarding the management of the land under the auspices of section 7 of Natural Environment and Rural Communities (NERC) Act 2006.
23. Option 3: City of York Council does not endorse the application to declare Hassacarr Nature Reserve as a Local Nature Reserve.

Analysis

24. The advantages of endorsing the application to designate the site as a Local Nature Reserve are:
 - i) LNR designation is statutory, so that in planning terms protection of the site would be enhanced
 - ii) Additional advisory assistance would be available from Natural England. Financial assistance has been available in the past, and may continue to be available in the future as new grant schemes are developed and come under the administration of Natural England
25. The designation may help to secure funding from other sources, for example landfill tax credits, and various arms of Lottery funding.
26. Option 1 is recommended as it would benefit the site and require limited resource input from the City of York Council.
27. Option 2 would have the same benefits as Option 1; however there would be greater staff resource implications as it would put an onus on the Council to make sure the nature reserve agreement is being met.
28. Option 3 would require the least amount of resource input from the City of York Council, however if the application for declaration as a Local Nature Reserve was not endorsed, certain grant scheme options would be closed to application and expert advice and support from Natural England would not be accessible. In addition the extra protection from development and the benefits of a public designation would not be felt by the local community.

Council Plan

29. The ultimate designation as an LNR helps to meet the Council's corporate priorities, as set out in the Council's Plan 2011-15, to build strong communities and protect the environment.

30. The knock-on effects and benefits of LNR designation will also help to improve opportunities for learning, improve health & well being, and developing opportunities for events & activities.
31. The designation of Hassacarr Nature Reserve will increase the number for LNR sites from 4 to 5, increasing the overall area of land in York under LNR designation, from 62.5 hectares to 64 hectares.

Implications

32. **Financial** The only cost associated with LNR designation is that of advertising the designation status, approximately £200. The cost would be met by Dunnington Parish Council if 'Option 1' was accepted, with no financial implications for the City of York Council. Should 'Option 2' be the agreed course of action the Local Authority would meet the advertising cost from the City and Environmental Services budget. The designation in the long term is likely to allow more funding opportunities for Dunnington Conservation Group along with other community groups.
33. **Human Resources (HR)** There are no HR implications.
34. **Equalities** There are no Equalities implications.
35. **Legal** The National Parks and Access to the Countryside Act 1949 gives powers to Local Authorities to designate LNRs. The local authority must have legal interest in the land, for example by owning it, leasing it or having an agreement with the owner. As the land is not within the ownership of the City of York Council they will have to enter a (nature reserve) agreement with the Parish Council (PC) about the management of the land under the auspices of Section 7 of the Natural Environment and Rural Communities (NERC) Act 2006.
36. **Crime and Disorder** There are no Crime & Disorder implications.
37. **Information Technology (IT)** There are no IT implications.
38. **Property** There are no Property implications.
39. **Other** There are no other implications.

Risk Management

40. There are no known risks associated with the designation of Hassacarr Nature Reserve as a Local Nature Reserve.

Recommendations

41. The Executive Member is asked to approve Option 1, to endorse that the City of York Council delegate its functions under Section 21 of the National Parks and Access to the Countryside Act, 1949 to Dunnington Parish Council in this one instance such that Hassacarr Nature Reserve be designated as a Local Nature Reserve.
42. Reason: The designation as an LNR will bring positive benefits to the local community and to the site itself. It will help preserve & enhance the site for future years, send a positive message to the local community, and ensure good management practices are followed in consultation with Natural England.

Contact Details

Author:

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Chief Officer Responsible for the report:

Mike Slater
Assistant Director Development
Services, Planning & Regeneration

Report Approved **Date** 21/08/15

Neil Ferris
Acting Director of City and
Environmental Services

Report Approved **Date** 13/08/15

Specialist Implications Officer(s)

Implication - Legal

Sandra Brannigan, Senior Solicitor 01904 551040

Wards Affected: Derwent Ward

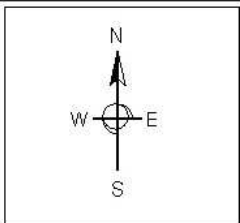
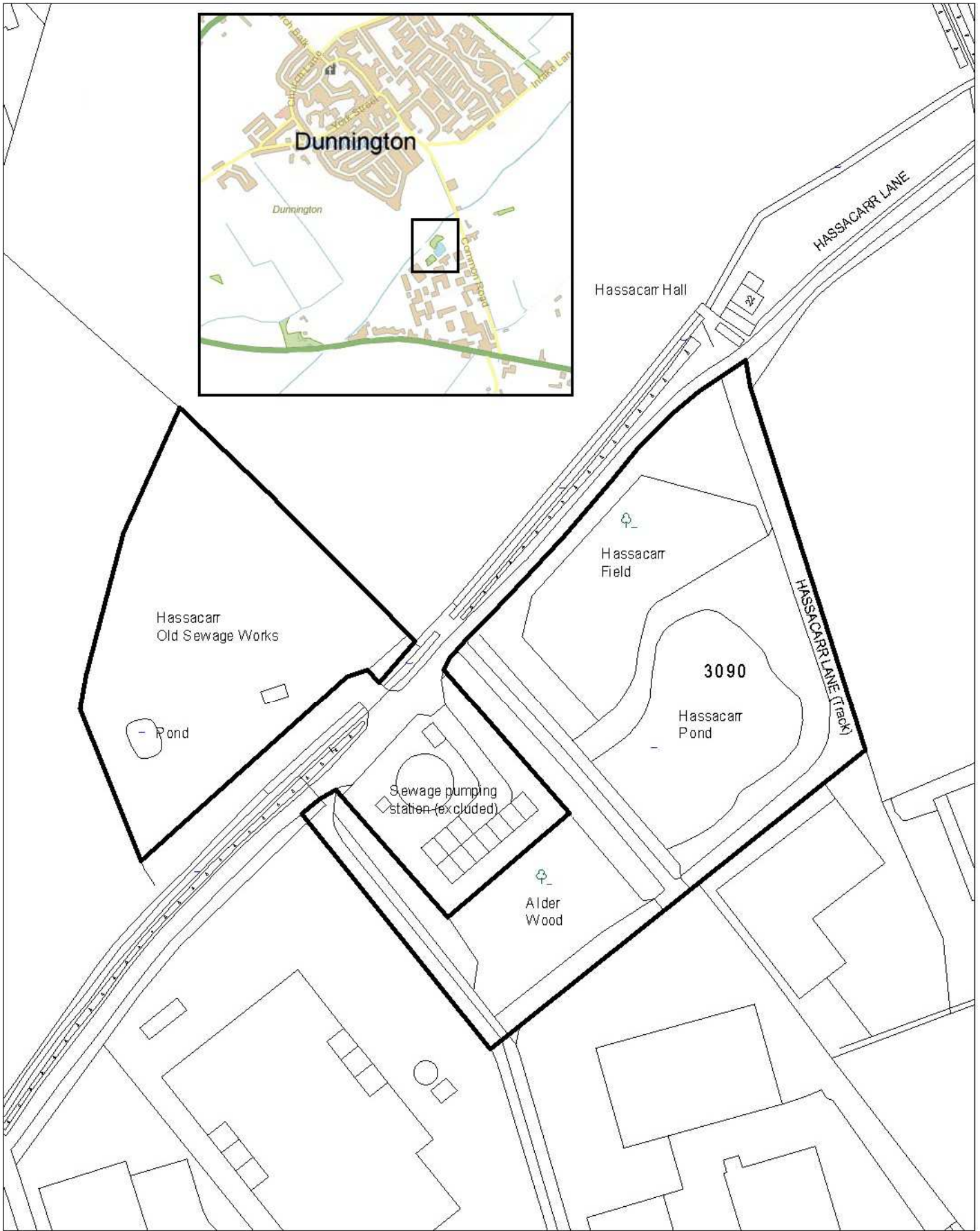
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For further information please contact the author of the report

Annexes

Annex A : Area & Location of Proposed LNR

Annex B : Case for Hassacarr Nature Reserve being declared as a statutory Local Nature Reserve



Hassacarr Nature Reserve

SCALE: 1:1250



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

10th September 2015

Report of the Acting Director of City and Environmental Services

JOCKEY LANE PEDESTRIAN AND CYCLE IMPROVEMENT SCHEME

Summary

1. This report sets out a revised scheme proposal in response to various issues that have arisen since the previous scheme was approved.

Recommendation

2. That the Executive Member approves the scheme as proposed in **Annex C** for implementation, with the exception of the proposed Toucan crossing facility which should be made a Tiger facility as soon as national regulations make this possible, and a Zebra in the meantime (see **Annex D**). In addition, it is recommended that savings achieved from changing the form of crossing facility be used to enable a full carriageway resurfacing scheme between the New Lane and Kathryn Avenue junctions.

Background

3. The proposed scheme as shown in **Annex A** was reported to a Cabinet Member Decision Session on 14th November 2013. This sought to provide a missing section of off-road cycle route along Jockey Lane between Forge Close on the south side and the delivery access to Sainsbury's on the north side. The proposed route was to be created mainly on the north side, with a new Toucan crossing near Forge Close. Approval was given to implement the works, subject to agreement with the landowners of Portakabin's site regarding the transfer of land needed for use as additional footway area.
4. In response to comments made by ward members during initial consultation, the Cabinet Member also approved changing the speed

limit on Jockey Lane from 40mph to 30mph from the gateway adjacent to the Range superstore exit through to Monks Cross. As part of this, new gateways would be installed at the start of dual carriageway and at the north east roundabout adjacent to the entrance to Monks Cross retail centre car park.

5. The introduction of loading restrictions between the bus stop (opposite Sainsbury's delivery access) and Forge Close was also approved to deter offloading from car transporters.
6. The measures to introduce the speed limit, gateways and loading restrictions have been implemented. However, Portakabin, following a change in management advised officers in March 2014 that they were no longer willing to dedicate the parcel of land required to facilitate the proposed scheme. Portakabin offered the land under lease to the Council, but expressed that they could withdraw the lease at any time. This was considered to be unacceptable.
7. As a result of not being able to acquire the land through dedication, alternative options were developed and taken to a Decision Session on 11th December 2014 (as shown in **Annex B**). The revised proposals sought to provide the missing section of off-road route on the south side of Jockey Lane, with a Toucan crossing facility now located close to Sainsbury's delivery access. The Cabinet Member approved the alternative scheme in principle and delegated authority to the Director of City and Environmental Services to make alterations to the scheme to incorporate the Safety Audit and satisfy herself of the scheme's safety.
8. This decision was "called in" by councillors D'Agorne, Orrell and Runciman and referred to the Corporate and Scrutiny Management Committee (Calling In) meeting on 19th January 2015 on the following grounds:
 - Proper consideration was not given to the installation of a right turn into the Range store as requested by Ward Members in 2013 and again in 2014;
 - The failure to include the updated design of the cycle route across the access roads in the published documents meaning that comments could not be made on the proposals;

- Proper consideration was not given to the request by Ward Members to resurface a greater section of Jockey Lane;
 - The positioning of the Toucan crossing close to Kathryn Avenue traffic lights.
9. The decision by the committee was to have the matters referred to the full Cabinet (Calling In) Committee, and be considered in light of additional information provided by a letter from the developer of the City Stadium that additional funding could be available for a wider ranging scheme.
 10. The full Cabinet (Calling In) meeting on 27th January 2015, considered the scheme in relation to the previous call in, and the wider possibility of additional funding for projects from the City Stadium developer. At this meeting it was noted that owing to the short timescales between meetings, Officers had had insufficient time in which to examine all the points raised in detail. In light of this it was resolved that the Cabinet Member decision in respect of proposed revisions to the Jockey Lane Pedestrian and Cycle Improvement Scheme be deferred to give time for the Director of City and Environmental Services to undertake further work on the scheme to take account of the reasons given for call-in and the additional points made. When this was done the Director would then report back to a future public Cabinet Member Decision Session.
 11. Following the local elections, this matter is being referred to the new Executive Member for Transport and Planning via this report.

Issues

12. The following issues have been considered further by Officers, and are discussed below:-

Right Turn Lane into the Range store

A request has been made for the scheme to incorporate a central lane on Jockey Lane for vehicles turning right into the Range store.

Unfortunately there is insufficient space within the existing carriageway to accommodate such a facility. Therefore the road would need to be widened and a new footway constructed in the verge area outside the Range store. There are a number of statutory undertakers' services

located under the existing footway, and protection works would be needed if the area was made into carriageway. It is anticipated that the cost to do this protection work or service diversions would exceed £100k, in addition to £25k needed to provide to road widening.

Another issue here is that the road width to the west of the entrance is not wide enough to support a three lane carriageway (two running lanes and a hatched central area) and a footway on both sides. This width restriction would require a sharp change of direction by traffic travelling in an easterly direction as it passed traffic now queuing in a central lane. Safety Auditors have had sight of these feasibility proposals and expressed concern about this specific problem for which there appear to be no solution.

For these reasons Officer's therefore consider that the provision of a right turn facility is not feasible in this location. Furthermore, the need for such a facility is not considered to be high.

Treatment of side Accesses

A request has been made for the scheme to give cyclists clear priority across the side roads and accesses along the route. Although there is guidance available to accommodate cyclists and pedestrians where they need to cross side road accesses, it should be noted that each location has its individual constraints and as such need to be considered separately.

In considering the appropriate treatment of the side accesses, reference has been made to the Council's "Standards and Principles for Designing Cycling Infrastructure" document as well as other relevant guidance.

- a. Where traffic flows and speeds are judged to be low or the route crosses the entrances to private driveways, consideration should be made into providing a priority crossing over the minor road or access with vehicles giving way to cyclists. This should incorporate a raised crossing (speed table) set back in to the side road or access. This would usually be set back at least one vehicle length from the main road edge of carriageway, and vehicles would need to give way at the table. Good intervisibility is essential between vehicles and cyclists. Coloured surfacing could also be used to highlight the crossing.

In the cases of the accesses at Jockey Lane, the position of such a raised table would sit within private land due to the highway boundary not extending far enough into the accesses to allow installation of the table within the public highway.

The type of vehicles using the accesses would include car transporters. All vehicles exiting the side access would give way at the table then move forward to the edge of Jockey Lane before pulling out when it is safe to do so. However, due to the length of these vehicles, they would probably straddle the table and risk grounding.

Vehicles turning in to the accesses may not expect cyclists to cross in front of them, so the intervisibility would need to be good, as mentioned above.

- b. An alternative would be to keep priority for cyclists by providing markings such as “Elephants footprints” to emphasise the priority. It should be noted that these markings are not an approved marking included in the **Traffic Signs Regulations and General Directions** (TSRGD) 2002. The crossing of the access would be at road level.

In this case, vehicles exiting the accesses would need to give way to cyclists and would be sat a short distance back from the edge of carriageway. This would have the impact of reducing visibility out of the side access although, in practice, vehicles would move forward to the edge of carriageway before pulling out.

The main concern is that the “crossing” would not be clearly visible to vehicles turning in to the access, particularly left turning vehicles, which would not expect cyclists to have priority across the mouth of the access. This may increase the risk of collision. Coloured surfacing and cycle logos inside the footprints could be used to emphasise the crossing more, however, the Council is attempting to reduce the use of coloured surfacing in these types of applications to reduce the future maintenance liabilities.

- c. It is considered a safer option to give vehicles priority, as this is supported by the safety audit team. This can be achieved simply and in a cost effective manner by providing give way markings on the path accompanied by the relevant signage. This would result in an unambiguous arrangement where cyclists and vehicles know who has priority, sight lines are not compromised, and there would be no need

to acquire land for the purpose of introducing a speed table. Cycle symbols are to be provided across the access to highlight that cyclists will be crossing the entrance.

Surfacing the full length of Jockey Lane

A request has been made to increase the scope of the resurfacing works to Jockey Lane, which is based on a view that the whole road condition needs to be improved and there would be an economy of scale in the surfacing contractor being commissioned to do more work.

Additional information has been sought from CYC maintenance officers, who have provided details from the annual road surveys undertaken annually. The majority of Jockey Lane is ranked as “poor” or “fair” and as such has now been identified for patching works over its length from Kathryn Avenue to New Lane. This will include a full width section to be resurfaced from the junction with New Lane to the exit point of the Range.

Maintenance budgets cannot currently extend to repair the full length of Jockey Lane, from the junction at Kathryn Avenue through to New Lane. However, the shortfall could be made up by using some of the anticipated under-spend should the proposals for Tiger Crossing with the interim Zebra be agreed upon (See Para.16 (ii)).

The location of the crossing facility

A request has been made to locate the Toucan much further west, near to the entrance of the Range supermarket where it was originally proposed, on the basis that this location would be more useful to local residents and therefore better used.

The new crossing is being provided specifically to help users of the shared use route to cross Jockey Lane. Due to Portakabin’s decision not to provide land the new foot/cycleway can no longer run from outside the Range store along the north verge to the existing off road facility at the rear of Sainsbury’s supermarket. Therefore a crossing outside the Range store would not serve this scheme.

Type of crossing facility

The type of crossing to be provided has so far been promoted as a Toucan Crossing (**Annexes B & C**), which is the standard controlled crossing for both cyclists and pedestrians to use. However, changes are being made to the "Traffic Signs Regulations and General Directions 2002" (TSRGD) which will allow the future provision of a new form of pedestrian/cyclist crossing facility, known as a Tiger. This will be a modified form of the existing Zebra, which cyclists can only use legally now if they first dismount. They will not be required to dismount at a Tiger.

