

Notice of meeting of

Decision Session - Executive Member for City Strategy

To: Councillor Steve Galloway (Executive Member)

Date: Tuesday, 1 December 2009

Time: 4.00 pm

Venue: The Guildhall, York

AGENDA

Notice to Members – Calling In

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

10.00 am on Monday 30 November 2009 if an item is called in before a decision is taken, or

4.00pm on Thursday 3 December 2009 if an item is called in after a decision has been taken.

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

Any written representations in respect of items on this agenda should be submitted to Democratic Services by 5.00pm on Friday 27 November 2009.

1. Declarations of Interest

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

2. Minutes (Pages 3 - 8)

To approve and sign the minutes of the last City Strategy Decision Session held on 3 November 2009.

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 **5:00 pm on Monday 30 November 2009**.

Members of the public may speak on items on the agenda, an issue within the Executive Member's remit, or an item that has been published on the Information Log for the current session.

Please note that no items have been published on the Information Log for this current session.

4. Public Rights of Way - Investigation into the status of Grange Lane, Rufforth (Pages 9 - 28)

This report considers all the available evidence and seeks to assist the Executive Member in determining whether or not to make a Definitive Map Modification Order to add Grange Lane in Acomb and Rufforth to the Definitive Map of Public Rights of Way.

5. Public Rights of Way - Proposal to restrict public rights over 10 alleyways in the Leeman Road area of Holgate Ward, York (Pages 29 - 138)

This report considers the proposal to gate 10 alleyways in the Leeman Road area of Holgate Ward in order to prevent crime and anti social behaviour associated with these alleys.

6. Public Rights of Way - Proposal to restrict public rights over the alleyway between St Paul's Terrace and Railway Terrace, Holgate Ward, York (Pages 139 - 158)

This report considers the proposal to gate the alleyway between St Paul's Terrace and Railway Terrace, Holgate Ward, in order to help prevent crime and anti social behaviour associated with it.

7. Public Rights of Way - Proposal to restrict public rights over 7 alleyways in the Southbank area of Micklegate Ward, York (Pages 159 - 236)

This report considers the proposal to gate 7 alleyways in the Southbank area of Micklegate Ward in order to help prevent crime and anti social behaviour associated with these alleys.

8. 20 mph Speed Limits on residential road in York

(Pages 237 - 258)

This report advises the Executive Member of the development of a set of criteria for responding to petitions and requests for 20mph speed limits. It also looks at the work undertaken by the Council and North Yorkshire Police to examine criteria for identifying, prioritising and monitoring an additional 20mph trial site within York, including the associated costs.

9. Strensall Road, Towthorpe - Extension of 40mph speed limit (Pages 259 - 276)

This report advises the Executive Member of proposals to extend the existing 40mph speed limit on Strensall Road, Towthorpe further south.

10. Wigginton: B1363 Mill Lane junction improvements (Pages 277 - 296)

This report advises the Executive Member of proposals to introduce traffic signals and a 40mph speed limit on the B1363 at the Mill Lane junction in Wigginton.

11. Dunnington: A166 Church Balk junction improvements (Pages 297 - 312)

This report advises the Executive Member of proposals to introduce traffic islands and changes to road markings on the A166 at the Church Balk junction in Dunnington.

12. Six Monthly Review of Speeding Issues (Pages 313 - 332)

This report gives an update on collaborative work, with the Police and Fire Service to streamline and widen the agreed prioritisation framework.

13. City Strategy Capital Programme - 2009/10 Monitor 2 Report (Pages 335 - 356)

This report details:

- The likely outturn position of the 2009/10 Capital Programme based on the spend profile and information to the end of October;
- adjustments to scheme allocations to align with latest cost estimates and delivery projections and
- any slippage and seeks approval for the associated funding to be slipped between the relevant financial years to reflect this.

14. Urgent Business

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

Democracy Officer:

Name: Jill Pickering

Contact Details:

- Telephone – (01904) 552061
- Email – jill.pickering@york.gov.uk

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

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

Contact details are set out above

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- ensure that what you want to say speak relates to an item of business on the agenda or an issue which the committee has power to consider (speak to the Democracy Officer for advice on this);
- find out about the rules for public speaking from the Democracy Officer.