It is thought that a Tiger crossing would work well in the Jockey Lane scheme because it would give quicker priority to users, and avoid unnecessary delay to motorists which can happen at Toucan when the user has crossed before the green man appears. Given that we can not install the Tiger until the new TSRGD is published, and this may be several months away, it proposed to introduce Zebra as an interim solution with the intention of converting it to a Tiger as soon as possible. This would only involve small and low cost changes to be carried out at a late date (see **Annex D**).

Changing from a Toucan crossing would also achieve a significant cost saving. Because a Toucan has a relatively high power consumption a new metered electricity supply would be needed, and on Jockey Lane this would be difficult and expensive to provide. A Zebra or Tiger would need an unmetered supply, and the basic equipment is also much cheaper. Overall is estimated that a saving of £50k could be achieved.

Protection of Trees along Jockey Lane

During consultation on the proposed scheme shown in Annex B, it was identified that there were a number of trees and hedging bordering the path which would either need to be heavily trimmed back or be removed. Only a small number of the trees were protected by Tree Preservation Orders (TPO) at the time and the proposal was designed to avoid impact on these.

Following a request from the Parish Council all the affected trees have now become the subject of Tree Preservation Orders. This means that

special precautions need to be observed and this has created the need to consider alternative methods of construction to that originally proposed in the immediate vicinity of these trees.

The proposals have been modified to include construction of the foot/cycleway adjacent to these trees using a specialised material made up of a mix of small aggregates and recycled car tyres held in a special binder. This affords a porous surface that is both durable and flexible and which will have reduced impact on any adjacent tree roots, allowing them to grow naturally and still receive water through the surfaced area.

This revised method is more expensive than conventional materials due to the need to hand excavate within the area of the root zones and the method for laying the material, as well as the higher cost of the special materials being used.

City Stadium project.

The Stadium project is to be implemented during 2016. The only work which will directly affect Jockey Lane is the formation of a new access between Jockey Lane and the Stadium complex, immediately to the east of the Forge Close development. This will be a vehicular access to a public car park, but only one-way in. The exit from the car park is to be on the realigned section of Kathryn Avenue. A two-way cycle path is to be provided alongside this access road.

The access road will be only one of the entrances to the leisure parking for the site. The northern car park is proposed to have approximately 118 spaces, and on match days it is proposed will also be used for outside broadcast vehicles, emergency vehicle access, away team and away supporter coaches as well as the usual car traffic.

The new access road will of course intersect the proposed off-road cycle route along Jockey Lane, and it will need to be dealt with in a similar way to the other side road intersections. The stadium consultant will take this onboard when designing and constructing the new road.

It is worth noting that the proposed position of the new cycle/pedestrian crossing to be provided as part of the cycle route scheme is a long way from the location of new access road for the stadium, so it will not be affected.

Safety Audit

13. A stage 2 Safety Audit was undertaken for the previous proposed layout (**Annex B**) which raised some points which are discussed below:-

Under the proposals for a Toucan Crossing

- The vegetation on the south side of Jockey Lane between SGPetch's and Ford Rapid Fits entrances presents a hazard to sight lines and should be removed;

Officers Response: Originally these trees were proposed for removal, now the area shall be pruned leaving as much visibility as possible, tree crowns will also need lifting.

- The access points have reduced visibility if vehicles are held back behind cycle markings to facilitate cyclist rights of way, these markings should be removed and cyclists informed to give way;

Officers Response: Elephants feet markings have been removed and rights of way returned to vehicles, cyclists informed to give way when necessary.

- The proximity of two bus stops being adjacent to each other may cause a pinch point if buses are at each stop at the same point in time, on stop should be relocated;

Officers Response: The eastbound bus stop has been relocated to before the new crossing point.

Revised Proposals

14. Having considered all the above issues and the safety audit, the scheme now proposed is set out in **Annex C**. This shows the crossing facility as a Toucan, which remains an option, but this could be replaced a Tiger crossing as soon as the revised TSRGD is issued, and by a Zebra as an interim solution (see **Annex D**).

On the issue of how best to deal the side access points along Jockey Lane, it is proposed that they are marked out as shown in **Annex C** which addresses the Safety Audit concerns raised (see para 13).

It is also proposed to fully resurface Jockey Lane between its junctions with New Lane and Kathryn Avenue using savings if the alternative Zebra/Tiger crossing is approved.

Consultation

15. Additional consultation has been sought from the Police, external Cycling groups, Ward Councillors, the Parish Council, and the Safety Audit team on the proposals to change the crossing facility from a Toucan to an interim Zebra crossing, and then a Tiger in the future.

North Yorkshire Police are in favour of the change, and highlight that Toucan crossings currently have a higher injury accident rate than Zebra facilities.

The **Ward Councillors** for Huntington and New Earswick Ward submitted a joint reply. Their comments, along with officer responses, are presented below:-

- As with the previous scheme we are not convinced this is the right position for the crossing as it is very near to the existing pedestrian crossing at Kathryn Avenue. It is also near to the proposed exit from the Stadium development.

Officer Response

This issue has been addressed in paragraph 12.

- We would be interested in the response of cycling organisations to the proposal for a crossing that does not have traffic controls. Until recently there was a 40mph speed limit on this road and some traffic still exceeds the new 30mph limit.

Officer Response

Continued monitoring will take place after the full scheme is implemented as to the speed of the traffic. We have, as yet, received no comments on the proposals from the cycling groups.

- With the previous proposals for this stretch of Jockey Lane we called for a right turn into the Range store. As the new scheme is to cost £50k less than the last scheme the cost of the right turn could be achieved within budget – the right turn was rejected by the Cabinet Member because it would then have cost £25k.

Officer Response

As set out in paragraph 12, the construction costs were estimated to be in the order of £25k, but there would also be service diversions that would cost about £100k. The scheme budget could not cover such as additional cost, even if savings were made by not installing a Toucan.

At the time of finalising this report, there had been no response on the proposals shown in **ANNEX D** from the **Parish Council**, or external **Cycling Groups**.

The **safety audit team** who reviewed the original scheme with a Toucan were asked for their views about the proposal for an interim Zebra, then a Tiger crossing. They raised the following points:

- Check the lighting levels for the crossing point to ensure drivers can easily see pedestrians/cyclists approaching the crossing;
- Ensure the southern beacon is not obscured by the trees which bound this footway;

Officers Response: CYC Street lighting officers have been asked to check the illumination levels of the existing street lighting in the immediate vicinity of the proposed crossing. If the lighting levels are found to be inadequate, an upgrade may be required but this cost is expected to be low.

Tree canopies are to be reviewed prior to implementation and any which are low or overhanging and hinder visibility will be lifted.

Options

16. There are four basic options to consider:-
 - i. Implement the scheme as proposed in **Annex C** (with a Toucan crossing).

- ii. Implement the scheme with a Zebra Crossing point as shown in Annex D now and replace it with a Tiger Crossing when it is legal to do so.
- iii. Postpone the project until the legislation is in place to introduce a Tiger Crossing on Jockey Lane without doing the Interim Phase **Annex D**.
- iv. Do Nothing.

Analysis

Option (i)

The full scheme shown in **Annex C**, with a Toucan crossing, remains a viable option, but there would be significant advantages in changing to the Zebra/Tiger solution. The estimated cost of delivering the full Scheme is £165K, and around £60K is linked to the supply of the Toucan crossing. Switching to the Zebra/Tiger solution could save around £50K, and is also thought to offer a better solution in terms of user experience and safety

Option (ii) – **(Recommended)**

As explained above, there would be significant advantages in implementing the scheme with the amended crossing proposals shown in **Annex D**. This should bring down the overall cost of the scheme to around £115K and the savings would release money to allow a full resurfacing scheme to be carried out in conjunction with the proposed maintenance allocation.

Option (iii)

This option is based on postponing the scheme until the new TSRGD is published. This option would save a small amount of money required to convert the interim Zebra to a Tiger, but the big disadvantage would be not having the scheme in place for an indeterminate length of time. Although the new TSRGD is expected to be issued in the coming months, delays are possible which would set back the scheme for a much longer period.

Option (iv)

Doing nothing will not achieve the objectives of providing a safe off-road facility for pedestrians and cyclists along this section of Jockey Lane and will not provide the link between the two existing facilities. It will not meet the Council's priorities of promoting use of sustainable transport.

Council Plan

17. The potential implications for the priorities in the Council Plan are:

- i. Get York Moving - If implemented, the proposed measures would encourage walking and cycling by providing real alternatives to the use of the private motor vehicle for journeys around this area and further afield.
- ii. Protect the environment - A reduction in the use of private motor vehicles would lead to a reduction in carbon emissions.
- iii. Protect vulnerable people – A safer highway environment would benefit the local community.

Implications

18. This report has the following implications:

- **Human Resources** – None.
- **Financial** –

The current budget in the 15/16 Capital Programme for this scheme is £175k. All of the options should be deliverable within this budget

If Option (ii) is adopted a saving of c. £50k can be made as there is no requirement for expensive signalling equipment, or a metered power connection.

The proposal to surface the whole of Jockey Lane in conjunction with the present maintenance allocation would bring the classification of the road from “poor” to “Excellent” and be taken from the under-spend detailed above, at a cost of around £20k.

- **Equalities** – It is likely that the elderly and some disabled people would benefit from these safety improvements.
- **Legal** – The City of York Council, as Highways Authority, has powers under the Highways Act 1980 and associated Road Traffic Regulations Act 1984, and the Town and Country Planning (General

Permitted Development) Order 1995 to implement the measures proposed.

- **Crime and Disorder** – None
- **Information Technology** - None.
- **Land** – None
- **Other** – None.

Risk Management

19. In compliance with the Council’s risk management strategy, the following risks associated with the recommendations in this report have been identified and described in the following points, and set out in the table below:
20. Health and safety – the risk associated with this is in connection with the road safety implications of the final layout, and has been assessed at 6.
21. Authority reputation – this risk is in connection with public perception of the Council not undertaking a project that has been consulted upon and is assessed at 2.

Risk Category	Impact	Likelihood	Score
Health and safety	Moderate	Remote	6
Organisation/ Reputation	Minor	Remote	2

Together these produce a risk score of 8, which being in the 6-10 category means that the risks have been assessed as being “Low”. This level of risk requires regular monitoring.

Contact Details

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Transport Projects
Highways
Tel: (01904) 553519

Chief Officer:

Neil Ferris
Acting Director
City and Environmental Services

Report
approved:



Date: 27/08/15

Specialist Implications Officer(s)

There are no specialist implications.

Wards Affected: Huntington and New Earswick

For further information please contact the author of the report.

Background Papers

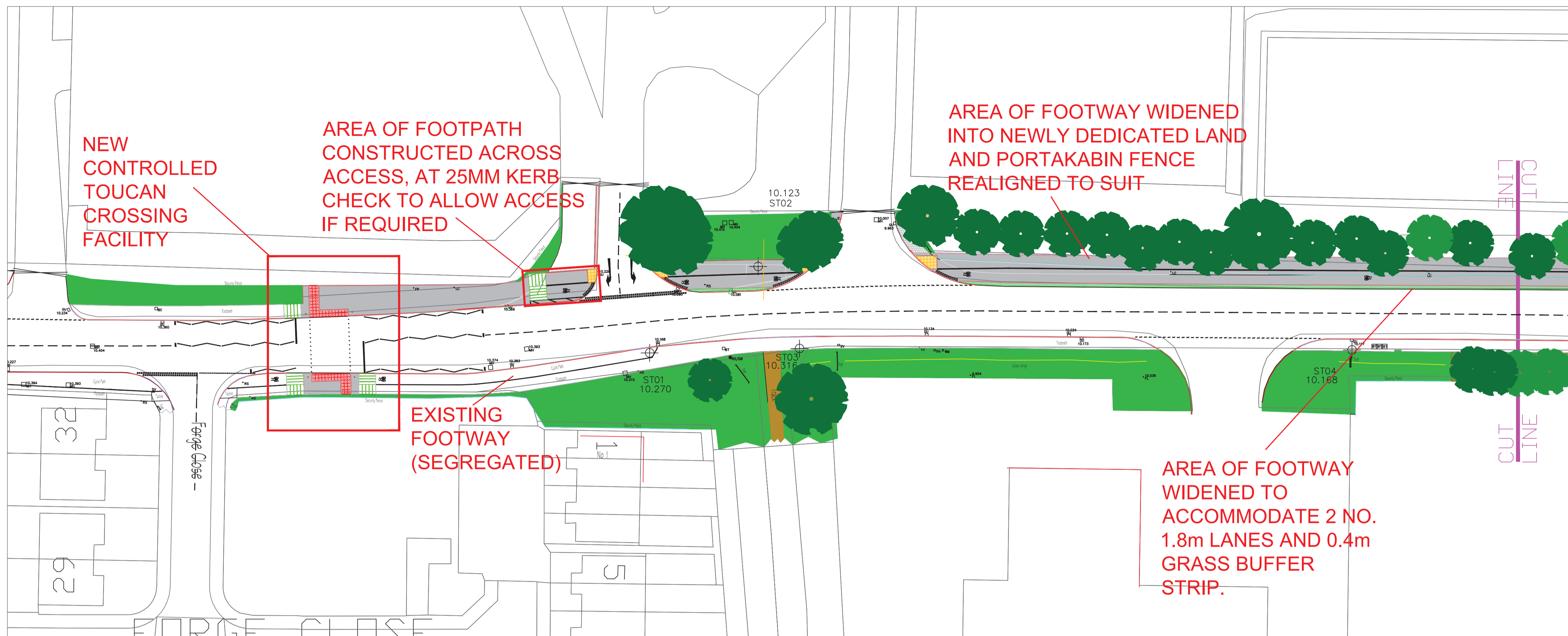
Report to Cabinet Member Decision Session meeting 14th November 2013, 11 December 2014 and associated decisions (Calling In).

City of York Standards and Principles For Designing Cycling Infrastructure 2012

Annexes

- Annex A General Layout (approved scheme 14/11/13)
- Annex B General Layout (approved scheme in principle 11/12/14)
- Annex C General Layout (Toucan Crossing) of proposed scheme including amendments in light of the Calling In, trees and Safety Audit.
- Annex D General Layout of proposed Interim Zebra Crossing & Final Tiger Crossing

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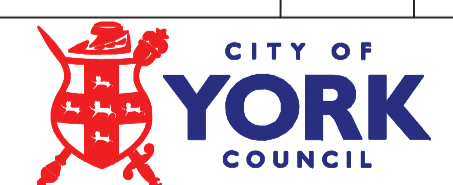


REV	AMENDMENTS	DATE

Jockey Lane Segregated Cycle/Pedestrian Footway Improvement
General Layout

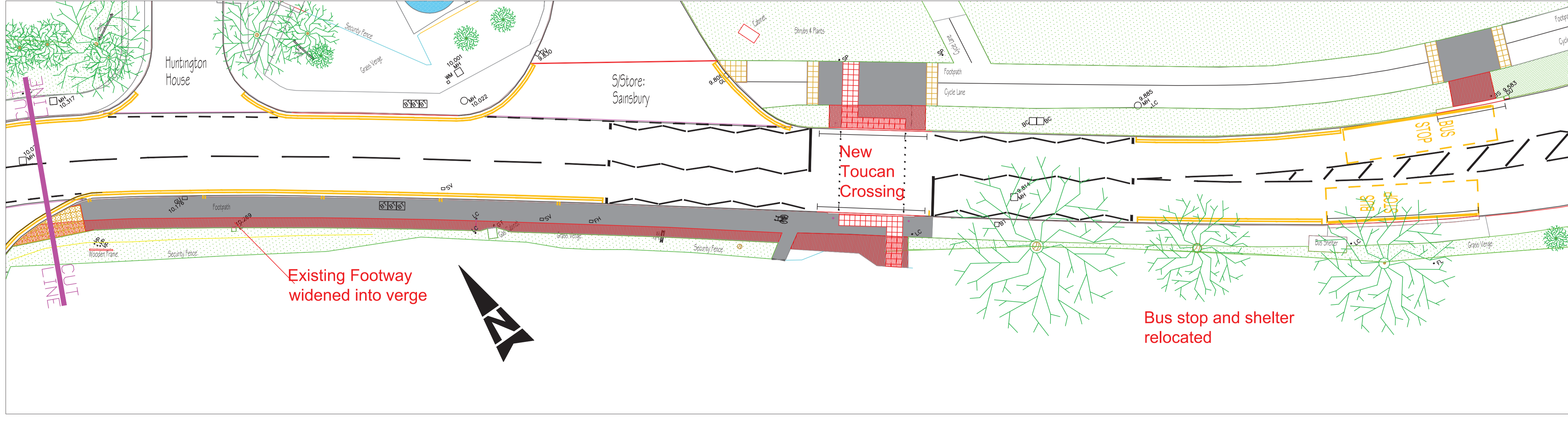
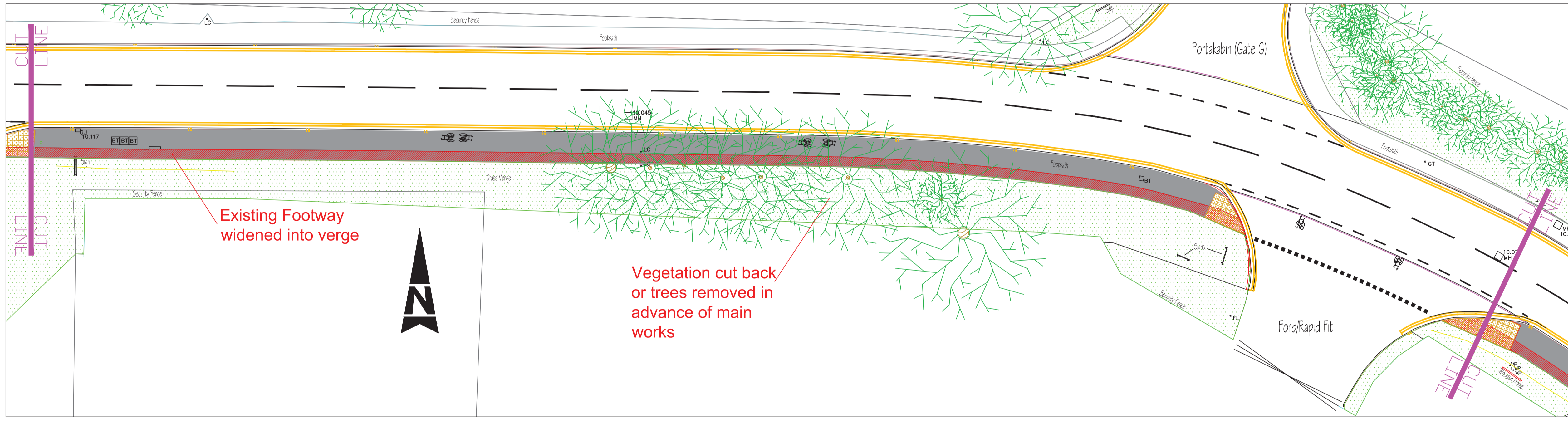
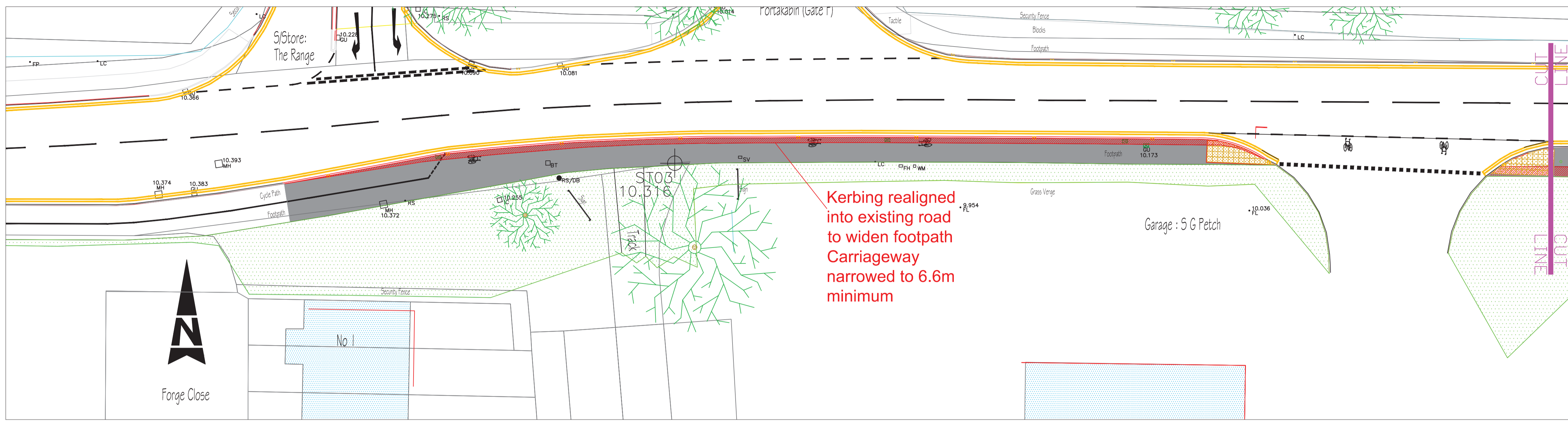
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DRAWN BY MTReade		October 2013
CHECKED BY
DATE October 2013	SCALE	NTS

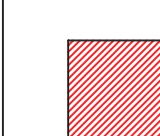


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Legend:-

 Areas hatched in red denote areas of widening

Notes:-

1. All lighting columns affected by the works to be set back by 1.0m
2. New kerbs to be HB2 with 100mm check
3. No change to permanent signage
4. Temporary signs to be erected for new signals
5. High AAV bituminous material surfacing to be done 50m in advance of new stop lines to crossing.

REV	AMENDMENTS	DATE

Jockey Lane Segregated Cycle/Pedestrian Footway Improvements General Layout

Drg. No. DEC/08010337/100/001/B

Printed on:	NAME	DATE
XX-XX-XX	MTReade	September 2014
DRAWN BY	D Mercer	September 2014
CHECKED BY	SCALE	1:200 @A1.
DATE	September 2014	SCALE



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Legend:-

-  Areas of footway widening
-  Corduroy tactile paving
-  Ladder tactile paving
-  Tramline tactile paving
-  New High-friction Inlay Surfacing

Notes:-

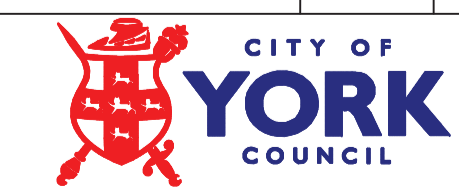
1. All lighting columns affected by the works to be set back by 1.0m
2. New kerbs to be HB2 with 100mm check
3. All existing signs to be checked for compliance,
4. New signs to be mounted on available existing poles/lighting columns or new poles or wooden bollards
5. Temporary signs to be erected for new signals
6. High friction bituminous material surfacing to be done 50m in advance of new stop lines to the crossing.

REV	AMENDMENTS	DATE

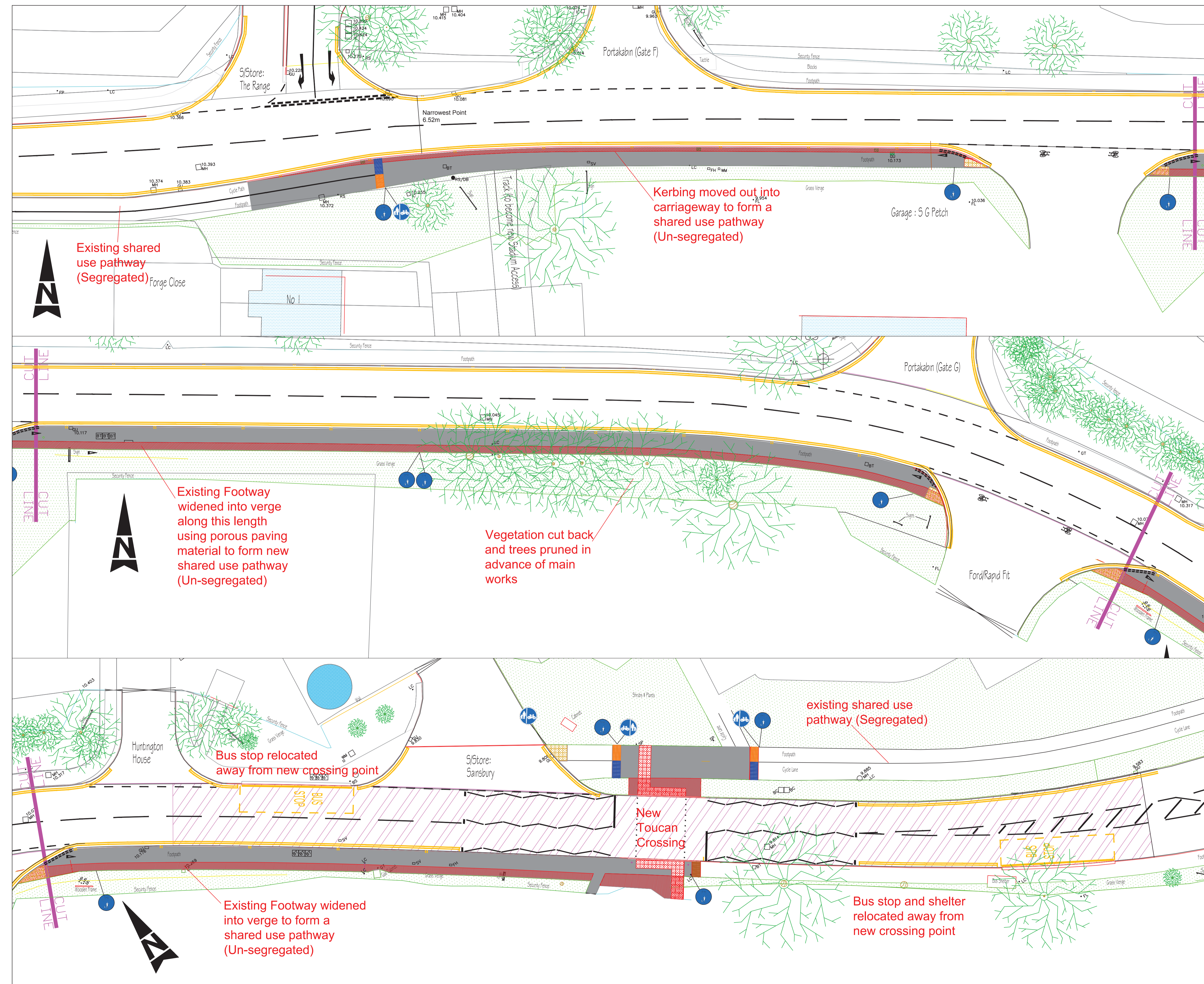
Jockey Lane Segregated Cycle/Pedestrian Footway Improvement
General Layout

Drg. No. DEC/08010337/100/001/B

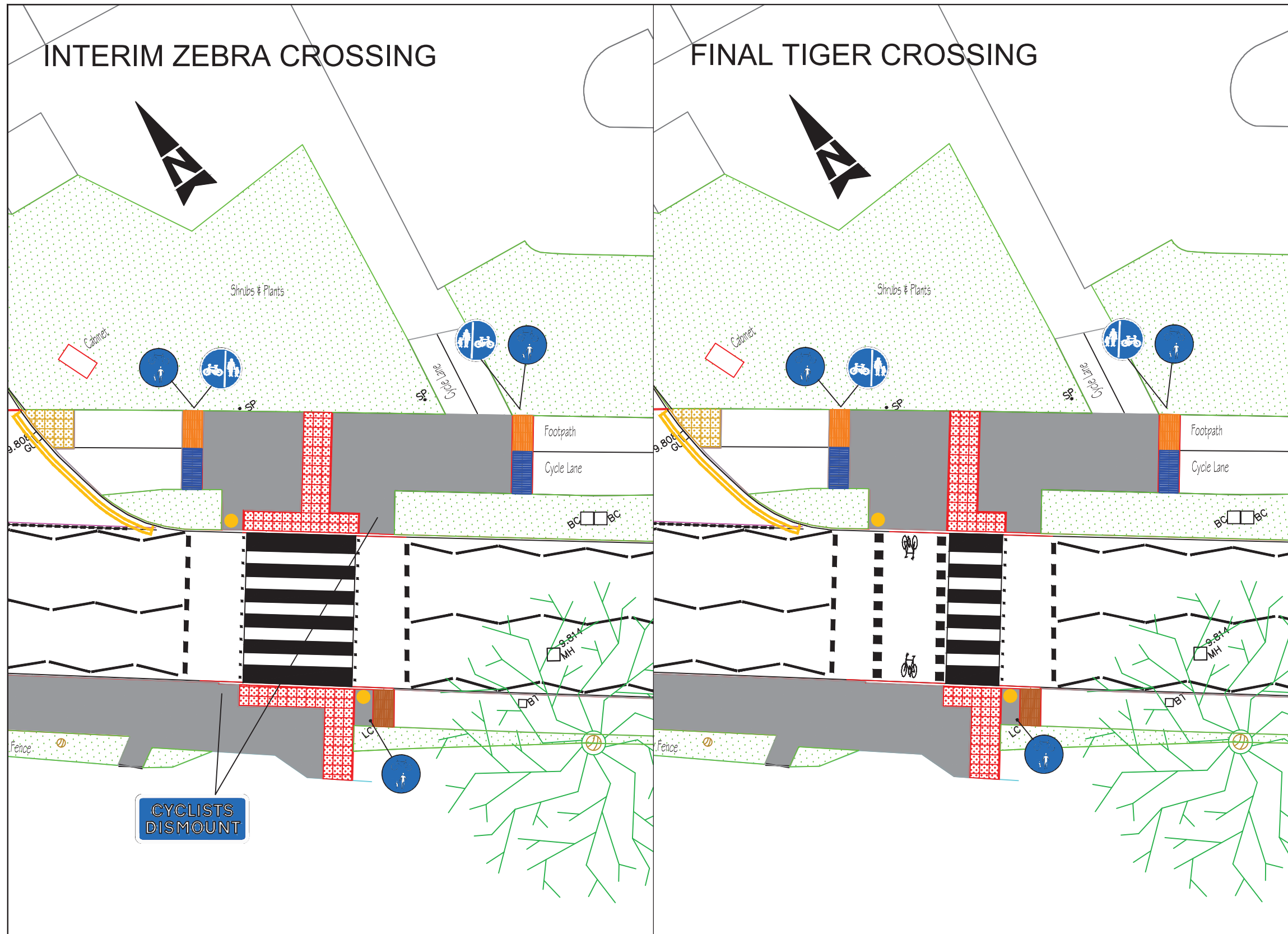
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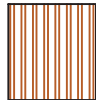




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NOTES:

Legend:-

-  Corduroy tactile paving
-  Ladder tactile paving
-  Tramline tactile paving

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FINAL LAYOUT

Revision	By	Checked	Approved	Date	Description



Highways – Transport Projects and Delivery Team
 Eco Depot, Hazel Court, James Street, York, YO11 3DS
 www.york.gov.uk

Project
 Jockey Lane
 Segregated Cycle/Pedestrian
 Footway Improvement

Drawing
 Proposed Final Tiger Layout
 & Interim Zebra Layout

Drawn by MTReade Date: Aug 15
 Checked by Date:
 Authorised by Date:

Drawing No. DEC08010337/0100/002 Revision A

Drawing Scale: 1:200 A3

CAD Filename: Plot Scale: 1:00

Notes:-

Notes:-

Changes from Interim Scheme:-

- 1) Removal of CYCLIST DISMOUNT signs;
- 2) Removal of some tactile blister paving;
- 3) Change to road markings of carriageway.

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Decision Session – Executive Member for Transport and Planning **10 September 2015**

Report of the Acting Director of City and Environmental Services

Waiting restrictions Heslington Lane, Broadway – Hull Road Ward and Fulford and Heslington Ward

Summary

1. The purpose of this report is to consider objections and comments received to the advertised proposal to introduce waiting restrictions along parts of Heslington Lane, Broadway and Heath Moor Drive. A decision is then required as to how to proceed with the proposed restrictions.

Recommendations

2. The Executive Member is asked to approve:

Option 1 - Introduction of the restrictions in accordance with the advertised proposal.

Reason: To improve traffic flow along the important arterial roads, while also preventing the current parking being displaced further along these main roads or onto the grass verges.

Background

3. In October 2014 the council were alerted to the fact that vehicles had started to be parked on Heslington Lane in an area where previously little or no parking regularly took place. Concerns were raised that a collision may take place between opposing flows of vehicles. Funding for the 2014/15 year was already committed and the area was added to the next review of waiting restriction to take place in the new financial year 2015/16.

4. Heslington Lane falls into one of the areas where displaced parking is surveyed which may be attributed to the University campus development. The survey for this area by the consultant for the University of York was programmed to take place in March 2015 with the second survey in November 2015. These surveys would require a 20% increase in parking that can be attributed to the University above the base line figures of 2009 to trigger action funded by the University. Based upon the proximity to the University of York campus it was considered by officers that the origins of the parking would likely be attributable to some degree to visitors to the campus. This position was put to University of York and they agreed to fund the implementation of the traffic order and works.
5. During this period the council also received a 534 signature petition presented by Cllr Aspden requesting that the parking was prohibited. The petition was presented in March 2015 but action to progress the introduction of restriction was delayed due to the local and general elections as decisions by elected members were required.
6. The area has continued to be monitored and the amount of vehicles being parked has increased. The parked vehicles now regularly covered around a 100m length of the road and passing these vehicles has become a problem for larger vehicles when faced with traffic from the opposing direction. Delays are also being experienced by bus services using this section of road and reports of non injury collisions have been recounted.
7. In June 2015 the Interim Director of City and Environmental Services made the decision to advertise the proposal shown in Annex A to address the problems in the immediate area and to mitigate effects of displaced parking.

Consultation

8. The scheme shown in Annex A was formally advertised through the legal process for 3 weeks. Notices were placed on the streets contained in the proposal and any properties adjacent to the proposed restrictions received direct notification through a letter. The proposal was also advertised in the local daily newspaper.
9. Comments and objections to the proposal were received and collated verbatim in Annex C of this report for consideration before a final decision. Some comments and objections were received

prior to the commencement of the formal process but have been included in the report. A total of 55 comments were received of which 2 were objecting to the proposal.