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Further information about what's being discussed at this meeting

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

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Holding the Executive to Account

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

Scrutiny Committees

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

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

Who Gets Agenda and Reports for our Meetings?

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

Committee Minutes

MEETING	DECISION SESSION - EXECUTIVE MEMBER FOR CITY STRATEGY
DATE	3 NOVEMBER 2009
PRESENT	COUNCILLOR STEVE GALLOWAY (EXECUTIVE MEMBER)
IN ATTENDANCE	COUNCILLOR REID

42. DECLARATIONS OF INTEREST

Members were invited to declare at this point in the meeting any personal or prejudicial interests they might have in the business on the agenda. No interests were declared.

43. MINUTES

RESOLVED: That the minutes of the last meeting of the Decision Session – Executive Member for City Strategy, held on 20 October 2009 be approved and signed by the Executive Member as a correct record.

44. PUBLIC PARTICIPATION - DECISION SESSION

It was reported that there had been 2 registrations to speak at the meeting under the Council's Public Participation Scheme. Details of these speakers are set out under the individual agenda items.

45. PUBLIC RIGHTS OF WAY - PETITION REQUESTING THAT PUBLIC RIGHTS BE RESTRICTED ALONG THE LENGTH OF THE SNICKET LEADING FROM OLD MOOR LANE TO MOOR LANE, DRINGHOUSES USING A GATING ORDER

The Executive Member considered a report prepared in response to receipt of a petition signed by 10 residents of Old Moor Lane, York. The petition requested that consideration be given to the closure of the footpath leading from Old Moor Lane to Moor Lane railway bridge owing to recent incidences of crime and antisocial behaviour (ASB).

Officers reported that due to the lack of evidence of persistent crime or ASB in the immediate area of the snicket, that the decision could be challenged if the proposal was progressed.

The Executive Member reported receipt of further representations from Cllr Reid, on behalf of all the Ward Member in favour of restricting public rights along the snicket.

Mr Aaron, made representations at the meeting on behalf of the 10 residents of Old Moor Lane who supported either the closure or gating of

the snicket during night time hours. He stated that in a survey they had undertaken, less than 1% of local residents used this access and that the crime figures, detailed in the report, did not fully reflect the problems. He went onto describe the types of anti social behaviour and damage encountered in the area and pointed out that it was residents who kept the area tidy and removed any debris. He stated that the behaviour of others was causing misery to local residents.

Cllr Reid, confirmed that the original petition had been resident led and that it reflected the concerns of residents of Old Moor Lane, whose properties backed on to the snicket. She stated that residents were surprised at the low level of crime reported in the area. She pointed out that the study had taken place during works on Moor Lane Bridge, which overlooked the area, and which may have discouraged anti social behaviour. She also referred to verbal comments she had received from other residents in the area that they would like to see the snicket closed at night to discourage people cutting through the residential area. In view of the continued concerns of residents she confirmed that Ward Members would be prepared to gather additional information in relation to this snicket for presentation to a future meeting to assist the Executive Member in making a more informed decision.

Officers stated that they only had details of reported crimes to take into account when considering the making of gating orders. If there were other incidences that they were unaware of they were unable to take these into consideration. They went onto refer to the Police monitoring arrangements for calls and suggested that residents should ensure that they obtained an incident report number to ensure that all incidents were logged.

The Executive Member then considered the following options and in light of representations made at the meeting:

- Option A. Do nothing and not progress the request to make a Gating Order to restrict public access along the footpath. This option is recommended.
- Option B. Progress the request to make a Gating Order under S129 of the Highways Act of 1980 to restrict public use of the footpath. This option is not recommended.

RESOLVED: That a decision on whether to promote a gating order be deferred for 6 months in order to further review the incidence of anti social behaviour in the area and to allow time for a survey of public opinion, on the issue of snicket closure, to be undertaken. ¹.

REASON: To enable further investigations to be undertaken to assist the Executive Member in making a decision on the closure request.

Action Required

1. Undertake survey and report back to Decision Session in May 2010.

RH

46. PUBLIC RIGHTS OF WAY - PROPOSAL TO GATE THREE SNICKETS AT THE REEVES, WESTFIELD WARD, YORK

The Executive Member considered a report, which had been prepared in response to a petition signed by 50 residents living in The Reeves area. The petition requested the closure of three snickets leading from Thoresby Road into The Reeves owing to persistent problems with criminal activity and antisocial behaviour (ASB).