Options

10. The options available are :

- Option 1 - Introduction of the restrictions in accordance with the advertised proposal
- Option 2 - Implement a revised less restrictive version of the advertised proposal.
- Option 3 - Take no action.

Analysis

11.

- Option 1. This will address the problems currently being experienced and prevent the problem being moved further along the main roads and grass verges. Loading and unloading will still be permitted on the restrictions as would parking for 3 hours by blue badge holders.
- Option 2. This could give rise to problems further along the main roads by displaced parking. If a day time only restriction were put in place problems on an evening could still occur.
- Option 3. This would not address the problem taking place or the concerns raised by the petition.

Council Plan

12. The parking restrictions on this section of the highway support the council priority 'Get York Moving'. The restrictions will enable public transport services and other vehicles to proceed along the highway without undue hindrance from parked vehicles.

Implications

13. **Financial** There are no financial implications as the work is being funded by York University.

Human Resources (HR) There are no HR implications

Equalities There are no equalities implications

Legal There are no legal implications

Crime and Disorder There are no crime and disorder implications

Information Technology (IT) There are no IT implications

Property There are no property implications

Other Enforcement of the restrictions can be included in the current work areas of the parking civil enforcement officers

Risk Management

14. There are no risk management implications.

Contact Details

Author:

Phil Irwin
Traffic Engineer
Network Management
Transport
Tel No. 551654

Chief Officer responsible for the report:

Neil Ferris
Acting Director of City and Environmental
Services

**Report
Approved**



Date 14.08.15

Specialist Implications Officer(s) N/A

Wards Affected:

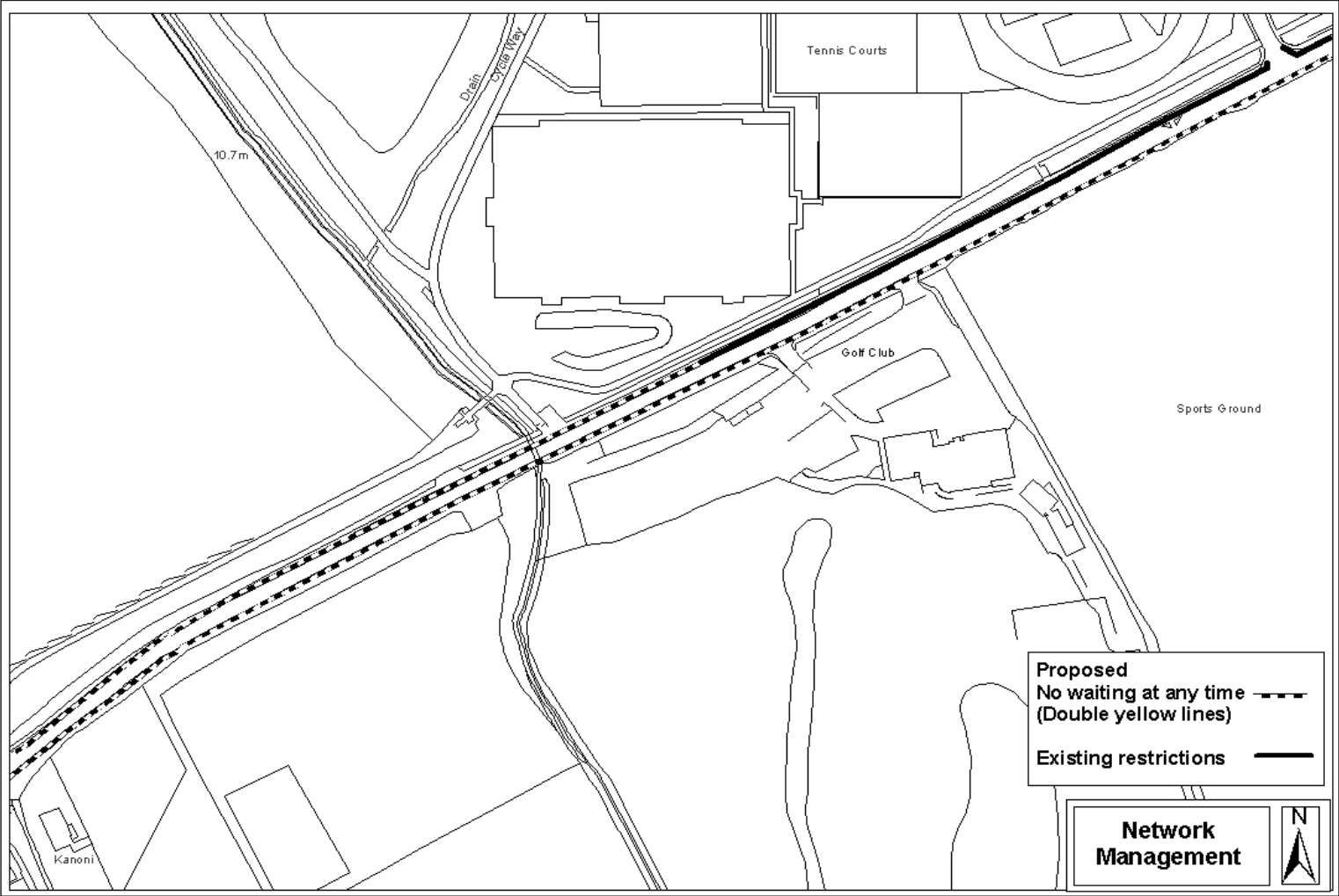
Hull Road Ward
Fulford and Heslington Ward

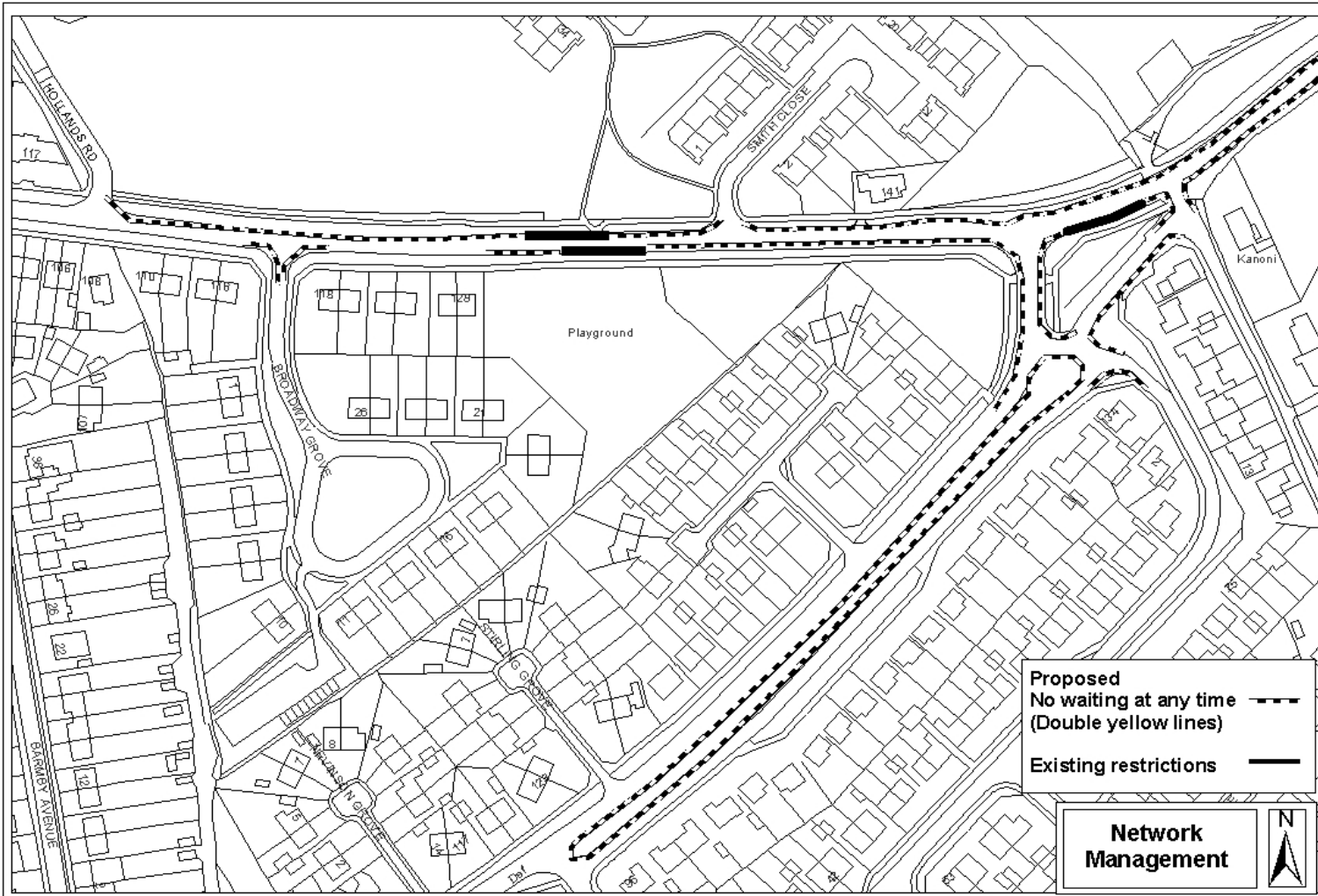
For further information please contact the author of the report

Background Papers: None

Annexes

Annex A: Plan of the proposal.
Annex B: Ward Councillors and Political party comments.
Annex C: Comments received.





Ward Councillors and Political party comments verbatim

Hull Rd Ward

Cllr Neil Barnes

No comments received

Cllr David Levene

No comments received

Cllr Hilary Shepherd

No comments received

Fulford and Heslington Ward

Cllr Keith Aspden

Parked cars have now been causing problems along Heslington Lane for a prolonged period. I first raised this issue with officers back in 2012. This is a particular issue along the stretch of Heslington Lane opposite Fulford Golf Club. This means cars and bikes are having to manoeuvre around vehicles into oncoming traffic. Residents and Golf Club members have reported to me accidents and many near misses along Heslington Lane. This is a dangerous situation which needs to be resolved.

As well as this delivery vehicles and public transport vehicles are being impeded from travelling along this stretch of the road due to the numerous parked cars obstructing the highway.

The proposed restrictions will solve this situation and will prevent cars and bikes having to manoeuvre into oncoming traffic. These restrictions will be funded by The University of York meaning there will be no financial cost to the council.

There will be a need for the Council and the University of York to work together proactively to ensure that overspill does not continue into neighbouring communities. But with clear parameters set out in which action will be taken the impact will be minimal.

These proposals have had strong support from local residents since the start. Over 600 people signed my initial petition calling for action. As well

as this the response to the consultation period has been overwhelmingly positive with 46 comments received in support of the proposals.

I am glad to see the council finally take action on this issue and I urge the executive member to listen to local residents and take action to rectify this dangerous situation.

Green Party Cllr Andy D'Agorne

Has the resident at 141 Broadway been consulted? The prohibition of parking outside his house would impact on visitors and any second car they might own. Parking at this location between Smith Close and the junction actually helps to reduce traffic speeds! Parking on the verge and path could become an issue which would need to be monitored closely if this goes ahead.

Officer Comment

All the properties adjacent to the proposed restrictions have been contacted directly. Residents and visitors to 141 would still be permitted to park on the substantial drop crossing area of the drive access, provided they did not block the route of the footway. The footways and verges adjacent to any of the proposed no waiting at any time restriction will be covered by the prohibition, only the drop crossing to drives ways are excluded.

The parking is proposed to be prohibited on this section of Broadway between Smith Close and the mini roundabout to create better visibility at the Smith Close junction and keep the approach to the mini roundabout clear, which includes the short section of cycle lane. The process does allow for the introduction of waiting restrictions that are less restrictive than the advertised proposal so a short unrestricted gap between 141 and Smith Close could be left if it is felt necessary, this has been done slightly further along outside 118 to 128 Broadway.

Labour Party Cllr Dafydd Williams

No comments received

Liberal Democrat Party Cllr Ann Reid

There has been an ongoing problem of cars parking dangerously along Heslington Lane in Fulford. Cars, Bikes, Buses and Trucks are having to move into oncoming traffic down this entire stretch of road. These proposed restrictions will act to solve this dangerous situation.

Local Residents and the Local Councillor have long been calling for action with a petition receiving over 600 signatures. There is clear local support for these proposals.

There is a clear problem with a clear solution. I urge the executive member to take action to rectify this dangerous situation.

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Comments verbatim supporting the proposal

- I would like to show my support for the proposed parking restrictions on Heslington lane. As a local resident (YO10 5DX) this has been a cause for concern for the last year.
- I am writing to register my strong support for the proposed parking restrictions on Heslington Lane and Heath Moor Drive. As a local resident and an employee of the University I have had daily experience of the proliferation of dangerous and expanding parking on the western side of Heslington Lane. I have personally witnessed a number of near collisions while traffic flow is being constantly impeded by the effective reduction of the road to a single carriage way for more than 150 metres. The hazards to cyclists from overtaking, speeding traffic and to pedestrians due to increased vehicle emissions from standing traffic are particularly acute.
- I support the extension of the no waiting restrictions to the surrounding roads because it is clear that the owners of the vehicles who are recklessly parking on Heslington Lane are connected to the University and are selfishly doing so in order to avoid paying for on campus parking (which is under pressure but generally available before 9am). It is therefore important to create a sufficient journey by foot time to deter further traffic displacement into the residential streets further along Broadway and Heslington Lane. I trust the Council will keep the parking displacement effects under review and if necessary consult on the introduction of residents' parking permits in the surrounding area of the proposed traffic restrictions.
- I am in e-mailing in strong support of the proposal to implement waiting restrictions along Heslington Lane. I regularly travel this stretch of road both in a motor vehicle and by bicycle. The parking of cars along this stretch has made the road dangerous and difficult to travel. Whilst two motor cars can pass with care, a wider vehicle and a car cannot. In addition many drivers are unsure of their vehicle width and lack the confidence to pass. This causes unpredictable stop-start driving. When there is a long unbroken line of parked cars there is no place for a driver to pull in to allow on-coming cars to pass. The parking has recently extended to the slight bend in the road at the Broadway end of the stretch of road.

This means that vehicles travelling toward the university have to move out before the on-coming traffic can be fully seen and assessed. The times I have travelled the road on a bicycle the stretch has presented many issues. The once clear (but often busy) road now has an unpredictable series of obstacles both stationary (parked cars) and moving (vehicles moving in and out of free areas to allow passing). The current situation is almost certain to cause accidents which could cause injury to road users. Again I support the proposal and look forward to its implementation.

- I regularly drive along this section of the road on my way to Fulford School. I have noticed a marked increase in parking along this section of the highway which has been causing significant traffic issues. Smaller cars can pass in both directions when cars are parked on the road. However it is a school bus route and buses, delivery vans, small lorries and larger cars cannot safely pass when cars are parked on the road. If they pull onto the pavement to park, which some do, they are obstructing a route used by many school children. As it stands it is an accident waiting to happen.

The options I feel worth considering would be: whole section to be double yellow lined as on Annex B. A single yellow line with no parking at rush hour times e.g. between 6 and 10am, and between 3.30 and 6.30pm. A mix of double yellow and sections parking allowing parking of no more than say 3 cars along this route which would allow easier movement of traffic along the road.

- Regarding the parking along Heslington Lane and the proposed double yellow lines I would like to support this traffic measure. The situation is at best dangerous and at worst, fatal!! I cannot possibly let them cycle to school at present as merely crossing the road is a game of 'chicken'! To drive out of the golf club/home is also a nightmare that has caused me to have several scares with kamikaze drivers clearly venting their frustration in a Stirling Moss effort to get through. I would personally welcome double yellows on both sides of the road and would appreciate you taking these comments on board.
- I am writing with regard to the on-going parking problem on Heslington Lane. I travel this route twice a day and I am greatly concerned at the danger posed by the parking of thirty or forty cars opposite the golf club each day. I know this has been brought to your attention and that the council is considering some action

on this. I note that annex B proposes double yellow lines on both sides of the road and this would certainly seem to be the solution to the problem. I sincerely hope that this will be achieved very soon!

- As local residents who raised the issue of parking directly with the Council and via our local Councillor (and signed the on-line petition) – we support the proposals to restrict parking on Heslington Lane and the surrounding area.
- I fully support the proposed parking restrictions on Heslington Lane and the associated area. These are urgently required and I hope they are implemented as soon as possible.
- My wife and I support the plans that you have proposed to stop parking in Heslington Lane, and we hope that it will be soon put into operation. We do appreciate the time that this has taken you on our behalf and all the other people that have signed the petition.
- I fully support the proposed introduction of double yellow lines on Heslington Lane. The parking there causes regular problems when driving between Heslington and Fulford and at times is dangerous.
- I'm writing to express my support for the parking restriction proposals outlined on the council's website. I am a member of Fulford Golf Club and have had numerous near misses exiting the club due to parked cars along the road. Hopefully we can get the double yellow lines implemented as soon as possible.
- I support the proposals
- I am writing to express my support for the above scheme and I hope that it is put in place as soon as possible. I live in Heslington so frequently travel along this stretch of road and recently parked cars have been causing traffic problems even at off peak times such as early morning (7am) and weekends. It appears that many of the cars may belong to university staff since most of the students have now gone home and on Saturday and Sunday only one or two cars were parked on Heslington Lane, however by 7am this morning (Monday 22nd June) a full row of parked cars had

appeared. I think that if a no parking scheme is not put in place on Heslington Lane then it is inevitable that a serious accident will happen –as many motorists do not have patience to wait for a gap to pass the parked cars.

- We are writing to express our support for the parking restrictions proposed for Heslington Lane. The current situation is both dangerous and inconvenient. The restrictions should be on both sides of the road and extend into Fulford to the west of the mini roundabout at the junction with Broadway.
- As a regular user of Heslington Lane I am urging you to ensure that the TRO is put through as soon as possible to ensure that the road reverts to a reasonably safe carriageway. It is currently highly dangerous when cars try to squeeze past cyclists before avoiding oncoming vehicles.
- I write to support the application to apply double Yellow lines to the section approaching Fulford Golf Club. I have had a number of very close encounters when turning left towards York from the golf club gates. Oncoming traffic is ignoring the restrictive road caused by nose to tail parking which is proving to be dangerous.
- I am in favour of parking restrictions on Heslington lane due to the danger of oncoming traffic when exiting the golf club left. I wish to lodge my full support for the proposed double yellow lining of Heslington Lane, with particular support for the length of road leading to the mini roundabout from Fulford Golf Club. I not only regularly use the road as a member but also for access to Heslington Village Hall Road and the east side of York. There are often near misses when traffic tries to run in two moving lanes when up to 40 cars appear to be parked nose to tail. Cars can just pass each other provided the open lane traffic goes along the gutter, but many drivers are not confident that they have the room and stop, but on meeting trucks and buses, both of which use this road regularly the problems are exacerbated as they cannot get by each other. I have witnessed two buses meeting in the middle and without the limited access into the derelict ex France site passing was absolutely impossible. Nevertheless it took them five minutes or so to shunt around and scrape past each other. This is a busy public highway made even busier as a result of the ever expanding University and as such traffic should have free flow on

this stretch of road. In my view this is a dangerous situation and should not exist. A no parking order is essential.

- As local residents who frequently use this stretch of road, we cannot believe that there have been objections to the much needed yellow lines in this area. Presumably these people never use this stretch of road, and have no idea of the danger and disruption that this inconsiderate parking causes. We wholly support the need for double yellow lines in this area, the sooner the better!!
- I am writing to express my sincere concern at the chaos that ensues with a mass of parked cars just down the road from Fulford Golf Club on Heslington Lane, this is an accident just waiting to happen and what concerns me more is that there a lot of cyclists that use this route and it will take only one unfortunate incident for a car to try and beat the parked cars and get passed and clip a cyclist for a disaster to happen and of course when that does happen, as it's only a matter of time, York City Council will probably be held responsible for not ensuring health and safety was adhered to despite numerous expressions of concern.
- Perhaps if the University of York weren't so greedy with their parking charges for staff and residents then people would not leave their cars parked at this inconvenient spot for regular motorists and cyclists. I am in complete support of the scheme to add double yellow lines on this part of the road.
- I'm writing both in my personal capacity as a resident of Heslington, and also on behalf of the Heslington Village Trust, to add my support to the proposed double yellow lines along Heslington Lane. I'm very disappointed that various objections have been made that will delay the programme from July until September: I just hope that there are no accidents that result from this delay. I have absolutely no doubt that any objections have come from self interested motorists who park there, as opposed to local residents, and would make several points: There is virtually unanimous support for the proposals from local residents, who suffer the adverse effects of this parking. The people parking there are almost certainly staff and students from the university, who wish to avoid the parking charges imposed by the university, and by so doing, help to undermine the transport policy agreed by CYC and the university with the aim of reducing traffic generated

by the latter. Any objections raised by non-residents should be discounted by CYC. It is the safety of drivers and cyclists using Heslington Lane that matters, not the convenience of motorists looking for somewhere to park.

- I understand that there have been some objections to the Heslington Lane TRO (traffic regulation order) proposal for yellow lines along the section of Heslington Lane between the University playing fields and Fulford that will prevent the current selfish and dangerous parking of cars that has emerged along this section in recent months. As a local resident I daily encounter the danger posed by this parking habit as people play "dodgems" with oncoming traffic in order to make progress along this part of Heslington Lane. The objections are presumably based on minor inconvenience to University staff/students who will have to park further away and/or sending the parking issue elsewhere. In the case of the former such inconvenience is minor compared to the threat posed to road users by the selfish parking behaviour while the latter, if realised, will simply have to be dealt with similarly in the future. I would thus urge the Council to implement the proposal as soon as possible to end this selfish and dangerous parking practice.
- Please note that I would like to register my support for the provision of Double Yellow Lines on Heslington Lane. They should be placed on both sides of the road and run the full length of it between Heslington Main Street and Broadway.
- I've just heard from the Secretary of the Heslington Village Trust that there have been some objections to the proposed parking restrictions between the golf course and Broadway. I can only presume that these come from people who are parking there at the moment. If you have driven along this stretch of road, particularly during normal working hours, you will know that the parked vehicles are a major hazard for other road-users and a general source of obstruction. It must be a nightmare for cyclists. I hope that CYC will implement the planned double-yellow lining without delay.
- I am contacting you with regard to the proposed Traffic Regulation Order to install double yellow lines along Heslington Lane from just past the mini roundabout at junction with Broadway along Heslington Lane past Fulford Golf Club. As a regular visitor

to friends and the bank in Heslington village, as well as to the golf club, I and other friends regularly encounter hold ups and difficulties in proceeding along that section due to the many cars parked there. The majority of the drivers are visiting York University (perhaps seeking to avoid parking charges). It has become a daytime single lane route more often than not. It is particularly problematic during the morning and tea time rush hours, and when school traffic, especially the school buses are negotiating that route. I have already noticed one or two broken wing mirrors on cars parked there. I do hope that the proposed TRO goes ahead asap, and that maybe some encouragement be given to the University authorities to provide an alternative parking facility.

- I am just voicing my frustration of the situation with the parking on Heslington Lane.
As I regularly travel down Heslington Lane both to go to work and to play golf at Fulford Golf Club, the number of parked vehicles by people attending York University has increased from 2-3 cars to over 30 cars. This has led to a number of near miss accidents by vehicles who do not give way to vehicles which have right of way. I have witnessed that the majority of the car owners go into the University. This situation is purely the fault of the University as these car owners obviously do not wish to pay to park within the University. Can you please resolve this issue by "double-lining" the area of Heslington Lane where these vehicles are parked as I am sure that it is more by luck that no-one has been seriously injured.
- I understand that objections have been raised to the proposed parking restrictions on Heslington Lane adjacent to Fulford Golf Club. I am a frequent user of that particular road and the current parking of vehicles on the roadside is a very serious problem and one which will lead to accidents if nothing is done to stop it. There is insufficient room for three vehicles across on this stretch of road and the fact that cars are parked nose to tail means that once a vehicle has set off to pass the parked cars there is no where to go when vehicles approach in the opposite direction. One day this will lead to an accident which is preventable if no parking double yellow lines are not put in place. The only people who will object to this will be those parking there as there are no houses in the immediate vicinity who would be directly impacted. Please add me to your list as 'in favour of parking restrictions being imposed'

- Please may I support the proposals to put parking restrictions down Heslington Lane, as the present situation has become dangerous and inconvenient, due to the length of the line of parked vehicles, making it difficult for the two way flow of traffic to pass each other and impossible when vans or buses are passing through.
- I am writing in support of double yellow lines being instigated on Heslington Lane as soon as possible. Since cars have parked here, not only does it cause delays to local motorists but it is considerably more dangerous to drive down this road. The only people who can be objecting to this must be the motorists themselves- who are presumably those working or studying at the University. As a local resident myself, living in Heslington, I want to be on good terms with the University- but those who work there must also consider local residents. At the moment they act in flagrant disregard of anyone's interests but their own. The motorists who park there are doing so to save car parking fees; if these are too expensive they should take this up with the University. I well remember a year ago that cars started parking in University Road (on the approach to Garrow Hill on the other side of the road) causing major disruption and we had to wait months whilst lines were painted here. Clearly motorists are going to park anywhere locally where there are no double yellow lines in order to save parking fees- oblivious to the disruption they cause. The city council and university need to confer together and sort this issue out- otherwise we will continue to have these problems and have to go through this laborious process over and over again. I hope this can be implemented as soon as possible.
- As residents of Heslington who regularly drive or cycle west from our home we wish to support the plan to put double yellow lines along the area of Heslington Lane where car parking is causing immense problems. We believe there have already been a number of minor collision as a result of the parking and might expect something more serious if nothing is done.
- In the last year vehicles have started to be parked on Heslington Lane in an area where previously little or no parking regularly took place. This change now means there is a substantial risk of a collision between opposing follows of vehicles. Bikes have to manoeuvre around the parked vehicles into oncoming traffic. The

situation is dangerous. In addition some vehicles recognising the problems – or having already lost their wing mirror! - are parking part on the footway causing a reduction in width for users. It appears that this problem has been created by 'displaced' members of staff, contractors and others from the university seeking free parking; so it is right the university has agreed to pay for the work. The proposed 'no waiting' controls will effectively resolve this problem so pls ensure this priority job doesn't stall.

- It begs to belief that there are objections to double yellow lines to this road. All i can say is it must be from the people who park there who are lazy and won't find somewhere else to park. Of course the other major factor is that its free and consequences of this parking madness is of no interest to them.
- I would like to see the parking regulations along Heslington Lane to the WEST of the Entrance / Exit to Fulford Golf Club amended to leave a greater distance between the allowable parking and the EXIT from the golf club. At present the current parking is very close to the exit which means that traffic travelling East towards Heslington is often in the Right-Hand Lane with the potential for head-on collisions with traffic exiting the golf club.
- I am a regular user of Heslington Lane as I frequently need to visit my bank in Heslington and gain access to Fulford Golf Club where I am a member. In recent months the problems caused by the increasing number of cars parked at the approach to the golf club have been considerable. Despite the road being of a reasonable width there is no smooth flow of traffic. Many drivers do not have the skill or the confidence to drive past the parked vehicles if there is traffic coming in the opposite direction. I often wonder what would happen if an irate resident or regular user of Heslington Lane were to park a vehicle on the other side of the road. This would lead to huge tailbacks particularly at peak traffic times. I strongly support the view that there should be parking restrictions on that stretch of road as the situation can only get worse as the months go by.
- The Parish Council is very concerned about cars parking on Heslington Lane, therefore it supports the proposed traffic restrictions on Heslington Lane which is currently under consultation.

- I wish to support the ban on parking on Heslington lane. I use the road on a daily basis and find it dangerous trying to pass a line of traffic with buses or lorries coming in the opposite direction, it's just waiting for an accident to happen. The yellow lines should be implemented as soon as possible.
- As a member of Fulford Golf Club I drive along Heslington Lane at least three times a week. The parking there is quite simply "an accident waiting to happen". It desperately needs double yellow lines there and they need to be for the whole stretch and on both sides of the road to avoid the problem simply moving elsewhere. It has become very noticeable in recent weeks how drivers are becoming more and more impatient with the chaos caused by the parked cars. They are not giving way like they used to, they are trying to squeeze by, and they are generally diving more aggressively. Please do something about it to improve road safety and ease the general flow of traffic on what can be a busy road at times.
- I have been given your name in connection with the problems being caused by cars parking on Heslington Lane. I use that road often and have seen the problems being caused every day by the casual parking of cars. The road is simply not wide enough to cope with the line of parked cars. Can yellow lines be placed there to persuade drivers to park elsewhere?
- We wish to add our concerns about the car parking along Heslington Lane near to Fulford Golf Club. As frequent users of this road the parked cars pose extreme danger to road users and pedestrians. Hopefully it will not take a serious accident to galvanise the appropriate authorities into taking action to restrict / ban parking in this area. It is an extremely busy thoroughfare and bus route. Many schoolchildren also use the footpath.
- I support the proposed waiting restrictions, however I don't feel that you go far enough. The restrictions need to go from Broadway all the way to Heslington to prevent traffic building up and to improve road safety.
- I have been meaning to write to the Council for some time about the parking along the 40 mph stretch of Heslington Lane. I would like to express my full support for the decision to introduce waiting

restrictions along the road. The parked cars that seem to have only appeared relatively recently have not only caused a great deal of inconvenience for motorists it also makes the stretch of road more dangerous, I therefore applaud the council's responsiveness in taking action. As a regular cyclist I am generally very supportive of the activity and am very bike friendly motorist yet it is very frustrating that many cyclists do not take advantage of the adjacent cycle path to the quite narrow 40mph stretch of Heslington Lane which with the parked cars at present further increases the possibility for accidents. Perhaps some signposting to encourage cyclists to use the adjacent path would be worthwhile.

- I write in support of the yellow lining of Heslington Lane opposite the Golf Club, where it is impossible for traffic to pass freely because of the cars parked on the roadside. I live in Heslington and make journeys along that road to Fulford regularly, and have banged wing mirrors once already with a parked car, trying to avoid an oncoming car. This parking is displacement from the University, with which I have great sympathy because of the City's parking place restriction on the University while the University is expanding the well paid employment opportunities for the local population, but gumming up this route is not the way forward. Your proposal to install double yellow lines on both sides of Heslington Lane outside the Golf Club is to be whole-heartedly applauded. I have to drive daily past the hazard of 20 or 30 cars parked on the Lane and the dangers have been well recorded in letters to the Press. I look forward to the installation of the double yellows over the summer.
- I use Heslington Lane every Friday and I see it as a dangerous road with many near misses – accidents will surely happen. More serious however, is how emergency services will be able to cope - with great difficulty.
- I have been asking York city Council since January of this year when action is being taken in regard to The York University using the public highway near Fulford Golf Club as a free car park. This is a nuisance and a danger to other road user not to mention that in the event of emergency vehicles trying to use the road simply could not get past as the road is not wide enough to get through if other vehicles are coming in the opposite direction there is not enough room for two cars to pass with the line of not unusually

thirty parked cars. This should be restricted parking or the road should be widened if you wish cars to be parked along this stretch of narrow road. I have been given every excuse there is by the Council why they take no action. I am of the opinion that they are just not bothered. That we have to put up with this nuisance and danger. That The University can do as they like in Heslington and the rest of us just have to put up with it.

- I'm just emailing to enquire as to if/when the parking restrictions on Heslington Lane are to be put in place please? I'm very much in favour of them as it's currently a total nightmare to drive down that road, with there barely being room to pass other cars and some being very careless and driving too fast to squeeze past safely, so I'm just keen to find out about this!
- I write to confirm that the Parish Council support this proposal.
Heslington Parish Council

Comments verbatim with concerns

- I am writing with some concerns regarding the proposed waiting restrictions. This is not an objection, but I would like to air a few worries. I do often have anything between 1-5 cars parked in front of my house down towards the bus stop, so I am all for restrictions. But I am worried that putting double yellows in place will force these people to try and park directly outside my house especially if I am out, meaning I will lose any parking space at all. Or if I have family visiting I am worried they will have nowhere to park if double yellows are in place at the end of my house.
- We are very much in favour- a good idea. However we have for a long time suffered with University people parking outside our houses during the day and this can only get worse. Please apply yellow lines outside our houses to stop parking, say, 6am to 6pm Monday to Friday. This is essential to prevent further congestion.

Officer comment

Parking restrictions outside resident's property will prohibit parking for all vehicles including those of the residents and their visitors. Surveys of the area will still be taking place by the University of York consultant to identify any increases in on street parking attributed to the university development. These surveys would require a 20% increase in parking that can be attributed to the University above the base line figures of 2009 to trigger action funded by the University of York.

As part of this scheme consideration could be given to marking white bar markings (informal keep clear) across drop crossing driveways of residential properties on Heslington Lane opposite the grass verge area where double yellow lines are proposed.

- I am in agreement with the issue of the parking outside the Golf Course on Heslington lane. It does cause impedance for traffic. However, this is the ONLY spot near that end of the university that allows commuters free parking within short and convenient walking distance of the university. If this proposal is to go ahead then I respectfully request that an alternative means of parking within equal distance, that is also free, be implemented. For example, why not turn the existing pavement into a lay-by? As you can see from the map, there is a path that runs parallel to the

pavement on the only side of the hedge. Why the need for 2 paths that go to the same place?

Officer comment

The highway authority does not have responsibility for providing parking on the public highway.

- I am glad to see that it is proposed to extend the double yellow lines on Heslington Lane and Broadway. The other day the cars were parked around the bend where Heslington Lane meets Broadway, so traffic at each end could not see the other end. Consequently two large vehicles entered from each end and the resulting congestion took over 10 minutes to clear. My fear is that the students will simply park further out. Could I ask that residents of the back roads off Heslington Lane and Broadway receive the same protection as the residents of Badger Hill and become resident permit areas.
- Regarding your letter dated 2nd June 2015 re proposed waiting restrictions. Although I agree with the situation outside the Fulford Golf Club being moved I do not see you are solving the problem. As I am a resident on Heslington Lane I am extremely concerned that introducing double yellow lines on one side only, it will encourage these vehicles you are preventing parking to park outside my property and spill onto the Heath Moor estate. This is a proven fact as they were on Badger Hill, then outside the Fulford Golf Club NOW WHERE WILL THEY GO. If I find them parking outside my property as I have seen them previously even after parking taking a fold up cycle out of their car boot and riding to the University. Where will my friends and family park? I do not wish to look out of my window every day looking at parked vehicles belonging to University staff. It is time the YCC and the University sorted the problem once and for all instead of pushing the motorist from one place to another.
- Having recently received information regarding double yellow line in parts of Heslington lane, Broadway and Heath moor drive. I would like to point out living at Heslington Lane that we have been experiencing parked cars outside our home for a number of years and it seems to be getting worse. My home is on the small feeder road that runs adjacent to Heslington Lane and I would assume is primarily for the use of residents that live there. Do these new

proposals mean that although there yellow lines on the feeder road cars will still be allowed to park outside my home, I am referring to the pavement side? bringing the cars closer to my lounge window and also in instances blocking my drive. Myself and other residents would be happy to have residents parking only, can this apply? All as I can envisage are angry and upset residents most of which are OAPs, with endless cars parked on the pavement and road If this is the case what will be achieved by these new restrictions other than forcing the cars further and further away from the university to the areas without lines.