Officers reported that the level of crime and ASB occurring in the area, and associated with the snickets, met the criteria of the legislation, which allowed the closure. However, the survey carried out by Ward Members indicated that a significant proportion of residents living in Thoresby Road did not want the snickets closed.

The Executive Member reported receipt of additional comments from Cllr Sue Galloway who confirmed that the level of anti social behaviour in the area had reduced in recent months. She therefore only supported the permanent closure of the snicket between Nos 28 and 30 The Reeves, as this was not frequently used and the night time closure of the other two snickets.

The Executive Member pointed out that the survey results in Tables 1 and 2 of the Officers report (page 39) had been transposed between snickets 2 and 3. He confirmed that this required correction in order to gain a true picture of resident's views on closure.

Angela Sweeting, a resident of The Reeves, made representations in support of the closure of the snickets. She referred to the high levels of anti social behavior in the area including damage to property. She stated that residents felt that by cutting off these escape routes it would have a significant affect in reducing the problems. She also referred to a number of unreported incidents, which were affecting resident's quality of life.

Officers then detailed the stages that would be required in taking the gating orders forward, which could result in the gates being installed in approximately 12 months subject to funding.

The Executive Member confirmed that there was no local consensus on closing the snickets and that two were well used. He stated that in view of the residents survey and representations made he was considering the night time closure of snickets 2 and 3. He considered that Community Ranger patrols would be able to provide a sufficiently reliable locking/unlocking service together with a nominated local key holder as a fall back. He made reference to the restrictions of the current legislation and to the hurdles that had yet to be overcome prior to implementation of any restrictions.

RESOLVED: That the Executive Member:

- (i) Notes that the door to door survey results did not produce a majority in favour of the full time closure of any of the snickets;

- (ii) Agrees that the night time only gating order implementation process be undertaken for snickets 2 and 3 as mentioned in the Officers report. ¹

REASON: The level of crime and anti social behaviour occurring in the area, and also associated with the snickets, meets the criteria of the legislation, which allows the closure of snickets that are found to be facilitating the commission of persistent criminal activity and/or ASB.

Action Required

1. Proceed with the Gating Orders for night time closure of snickets 2 and 3.

RH

47. WIGGINTON ROAD - PROPOSED IMPROVEMENTS FOR CYCLISTS

Consideration was given to a report which highlighted the strategic importance of Wigginton Road as a cycle route, and examined options for making the route more cycle friendly, developed an outline scheme proposal and discussed how this might be taken forward towards implementation.

The Executive Member referred to additional representations received from Cllr Merrett. He had welcomed the proposed scheme but had raised a number of issues in respect of the route within the hospital site.

Officers confirmed that they were working with the hospital to ensure that satisfactory arrangements were agreed for the route through their site.

The Executive Member confirmed that this scheme would provide the missing link on the core cycling network.

The Executive Member then considered the following options:

- Option 1 – Support the outline scheme shown in Annexes C and D of the report for further development and public consultation;
- Option 2 – Support the outline scheme, with some changes, for further development and public consultation;
- Option 3 – Reject the proposed scheme, and reconsider the route to the rear of the hospital.

RESOLVED: That the Executive Member agrees to:

- (i) Give in-principle support to the outline scheme proposals shown in Annexes C and D of the report, which involve a mixture of on and off-road cycle facilities to create a continuous cycle route between the existing Foss Islands cycle path to the north, and Bridge Lane to the south. The scheme also provides additional on-road facilities to serve cyclists travelling

to and from the Clarence Street junction along Wigginton Road;

- (ii) Ask Officers to arrange to undertake further detailed design and public consultation, including the advertisement of any necessary Traffic Regulation Orders on the scheme, and then report back to a future Decision Session;
- (iii) Requests that any shared use sections of path be delineated in line with the emerging standards to be included in the cycling infrastructure design manual, which was considered at the last Executive Member meeting.¹

REASON:

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

Action Required

1. Undertake design and consultation on the scheme with details being reported back to the Decision Session.

RH

CLlr Steve Galloway, Executive Member for City Strategy
[The meeting started at 4.00 pm and finished at 4.25 pm].