Officer comment

The residents parking scheme in Badger Hill was funded by the University of York and implemented under the terms of the original planning constraints. An increase of 20% above the base line figures of 2009 in the on street parking attributed to the university development triggered action funded by the University of York. Surveys by the University of York consultant will still take place in this area and action taken as required.

Comment verbatim against the proposal

- I am concerned about the lack of consultation on this proposal with local residents. It is no good (as proposed in the consultation) sending letters to properties adjacent to the proposal as there are none apart from Fulford Golf Club and the entrance to that is actually a lot more dangerous than the narrowing of the road caused by parking on the road. I live in a property that is ONLY accessible via Heslington Lane and surely the more logical approach would be to consult those who NEED to use the road - identified as those who need to use it for access. I actually think the road is safer now as the narrowness of the road stops people speeding and it only causes problems for extra wide cars - 4X4's etc. I have no problem with my VW Lupo! Is there any evidence that the road has become more dangerous to users since people have started to park on it? Narrowing seems like one approach to road safety that is actually used in relation to the chicanes on Heslington lane! What mechanisms are in place to consult students at the University of York on the proposed parking restrictions on Heslington Lane? I imagine most of those using it for parking are students who need to park there as they are not allowed to park on Campus! They are also local residents with a right to be part of the consultation - they are too often forgotten about. I also doubt the parking causes issues for cyclists as they can use the University cycle path and the Stray to circumvent the road. Finally, if there are concerns about the dangers posed by the narrowing of Heslington Lane caused by parked cars then the same logic applies to the chicanes on Heslington Lane. The chicanes do exactly the same thing, and in fact are more dangerous as they efficiently force traffic completely onto the 'wrong' side of the road. Applying exactly the same logic as detailed in the council assessment, then the chicanes would also have to be removed as part of the same scheme. Based on my comments, please regard my emails as a formal objection to the scheme. It is ill thought out and illogical, panders to drivers of large cars and Fulford Golf club users many of whom may not be local residents, the proposed consultation is inadequate, particularly with a large group of residents with a potential interest

- namely, students at the University). Do you have any data on traffic accidents in or near the two chicanes on Heslington lane? Do you have any data on accidents on the stretch of Heslington lane close to the golf club entrance where the supposed parking issues are? I would imagine Council Decisions would be taken on the basis of proper data?

Officer comment

The consultation for this proposal has followed the processes agreed by the council and any legal requirements. The University of York was contacted directly as part of the consultation process, any internal distribution among their staff and clients would be at their discretion. Delivery vehicles and public transport vehicles are also being impeded from proceeding along the highway over long distances due to the parking. The chicanes only restrict the highway over short regulated lengths and have signing to give instruction to drivers indicating who has priority in each direction. Accident data only records injury accidents and has not been used to identify where the free passage of vehicles along the highway has been compromised.

- I would like to object to the proposed double yellow line 2, (ii) which will not stop them parking on our side of the road and sometimes half on the pavement which on several occasions I have had to speak to the motorist about blocking the pavement and my drive. We would prefer no parking between 6am – 6pm.

Officer comment

Parking restrictions outside resident's property will prohibit parking for all vehicles including those of the residents and their visitors. Restrictions prohibiting parking between 6am and 6pm would require the installation of poles and signs outside the properties of the residents adding to street clutter outside these residential properties. As part of this scheme consideration could be given to marking white bar markings (informal keep clear) across drop crossing driveways of residential properties on Heslington Lane opposite the grass verge area where double yellow lines are proposed.

Surveys of the area will still be taking place by the University of York consultant to identify any increases in on street parking attributed to the university development. These surveys would require a 20% increase in parking that can be attributed to the University above the base line figures of 2009 to trigger action funded by the University of York.

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

10 September 2015

Report of the Acting Director of City and Environmental Services

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

Summary

1. This report presents information to show how the scheme is currently operating, and outlines a number of proposed enhancements.

Recommendations

2. The Executive Member is requested to approve the following additions to the scheme:
 - Two extra pairs of speed cushions with central islands, as shown in **Annex B**, to make the 20mph Zone more effective.
 - A new crossing refuge located at the speed table near the bus stops, as shown in **Annex C**, to increase pedestrian safety in the busiest crossing location.
3. In addition, the Executive Member is asked to note that officers are currently working with the University to encourage greater use of the new cycle path. This involves installing various additional direction signs, plus extra signs and markings at all the entry points to make the status of the path more obvious, and publicising the facility to students.
4. The Executive Member is also requested to confirm acceptance of the University's view that the provision of an additional set of steps to the footbridge on the Market Square side of University Road is unnecessary, and to note the University's financial contributions to the scheme.

Reasons:

5. Council Officers and the University consider that the additional measures will improve the safety of all road users, in particular university students crossing University Road, and encourage greater use of the new cycle route.

Council officers and the University consider that the provision of additional steps to the Library footbridge is not necessary.

The University have offered to contribute extra funding to improve the scheme.

Background

6. The scheme shown in **Annex A** was implemented during the autumn of 2014, in close collaboration with the University. The key elements of the scheme included improvements to the bus stops, creating a 20mph Zone with speed cushions and speed table crossing points, and building a shared use pedestrian/cycle route along University Road. This has been co-ordinated with work by the University to encourage greater use of the existing footbridge and to deter unnecessary crossing of University Road at ground level – the University provided a new set of steps to give more direct access to the footbridge from the busy Market Square area, and new steps off Morrell Way leading to the Library.
7. When this scheme was approved, it was considered that another set of steps to the footbridge, close to the southern bus stop, could be useful to encourage people heading for the library to use to footbridge rather than crossing the road. The Cabinet Member therefore requested that the University provide this as a second stage to the project.

Monitoring and Proposals

8. Shortly after the scheme became operational in accordance with council procedures an independent Road Safety Audit was carried out, and a number of improvements were implemented soon afterwards. However, there were still some unresolved issues and the University still had a number of concerns about the operation of the scheme. To investigate these further and help develop possible solutions, a comprehensive set of surveys was commissioned covering traffic speeds, pedestrian movement, and cycle flows. The results have been discussed with the University and a proposed

plan of action agreed. The key findings and proposals are presented below:

9. Traffic Speeds – surveys show that average speeds within the 20 Zone are about 22mph and about 27mph outside.

Proposals - Officers and the University are in agreement that traffic speeds need to be reduced further in the 20mph Zone, both to make the 20mph Zone more self-enforcing and to further improve safety. It is considered that the best way of achieving this would be the introduction of an additional two pairs of cushions, with central islands. These were in the original scheme design put out for public consultation (see the plan in **Annex B**), but were omitted within the original decision on the basis that speed could be reduced sufficiently with fewer measures, and that additional features could be installed at a later date if necessary.

10. Pedestrian movements – the surveys confirm that, since removing the steps on the embankment and providing new steps to the footbridge, far fewer people are crossing at road level. Almost all residual crossing at ground level is now directly linked to use of the bus stops.

Most road level crossing movements now take place between the bus stops, either on or close to the speed table crossing point. People tend to cross behind a waiting bus and then stand in the middle of the road for a gap in the traffic on the other side. If the bus on their side then pulls away they are left in a very vulnerable position in the middle of the road without protection.

The surveys also suggest that people on the south side of the University road already use the footbridge to get to the library. The vast majority of people getting off a bus at the southern stop were observed heading south across the car park, which gives easy access to the footbridge ramp for anyone wanting to get to the library. This route to the library is about 50m shorter than the alternative of crossing University Road and then going up Morrell Way, where there are also 41 steps to climb.

Proposals - Officers and the University propose to make it easier and safer to cross the road near the bus stops by creating a central crossing refuge centred on the new speed table. This would remove the opportunity for drivers to overtake waiting buses, but it is considered that pedestrian safety should be the priority and any

delay to motorists would be minimal. The plan in **Annex C** shows how a refuge could be created at the speed table.

It is proposed that the refuge island should be provided on a trial basis as a bolt down arrangement and be reviewed following the end of the academic year in June 2016.

Officers and the University also consider that providing another set of steps to access the footbridge near the bus stop on the south side of University Road would have no significant advantage for pedestrians, or add to road safety. It would only reduce the length of the existing route by about 25m, and this would involve going up about 15 steps. Importantly it would not reduce the current number road crossing movements on University Road, and therefore there is no proposal to progress this further.

11. Cycle movements - the surveys show that most cyclists are staying on the road rather than using the new path, and use of the path is particularly low in a westerly direction.

Proposals - To make the status of the path more obvious and encourage greater usage, Officers and the University have developed a package of additional direction signs, plus extra signs and markings at all the potential entry points. Arrangements are currently being made for these to be implemented, and detailed plans are listed as background papers to this report.

Consultation

12. **York University** supports the proposals and is keen to see them implemented as soon as possible. The University has offered to pay up to £20K for them to be installed.
13. **Councillors**

The views of the **Hull Road ward councillors** (Cllrs Levene, Barnes and Shepherd) were submitted in a joint response, and are set out below along with officer comments;

- *We are comfortable with the proposal to introduce a refuge island.*

Officer Comment – noted.

- *We are also comfortable with the proposal to introduce further signage and markings to encourage use of the cycle path.*

Officer Comment – noted

- *We are not satisfied as to the explanation for the University not proceeding with the installation of south-side steps from the road onto the footbridge as originally agreed. There is insufficient evidence to justify the argument that such steps would attract further road crossings from the north-side bus stop by those wishing to access the library, i.e. travelling in the exact opposite direction of their destination.*

Officer Comment – As explained in paragraph 10, the main reason for not installing an extra set of steps is that it would provide no significant advantage for pedestrians, nor add to road safety.

- *We are strongly of the view that as the organisation representing the vast majority of users in the area, the Students Union should be consulted on these proposals.*

Officer Comment – a wider consultation on these limited scheme additions was not considered necessary as they are aimed at addressing safety audit concerns, and are not significant changes from the original scheme consulted on.

Councillor D'Agorne, the **Green Party spokesman on transport**, has commented as follows:

- *supports the proposal to reduce speeds further, but need to consider the safety of cyclists, and suggests additional speed tables could be better than cushions.*

Officer Comment – cyclists have been considered in developing the scheme, the cushions and islands would be similar to those already in place, and because this is an important bus and emergency vehicle route the number of full width calming measures should be kept to a minimum.

- *supports the proposed central island near the bus stops, provided that the dwell time of buses is kept to a minimum.*

Officer Comment – the support is noted, and dwell times are generally short here because the bus operators employ a number of quick ticket payment methods.

- *is not surprised that the use of the off road cycle facility is low in a westerly direction, since this would involve a longer route and crossing the road again to continue towards Green Dykes Lane. Safety would be improved by an on-road westerly cycle lane at least as far as the roundabout.*

Officer Comment – there is insufficient width to install an on-road cycle lane, and it is hoped that the improved signing will attract more users to the safer off-road path.

Options

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

Option 1 - Approve the scheme additions (extra speed cushions and central refuge) as shown in **Annexes B and C**;

Option 2 - Reject the proposed scheme amendments and retain the existing layout.

Analysis

15. Option 1 - the proposals shown in **Annexes B and C** seek to address key concerns highlighted by the safety audit, confirmed by the traffic surveys, and explored in discussion with the University.

Option 2 - would not address the existing problems with the scheme which have been highlighted in this report.

Option 1 is recommended for implementation.

Corporate Priorities

16. The scheme would contribute to the following Corporate Priorities:
 - Making York a Sustainable City, by encouraging more cycling and walking which are environmentally friendly modes of transport;

- Making York a healthier city by encouraging cycling and walking which are healthy activities;
- Helping to make the City of York Council an effective organisation by combining the implementation of a cycling infrastructure and safety scheme and working with the University as a partner.

Implications

Financial/Programme Implications

17. The likely cost for the Council to implement the proposals for University Road will be about £15K. The University have agreed to pay for this work, up to a maximum of £20K.
18. The aim is to complete the works as soon as possible and early into the new academic year which starts on 29th September 2015.

19. Human Resources

20. There are no Human Resources implications.

Equalities

21. There are no Equalities implications.

Legal

22. The 20mph Speed Limit Zone is currently not compliant with national guidance, which specifies that average speeds within the Zone should be 20mph or less. The proposed additional measures are expected to lower speeds to meet this requirement.

Crime and Disorder

23. There are no Crime and Disorder implications.

Information Technology (IT)

24. There are no Information Technology implications.

Property

25. There are no Property implications.

Risk Management

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

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

Contact Details:**Author**

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 Transport Projects
 Manager
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Chief Officer Responsible for the report

Neil Ferris
 Acting Director for City and
 Environmental Services

**Report
 Approved**



Date 27 August
 2015

Specialist Implications Officer(s)

There are no specialist officer implications.

Wards Affected: Hull Road

All



For further information please contact the author of the report.

Background Papers:

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

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

Drawings TP/12012061/A/100/001, 002, 003, and 004, all titled "University Road Combined Cycleway/Footway - Additional Required Works", which detail the signing and lining improvements along the cycle route.

Annexes:

Annex A:

Plan showing the scheme now implemented.

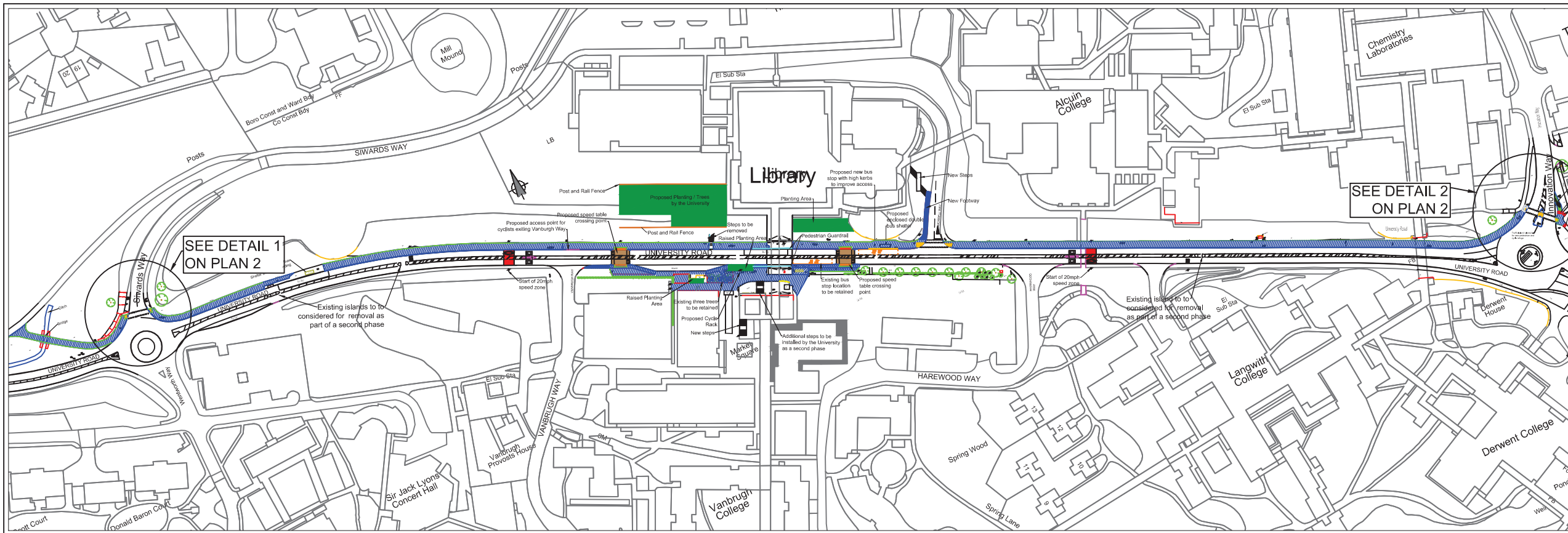
Annex B:

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

Annex C:

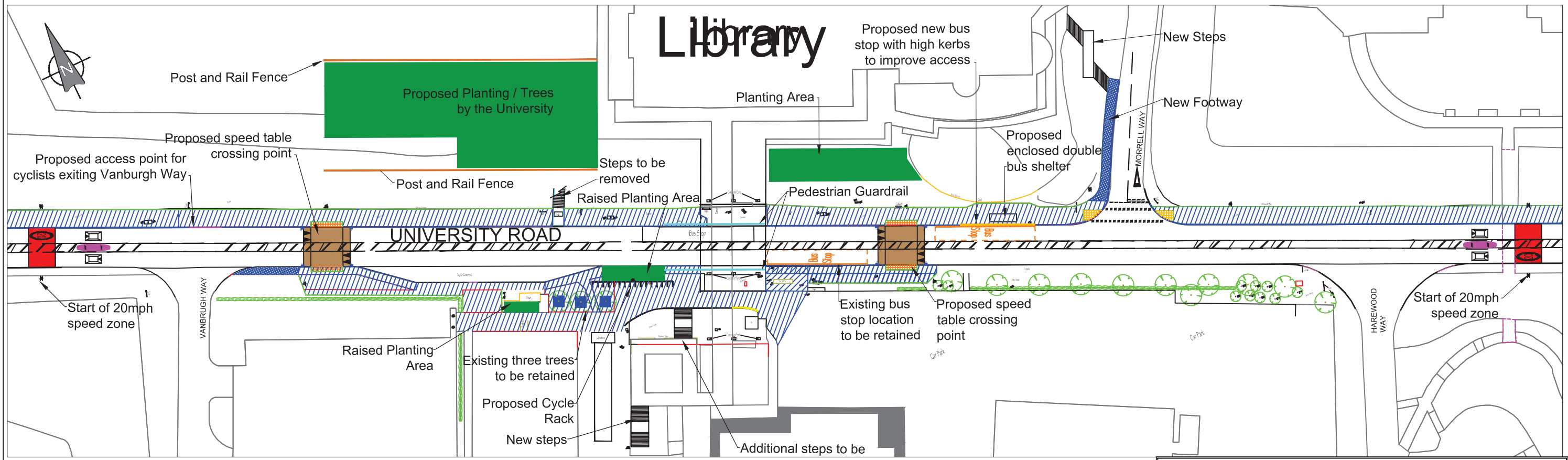
Plan showing the proposed central crossing refuge at the speed table near the bus stops.

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

FULL EXTENT OF CYCLEWAY SCHEME



EXTENT OF PROPOSED 20MPH ZONE

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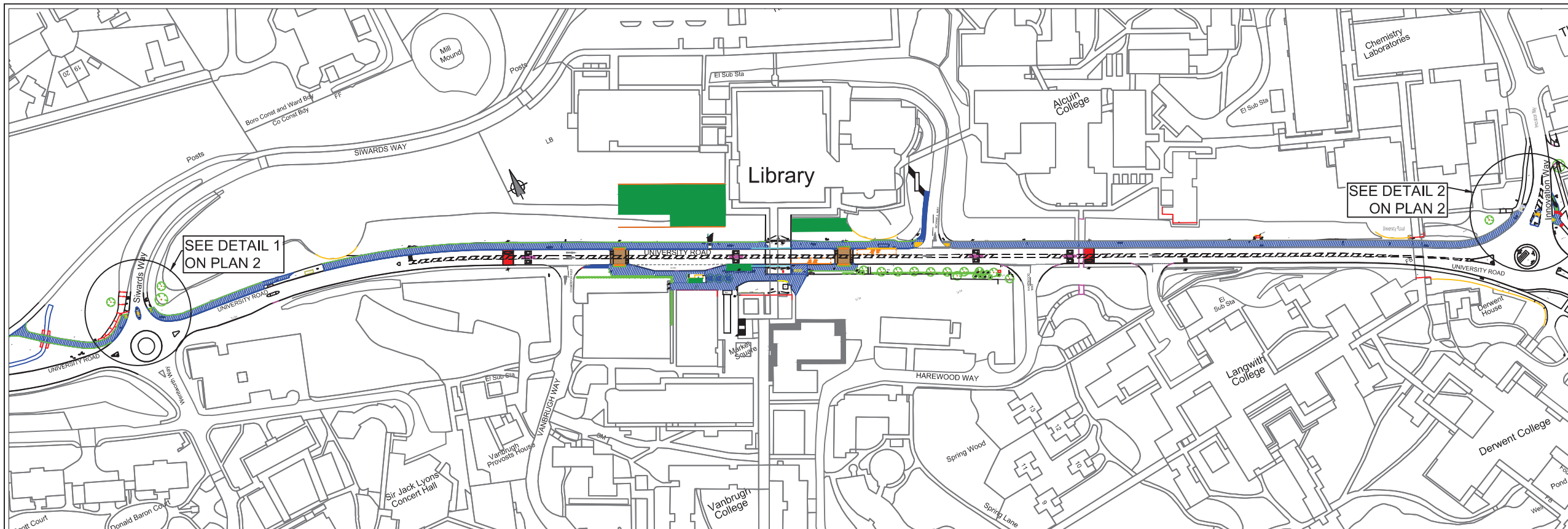
INITIAL	REV	AMENDMENT	DATE
JRP	D	Additional planting area added East of bridge	04/06/14

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

UNIVERSITY ROAD
 CROSSING IMPROVEMENTS / CYCLE ROUTE
 (AS IMPLEMENTED)

ANNEX A

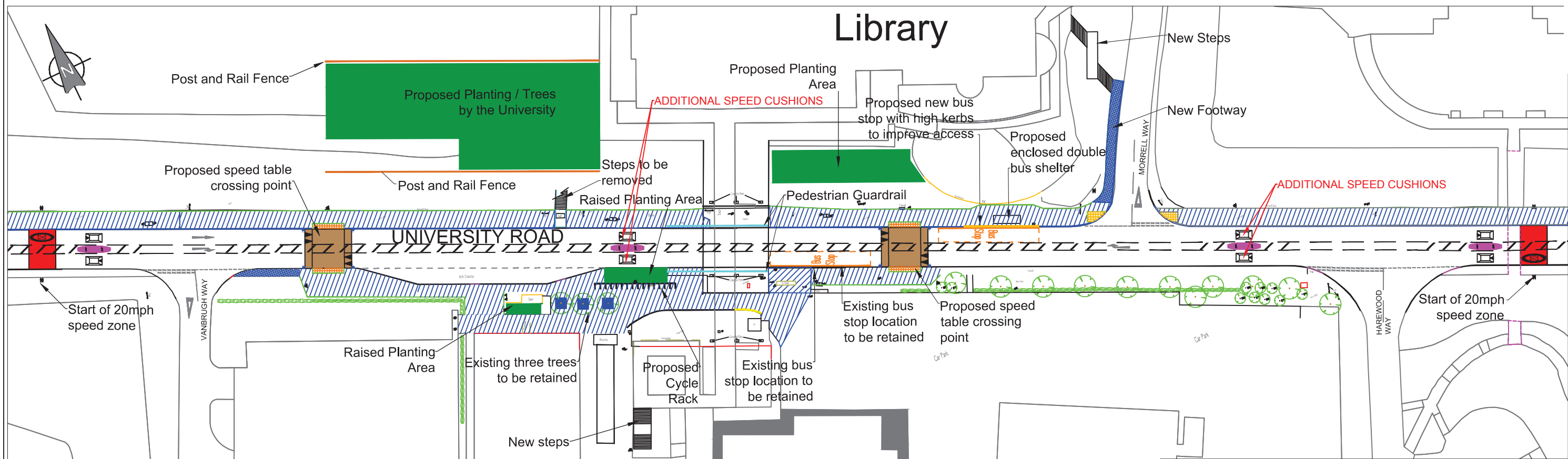
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Key:

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

FULL EXTENT OF CYCLEWAY SCHEME



EXTENT OF PROPOSED 20MPH ZONE

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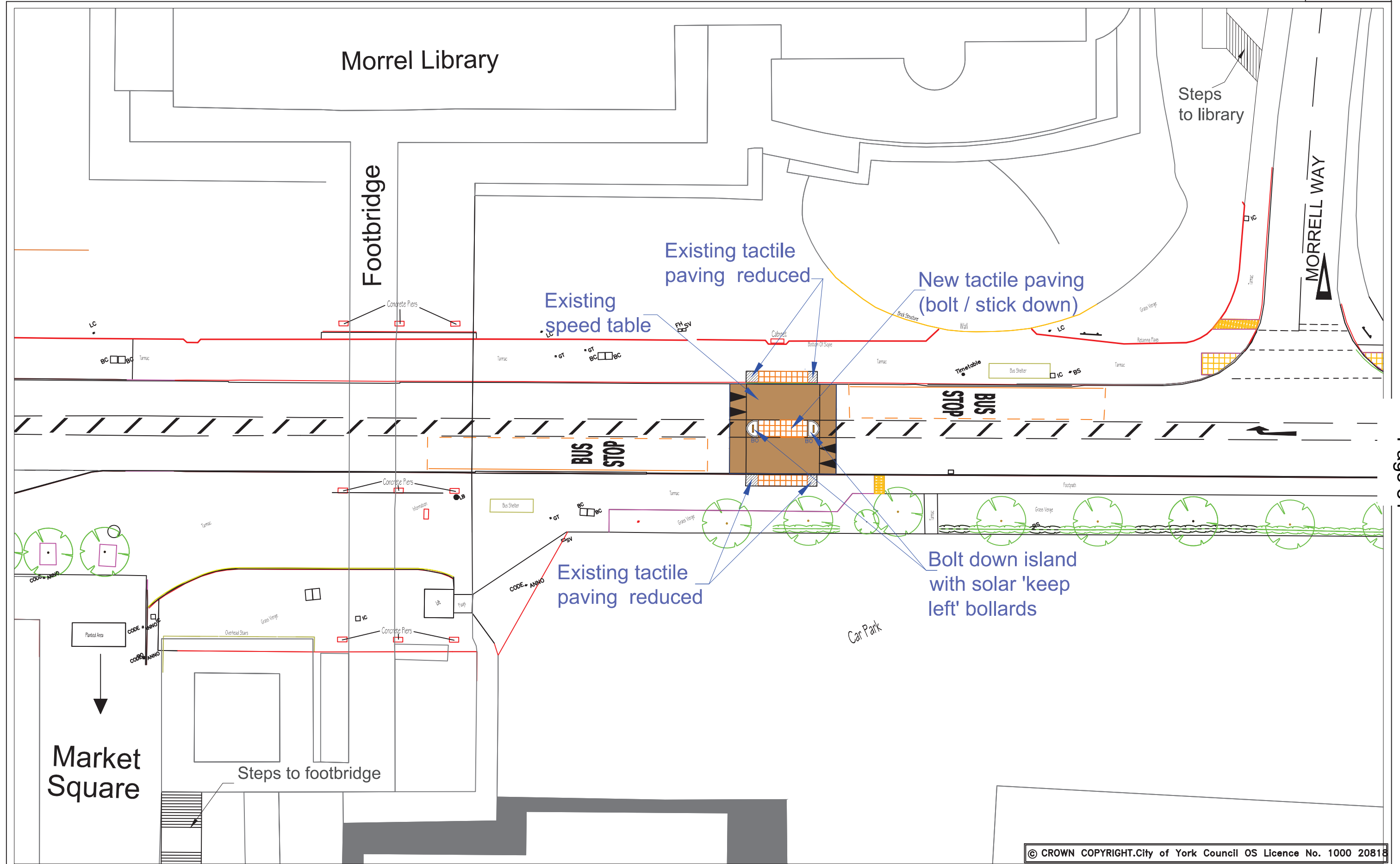


INITIAL	REV	AMENDMENT	DATE
JRP	D	Additional planting area added East of bridge	04/06/14
SH			
N.T.S.	A3		
22/05/14			

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

ANNEX B

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

**UNIVERSITY ROAD
 PROPOSED PEDESTRIAN CROSSING REFUGE**

ANNEX C

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10 September 2015

Decision Session Executive Member for Planning and Transport

Report of the (Acting) Director of City and Environmental Services

City and Environmental Services Capital Programme – 2015/16 Consolidated Report

Summary

1. This report identifies the proposed changes to the 2015/16 CES Capital Programme to take account of carryover funding from 2014/15.
2. The report also proposes adjustments to scheme allocations to align with the latest cost estimates and delivery projections.

Recommendations

3. The Executive Member is requested to:
 - i. Approve the carryover schemes and adjustments set out in Annexes 1 and 2.
 - ii. Note the increase to the 2015/16 CES capital programme budget, subject to the approval of the Cabinet.

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

Background

4. The CES Transport Capital Programme budget for 2015/16 was confirmed as £5,292k at Full Council on 26 February 2015, and details of the programme were presented to the Executive Member at the March Decision Session meeting. The programme includes the Integrated Transport and CES Maintenance budgets, and includes £1,570k of Local Transport Plan funding, plus other funding from the Better Bus Area Fund grant, developer contributions, council resources, and funding from the Department for Transport for the A19 Pinchpoint scheme.
5. Table 1 shows the current approved capital programme.

	Gross Budget	External Funding	Capital Receipts
	£1,000s	£1,000s	£1,000s
Current Approved CES Capital Programme	5,292	3,919	1,373

6. As stated in the 2015/16 Capital Programme Budget Report, this is a significantly lower level of funding than in previous years, due to the completion of the Access York scheme in 2014/15 which was a high value project largely funded by the Department for Transport.
7. A number of amendments need to be made to the current capital programme in order to take account of carryover funding and schemes from 2014/15, additional funding available in 2015/16, and changes to scheme budgets to reflect the latest cost estimates and delivery projections.
8. Details of the 2014/15 Capital Programme outturn were recently reported to the Executive Member at the 23rd July 2015 Decision Session meeting.

Key Issues

9. Following a second successful bid to the Department for Transport, the council was awarded a further £476K (in addition to the £99k previously granted), from the Clean Bus Technology fund. This was awarded late in the 2014/15 and it is proposed to add this funding to the 2015/16 capital

programme to carry out work to reduce emissions from public transport.

10. Due to delays to a number of schemes in the 2014/15 capital programme, there was originally a £2.3m carry over funding reported in the outturn report (July 2015), the proposed budgetary changes in this report effectively reduces this to £2.1m to be carried forward to 2015/16 (mainly by reducing the EIF funding now required).
11. The majority of the carry over funding is due to the additional DfT Clean Bus Technology funding (allocation received too late in the year to deliver schemes), delayed start for Phase 1 of the A19 Pinch Point Scheme (due to Utility diversion works), schemes delivered under budget and delays in progressing several of other schemes.
12. A review of the BBAF Programme has been undertaken which has reduced the EIF funding now required to deliver this programme. Additional BBAF funding from the DfT (£135K) has also been included in this report.
13. The current budget and proposed adjustments are shown in Table 2.

CES Capital Programme	2015/16 Programme	Paragraph Ref
	£1,000s	
Current Approved Capital Programme	5,292	
<u>Adjustments:</u>		
Grant Funding (Clean Bus)	+476	24
<u>Re-profiling:</u>		
Local Transport Plan – Other (Other/CYC)	+936	20
Better Bus Area Fund (DfT/EIF)	+358	22
Grant Funding – A19 Pinchpoint	+222	23
CYC Funding – City Walls	+113	25
CYC Funding – Alley-gating	+8	25
Revised CES Capital Programme	7,405	

14. Additional information, including details of the proposed changes to scheme allocations, is provided in Annexes 1 and 2 to this report.

Consultation

15. The capital programme was developed under the Capital Resource Allocation Model (CRAM) framework, and was approved at Full Council on 26 February 2015. Although consultation is not undertaken for the Integrated Transport capital programme on an annual basis, the programme follows the principles of the Local Transport Plan, and consultation is undertaken on individual schemes as they are progressed.

Options

16. The Executive Member has been presented with a number of amendments to the programme of works for approval. These amendments are required to ensure the schemes are deliverable within funding constraints, whilst enabling the objectives of the approved Local Transport Plan to be met.

Analysis

17. The key proposed changes included in the report are summarised below and are detailed in Annex 1.
 - Amendments to the Better Bus Area Fund programme to include carryover funding from 2014/15, due to delays to the several schemes including the Clarence Street bus priority scheme and Roman House Shelter in 2015/16.
 - Addition of grant funding from the Clean Bus Technology fund, following a successful bid to the Department for Transport.
 - Addition of carryover LTP/grants funding for the A19 Pinchpoint scheme.
 - Additional £135K DfT BBA2 funding added to programme.
 - Addition of £32K LTP match funding for accessing the OLEV grant for the Electric Vehicle Charging points programme.

- Amendments to several existing LTP schemes to include carryover funding from 2014/15, some of which are required to complete the LSTF and safety scheme programmes.
- Addition of carryover CYC Resources funding for the City Walls Restoration, and the Alleygating programmes.

Council Plan

18. The CES Capital Programme supports the following:
- **Get York Moving:** improvements to the city's transport network, through the schemes included in the capital programme, will contribute to the aim of providing an effective transport system that lets people and vehicles move efficiently around the city and promotes modal shift.
 - **Protect the environment:** encouraging the use of public transport and other sustainable modes of transport will contribute to cutting carbon emissions and improving air quality.

Implications

19. The following implications have been considered:
- (a) **Financial** – See below.
 - (b) **Human Resources (HR)** – There are no Human Resources implications.
 - (c) **Equalities** – There are no Equalities implications.
 - (d) **Legal** – There are no Legal implications.
 - (e) **Crime and Disorder** – There are no Crime & Disorder implications.
 - (f) **Information Technology (IT)** – There are no IT implications.
 - (g) **Property** – There are no Property implications
 - (h) **Other** – There are no other implications

Financial Implications

20. The total underspend against the Local Transport Plan allocation in 2014/15 was £936K, which included £352k allocated for the A19 Pinch Point Scheme, £130k for the Jockey Lane and £454k of funding for other schemes.