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**Decision Session
Executive Member for City Strategy****1 December 2009**

Report of the Director of City Strategy

Public Rights of Way - Investigation into the Status of Grange Lane, Rufforth**Summary**

- 1 This report considers all the available evidence and seeks to assist the Executive Member in determining whether or not to make a Definitive Map Modification Order (DMMO) to add Grange Lane in Acomb and Rufforth (shown by a broken black line on Plan 1, Annex 1), to the Definitive Map of Public Rights of Way.

Recommendation

- 2 It is recommended that the Executive Member authorises the making of a Definitive Map Modification Order to add Grange Lane to the Definitive Map.

Reason: Evidence shows that at a minimum, Public Footpath rights are reasonably alleged to subsist.

Background

- 3 The issue of the status of Grange Lane, shown on Plan 1 was identified as a Definitive Map anomaly (an unrecorded route with possible highway status) in 1981, after the installation of a locked gate triggered the submission to North Yorkshire County Council (the highway authority at the time), of 6 user evidence forms claiming that the way was public and that the gate obstructed the use of the route.
- 4 In 1996, City of York Council became the highway authority for the area and inherited a considerable backlog of work relating to the Definitive Map, one of these issues being the question of the status of Grange Lane. Since that time there has been steady progress made with regards to outstanding Definitive Map work, and during this time there have been repeated attempts to resolve the status of Grange Lane, mainly in order to resolve issues relating to the Council's maintenance liability for the surface of the lane after repeated pressure from one of the landowners affected to improve and maintain the surface so that is suitable for vehicles.

- 5 In 200/01 the Council commissioned an independent report to establish whether any public highway rights existed over Grange Lane. A copy of the report is included in Annex 3, Tab 2. This report concluded that Grange Lane was an historic public carriageway and that it should be recorded on the Definitive Map as a Byway Open to All Traffic.
- 6 In response to the findings of the Council's investigation, another landowner sought their own independent report as to the status of the route. A copy of this report is included in Annex 3, Tab 3. The resulting investigation raised some queries within the Council's report, relating to the alignment of the old turnpike road from York to Wetherby.
- 7 This report now considers the available relevant evidence (documentary and/or user) in order to determine the status of Grange Lane, in doing so the extent of any maintenance liabilities that the Council, as Highway Authority for the area, may have in respect of the route will also be clarified.

Summary of Evidence

9. Under Common law there are three types of highway, namely footpaths, bridleways and carriageways (vehicular highway). Parliament has subsequently sub-divided the latter category into a number of other classifications (e.g. Restricted Byways, Byways Open to All Traffic, Cycle Ways and Motorways).
10. When determining the status of a route, it must first be decided whether the evidence suggests that one of the common law definitions applies (i.e. footpath, bridleway or carriageway). If it is decided that the route is a highway of carriageway status (i.e. a vehicular highway) further consideration must be given to which of the sub-divisions, if any, apply.
11. The DMMO process requires the authority to carry out a detailed search of all available evidence. A detailed analysis of these documents is included in Annex 2 and summarised below.

Documentary Evidence

12. In the case of Grange Lane the following historic documents were examined:
 - Acomb & Holgate Inclosure Award 1774 (Annex 3, Tab 4)
 - Rufforth Inclosure Map and Award 1795 (Annex 3, Tab 5)
 - Map of the Acomb Grange property owned by the Marwood family 1760 (Annex 3, Tab 6)
 - Eighteenth & Nineteenth Century Commercial Maps (Annex 3, Tab 7)
 - York to Collingham Turnpike Road (Modern B1224)
 - Ordnance Survey Maps and Plans (Annex 3, Tab 8)
 - Ordnance Survey Object Names Books (Annex 3, Tab 9)
 - 1910 Finance Act records (Annex 3, Tab 10)
 - Wartime closures (Annex 3, Tab 11)
 - Declarations pursuant to Section 31 (6) of the Highways Act 1980 (Annex 3, Tab 13)

User Evidence

13. In 1981 the Ramblers' Association submitted 6 user evidence forms, providing evidence of uninterrupted use of Grange Lane between 1921 and 1981, at which time a gate was installed across the lane and the locked. Two further user evidence forms were submitted in 2001 providing further evidence of user between 1975 and 2001. Copies of the user evidence are included in Annex 3, Tab 12.