21. It is proposed to carry forward the unused Local Transport Plan (LTP) funding into 2015/16 to fund the schemes that were delayed (including the A19 Pinch Point Scheme) and to cover the match funding requirements previously committed to delivering the LSTF programme. It was agreed with the DfT that due to the delays in progressing some of the LSTF schemes, their grant funding could only be slipped to 2014/15. To ensure that the LSTF funding allocation was fully utilised within the DfT's timeframes the LTP match funding was reduced in 2014/15 and needs to be carried forward to allow the completion of the agreed LSTF programme in 2015/16.
22. Following a reassessment of the scope and outputs of the BBAF programme, where some schemes have no longer been viable or delivered under budget, it is proposed to reduce the amount of Better Bus Area Funding by £324k. This consists of a reduction in the 2014/15 carryover from £547k to £373k and a reduction in the amount previously allocated for 2015/16 by £150k. In addition, £135k of new DfT funding has been awarded. This gives a net increase in Better Bus Area Funding of £358k (£373k remaining carryover less £150k previously allocated for the 2015/16 programme plus £135k new DfT funding). Several schemes are still to be delivered in 2015/16, including the Clarence Street bus priority scheme and the Rougier Street Interchange.
23. As feasibility and design work on the A19 Pinchpoint scheme was delayed in 2014/15, it is proposed to add the £222k DfT carryover funding to the 2015/16 programme. The DfT's funding for the A19 pinch point scheme was specifically allocated for the delivery of this scheme and will need to be carried over to allow it to be completed in 2015/16.
24. Following a further DfT in year (2014/15) allocation of £476K for the Clean Bus Technology Fund, this will need to be carried forward to deliver the identified programme in 2015/16.
25. Funding from CYC Resources will be carried forward to 2014/15 to the City Walls Restoration scheme (£113K), and the ongoing programme of Alleygating (£8K) across the city.
26. If the proposed changes in this report are accepted, the CES Transport Capital Programme in 2015/16 would be **£7,405k** and would be funded as follows (see Table 3):

Table 3: Revised 2015/16 Budget

CES Capital Programme	Current Budget	Proposed Alteration	Proposed Budget
	£1,000s	£1,000s	£1,000s
Local Transport Plan- Other	1,570	936	2,506
Local Transport Plan – CYC Resources Safety Schemes	300	-	300
Section 106 Funding	300	-	300
Better Bus Area Fund – DfT	-	135	135
Better Bus Area Fund – EIF	550	223	773
A19 Pinchpoint Grant Funding	1,499	222	1,721
Grant Funding – Clean Bus Technology	-	476	476
CYC Resources (Highways)	550	-	550
CYC Resources (Scarborough Bridge)	333	-	333
CYC Funding (City Walls)	140	113	253
CYC Funding (Alleygating)	50	8	58
Total Budget	5,292	2113	7,405

Risk Management

27. The Capital Programme has been prepared to assist in the delivery of the objectives of the Local Transport Plan. Owing to the lower availability of funding for LTP schemes, there is a risk that the targets identified within the plan will not be achievable.
28. A risk/contingency allocation has been included in the budget for the completion of the A19 Pinch Point scheme. The risk allowance and overall cost forecast will be regularly reviewed throughout the main contract.

Contact Details

Author:	Chief Officer Responsible for the report:			
David Carter Major Transport Programmes Manager City & Environmental Services Tel No. 01904 551414	Neil Ferris (Acting) Director, CES			
	Report Approved	<i>tick</i>	Date	
Specialist Implications Officer(s) <i>List information for all</i>				
Wards Affected:			All	<input checked="" type="checkbox"/>
For further information please contact the author of the report				

Background Papers:

CES 2015/16 Capital Programme: Budget Report – 19 March 2015
 CES 2014/15 Capital Programme: Outturn Report – 27 July 2015

Annexes

Annex 1: 2015/16 Consolidated Report – Amendments to Programme
 Annex 2: 2015/16 CES Capital Programme Consolidated Report: Current and Proposed Budgets

2015/16 Consolidated Report – Amendments to Programme

1. This annex details the main proposed changes to the 2015/16 CES Capital Programme, to include funding and schemes carried over from 2014/15, and amendments to scheme budgets to include revised cost estimates for schemes. Schemes are only included in this annex when alterations to scheme allocations or delivery programmes are proposed.
2. At this stage in the year, the majority of schemes in the capital programme are in the early stages of feasibility and outline design for implementation later in 2015/16. Updates on scheme progress will be included in the monitoring reports to the Cabinet Member later in the year.
3. Details of the current and proposed allocations for all schemes in the programme are set out in Annex 2.

Transport Schemes

4. Following a second successful bid to the Clean Bus Technology Fund, the council was awarded a further £476Kk in 2014/15 to reduce emissions from public transport. It is proposed to add this funding to the 2015/16 capital programme to fund improvements to reduce emissions from Public Transport.
5. Several BBAF schemes that have been delayed have had funding carried over from the BBAF (revised) programme, the main one include: Park and Ride Site upgrades (£40K), Clarence Street Bus Priority Scheme (£85K), Rougier Street / Roman House Bus Shelter (30K), Burdyke Avenue Lay-by (£50K), District Centre Bus Stop Improvements (£50K) and Park and Ride Barriers (£110K).

The previous BBAF allocation supporting the Reinvigorate York programme are no longer required and will be omitted (Duncombe Place £100K and Way Finding £30K).

6. The additional DfT BBA2 funding (£135K) has been allocated to existing schemes within the BBAF programme and reduces the Council's EIF funding requirements. This will cover an allocation of £30K for Congestion Busting to address minor issues raised by the bus operators and £105K for the Scarcroft Road/ The Mount traffic signals (including approaches).
7. The construction of Phase 1 of the A19 Pinchpoint scheme was delayed due to utility service diversion works in 2014/15. It is proposed to increase the 2015/16 budget by £573K to include the funding carried forward from 2014/15 (£350K LTP and £223 DfT grant).
8. Work on developing the upgrade to existing Variable Message Signs (VMS) was delayed. It is proposed to carryover the £40K LTP under spend in the 2014/15 programme to allow the upgrade work to be progressed in 2015/16.
9. An allocation of £32K from the LTP is included in the 2015/16, this is a match funding requirement to enable access to £113K OLEV grant funding for the Electric Vehicle Charging points programme.
10. Carry over funding from the 2014/15 LTP has been added to the Pedestrian (£10K) and Cycle Minor (£15K) programmes to enable continuation of these improvement schemes.
11. Several Pedestrian and Cycling Schemes that were delayed/ underway in 2014/15 have had their LTP allocation slipped/ added to the 2015/16 programme to enable their completion. These include: Jockey Lane (£130K), Haxby to Clifton Moor (£50K), Clifton Moor Ped/ Cycle Link (£64K), Monkgate Cycle Route (£10K) and Clarence Street (£10K).
12. Carryover LTP funding has also been allocated to a number of Safety Schemes that were programmed or underway that require funding for their completion in 2015/16. These

Include: Osbaldwick Primary Safe Route to School, Manor Heath/ Hallcroft Lane Safety Scheme, Heslington Lane Safety Scheme and University Road Speed Management Scheme.

13. A £48K under spend in 2014/15 LTP allocation for previous years scheme costs has been carried over into the 2015/16 programme. This allows minor amendments to be carried out across the Capital Programme that may require addressing.

CES Maintenance Budgets

14. As the Walmgate Bar restoration scheme was not completed in 2014/15 and works are progressing on the City Walls, it is proposed to increase the 2015/16 budget by £113k to include funding carried over from 2014/15.
15. As work on the alley-gating programme was mainly completed in 2014/15, it is proposed to increase the 2015/16 budget by £8k to include funds that has carried over from 2014/15.

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Scheme Ref	2015/16 Transport Capital Programme	Total 15/16 Budget	15/16 Consolidated Budget (Total)	Total Spend to 31/07/15	Comments
		£1,000s	£1,000s	£1,000s	

Access York Phase 1					
AY01/09	Access York Phase 1	350.00	350.00	137.32	Retention payment plus any other ongoing issues in 15/16

Total Access York Phase 1	350.00	350.00	137.32
----------------------------------	---------------	---------------	---------------

Public Transport Schemes					
PT01/15	Park & Ride Site Upgrades	25.00	65.00	46.98	Allocation increased - addition of funding carried over from 2014/15
PT02/15	Bus Network Pinchpoint Improvements	200.00	200.00	0.00	Programme of schemes to reduce delays to buses
PT03/15	BBA2 - Congestion Busting		30.00	0.00	Programme of minor works to address issues raised by bus operators, funded by additional BBAF funding
PT04/15	BBA2 - Scarcroft Road/ The Mount Signals		105.00	0.00	Signals improvements along Tadcaster Road, funded by additional BBAF funding

Public Transport - Carryover Schemes					
PT03/14	BBAF - Duncombe Place Contribution (Reinvigorate York)	100.00	0.00	0.00	No longer required
PT05/12	BBAF - Clarence Street Bus Priority Scheme	100.00	185.00	9.05	Allocation increased - addition of funding carried over from 2014/15
PT08/12b	BBAF- Way-Finding Scheme Contribution (Reinvigorate York)	30.00	0.00	0.00	No longer required
PT09/12b	BBAF - Museum Street Bus Stop	70.00	50.00	3.90	Allocation decreased - due to anticipated cost savings
PT10/12b	BBAF - Rougier Street - Roman House Bus Shelter	250.00	280.00	5.36	Allocation increased - addition of funding carried over from 2014/15
PT02/14	Clean Bus Technology Fund		476.00	0.00	Grant Funding - Clean Bus Technology
PT04/14	Burdyke Avenue Layby		50.00	2.48	Allocation increased - addition of funding carried over from 2014/15
PT13/12	BBAF District Centre Bus Stop Improvements		50.00	35.84	Allocation increased - addition of funding carried over from 2014/15
PT02/12	Park & Ride Barriers		110.00	0.00	Allocation increased - addition of funding carried over from 2014/15
	Off Bus Ticket Machines		0.00	194.39	Cost will be externally funded by West Yorkshire Combined Auth.
PT03/12	BBAF Personalised Public Transport Web Portal		8.00	2.50	Allocation increased - addition of funding carried over from 2014/15

Total Public Transport Schemes	775.00	1,609.00	300.49
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Traffic Management					
TM03/13	A19 Pinchpoint Scheme	1,999.00	2,572.00	485.08	Allocation increased - addition of funding carried over from 2014/15
	Phase 1 - A19/A64 interchange, inc new inbound lanes (+ bus lane)				
	Phase 2 - Signal Junction (Naburn Lane)				
	Phase 3 - Landing Lane To Germany Beck				
TM01/15	Street Furniture	2.00	12.00	1.76	Allocation increased - to fund further reductions in street clutter
	Review of Lining	9.00	9.00	-0.28	No change
	Review of Signing	9.00	9.00	2.42	No change
TM02/15	Footstreets Review	10.00	10.00	0.02	No change
TM03/15	Air Quality Monitoring	20.00	20.00	8.95	No change
TM04/15	Urban Traffic Management & Control/ Bus Location & Information Sub-System	60.00	60.00	30.46	
	- Further roll-out of IP communications				No change
	- Development of open data platform				No change
	- Web based data aggregation				No change
	- Open-source UTMC operation				No change
TM05/15	Traffic Signals Improvements	200.00	220.00	0.00	Allocation increased - addition of funding carried over from 2014/15
TM06/15	Variable Message Signs (VMS) Upgrade	50.00	90.00	27.38	Allocation increased - addition of funding carried over from 2014/15
AQ02/13	Electric Vehicle Rapid Charging Points		32.00	143.08	Allocation increased - addition of £32K funding carried over from 2014/15, additional spending to be funded by DfT grant claim.

Total Traffic Management	2,359.00	3,034.00	698.88
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Pedestrian & Cycling Schemes					
PE01/15	Pedestrian Minor Schemes	20.00	30.00	9.85	Allocation increased - addition of funding carried over from 2014/15
CY01/15	Cycle Minor Schemes	20.00	35.00	3.27	Allocation increased - addition of funding carried over from 2014/15
CY02/15	Monkgate Roundabout Cycle Route	30.00	30.00	0.02	No change
CY03/15	Holgate Road Cycle Route	20.00	20.00	0.00	No change
CY06/15	Monkgate Cycle Route		10.00	6.06	Allocation increased - addition of funding carried over from 2014/15
CY04/15	Scarborough Bridge Improvements	333.00	333.00	0.00	No change
CY05/15	Hungate Phase 2 Pedestrian & Cycle Improvements		30.00	2.86	Allocation increased - addition of funding carried over from 2014/15
CY07/15	Askham Bryan College cycle link		0.00	0.00	New scheme - to be funded by s106
CY08/15	Former York College site cycle link		0.00	0.00	New scheme - to be funded by s106
CY05/13	University Cycle Route		5.00	9.28	Allocation increased - addition of funding carried over from 2014/15
Pedestrian & Cycling Schemes - Carryover Schemes					
CY01/13	Jockey Lane Cycle Route	45.00	175.00	0.55	Allocation increased - addition of funding carried over from 2014/15
CY10/11	Haxby to Clifton Moor Cycle Route		50.00	171.12	Allocation increased - addition of funding carried over from 2014/15, spend figure includes commitments no longer required
CY03/14	Clarence Street Cycle Facilities		10.00	0.00	Allocation increased - addition of funding carried over from 2014/15
PE06/11	Clifton Moor Pedestrian & Cycling Link Improvements		64.00	72.91	Allocation increased - addition of funding carried over from 2014/15 (s106 contribution to be added)
	Station Rise Tactiles/Bollards		15.00	0.00	Allocation increased - addition of funding carried over from 2014/15

Total Pedestrian & Cycling Schemes	468.00	807.00	275.93
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Safety Schemes					
Var.	School Safety Schemes				
	SSS Sim Balk Lane	12.00	12.00	0.00	No change
	SSS Applefields School	17.00	17.00	0.00	No change
	SSS Tang Hall Primary	15.00	15.00	0.09	No change
	SSS Sheriff Hutton Road	3.00	3.00	0.00	No change
	SSS Modeshift Stars award minor schemes	10.00	10.00	0.00	No change
	SSS Safety Audit works and other school schemes	43.00	43.00	0.00	No change
SR01/14	SSS Osbaldwick Primary SRS	0.00	17.00	3.70	Allocation increased - addition of funding carried over from 2014/15
SR01/15	School Crossing Patrol Improvements	100.00	100.00	0.06	No change
Var.	Local Safety Schemes/ Danger Reduction				
LS01/14	SAF Manor Heath/Hallcroft Lane	5.00	22.50	2.95	Allocation increased - addition of funding carried over from 2014/15
	SAF Casualty Reduction Scheme review and development	80.00	80.00	1.53	No change
	SAF Danger Reduction Schemes	15.00	15.00	0.00	No change
LS06/14	SAF Pavement/Whip Ma Whop Ma Gate LSS	0.00	7.50	0.06	Allocation increased - addition of funding carried over from 2014/15
DR01/14	SAF Heslington Lane	0.00	13.00	0.12	Allocation increased - addition of funding carried over from 2014/15
Var.	Speed Management				
	SPM Speed Review Process scheme prioritisation and Implementation	90.00	90.00	10.19	No change
	SPM project TBC (used to be Navigation Road/Walmgate 20mph)	10.00	10.00	0.00	No change
	SPM Monitoring commitment	0.00	10.00	0.00	Allocation increased - addition of funding carried over from 2014/15
	SPM Miscellaneous speed limit issues	0.00	5.00	0.00	Allocation increased - addition of funding carried over from 2014/15
SM02/14	SPM University Road Speed Management Scheme	0.00	20.00	6.25	Allocation increased - addition of funding carried over from 2014/15

	SPM Stockton Lane	0.00	5.00	1.12	Allocation increased - addition of funding carried over from 2014/15
SM01/15	Vehicle Activated Signs (VAS) Review	50.00	50.00	2.56	No change

Total Safety Schemes	450.00	545.00	28.62
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Scheme Development					
SD01/15	Future Years Scheme Development	50.00	50.00	0.00	No change
	Haxby Station Study		0.00	0.00	Possible future funding required
SD02/15	Development-Funded Schemes	300.00	300.00	0.00	
-	Previous Years Costs	50.00	98.00	0.00	Allocation increased - addition of funding carried over from 2014/15
-	Staff Costs	300.00	300.00	0.00	Distributed across Capital Prog

Total Scheme Development	700.00	748.00	0.00
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Total Integrated Transport Programme	5,102.00	7,093.00	1,441.24
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CES Maintenance Budgets

City Walls					
CW01/15	City Walls Restoration	90.00	133.00	8.98	Allocation increased - addition of funding carried over from 2014/15
CW01/12	Walmgate Bar	50.00	120.00	104.78	Allocation increased - addition of funding carried over from 2014/15

Total City Walls	140.00	253.00	113.76
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Alleygating					
AG01/13	Alleygating Programme	50.00	58.00	3.33	Allocation increased - addition of funding carried over from 2014/15

Total Alleygating	50.00	58.00	3.33
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Total CES Maintenance Schemes	190.00	311.00	117.09
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Total Capital Schemes	5,292.00	7,404.00	1,558.33
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