Analysis of the Documentary and User Evidence

14. The Inclosure Awards provide evidence in support of the existence of historic public carriageway rights at both ends of Grange Lane. This is further supplemented by a range of maps etc suggesting the historic reputation of the route throughout its length as an historic public carriageway. At the very least the documentary evidence suggests that public carriageway rights are 'reasonably alleged to subsist' over the full length of Grange Lane, as shown by a broken black line on Plan 1.
15. In view of this finding, it is appropriate to consider the implications of the Natural Environment & Rural Communities Act 2006, with regard to the extinguishment of public rights for mechanically propelled vehicles.
16. The Natural Environment and Rural Communities Act 2006 (NERC) has the effect of extinguishing rights for mechanically propelled vehicles along such routes, except under the following prescribed conditions:

Exceptions in section 67 of the 2006 Act may apply where:-

- a) a way whose main use by the public during the period of 5 years ending with the commencement (of the Act) was used for mechanically propelled vehicles;
- b) immediately before commencement it was not shown in a definitive map and statement but was shown in a list required to be kept under section 36 (6) of the Highways Act 1980 (list of highways maintained at public expense);
- c) it was created on terms that expressly provide for it to be a right of way for mechanically propelled vehicles;
- d) it was created by the construction, in exercise of powers conferred by virtue of any enactment, of a road intended to be used for such vehicles;
- e) it was created by virtue of use by such vehicles during a period ending before December 1930.

NB: a private right to use mechanically propelled vehicles (to access property etc) on routes which previously enjoyed public vehicular rights is retained.

17. There is no evidence to suggest that any of these conditions apply, therefore if it is determined that Grange Lane is a public vehicular highway, the rights for mechanically propelled vehicles will have been extinguished and the most it could be added to the Definitive Map is as a restricted byway (ie a public right of way on foot, on horse-back and on non-mechanically propelled vehicles such as cycles and horse-drawn vehicles).
18. With regards to the user evidence submitted by the Rambler's Association, this would certainly suggest that, if historic carriageway rights do not exist,

there is a case in favour of the establishment of public footpath rights arising from user prior to the locking of a gate in 1981

Consultation

19. Consultation has been carried out in accordance with the Parliamentary Rights of Way Review Committee's code of practice for consultations on changes to the rights of way network. Landowners, the Parish Council and others known to have an interest in the case, have also been consulted.
20. Any documentary evidence submitted as a result of the consultation exercise has been included and discussed in detail within the evidential sections of Annex 2.

Parish Council

21. Comments were received from Rufforth Parish Council who believe that Grange Lane is in private ownership with no public rights of way over the land. They have based their view on:
 - the wartime closures
 - the status of Grange Lane was investigated when the A1237 ring road was built; and
 - when the land was sold the purchaser had searches done which revealed that there was no public rights of way along Grange Lane.

Analysis of representations

22. The wartime closures do not extinguish rights over the whole length of Grange Lane, they only closed footpath rights over the section now covered by the airfield. Contrary to the Parish Council's assertion this would, in fact suggest that the rest of Grange Lane did enjoy public rights of at least footpath status. Furthermore, if public carriageway rights do exist, as this investigation would suggest, then the war-time closures are likely to be void because they did not extinguish the vehicular/carriageway rights.
23. With regard to any investigations into the status of Grange Lane when the A1237 was built including any searches undertaken in connection with the sale/purchase of land, in the absence of any evidence to the contrary it is highly unlikely that these investigations and searches went further than a consultation of the Definitive Map for the area. This would have revealed that Grange Lane was not registered as a public right of way, nonetheless, this cannot in any way be properly interpreted as meaning that no public rights exist. This is because the conclusive status of the Definitive Map is without prejudice to the existence of any unrecorded highway rights.

Landowners

24. Indications of objections to any proposed Definitive Map Modification Order have also been received from an adjoining landowner, and also a land agent acting on behalf of another landowner. Both dispute the existence of any public rights along Grange Lane. Copies of correspondence from both landowner and land agent are included in Annex 3, Tab 15.

25. In 2002/03, in support of their objection one of the landowners sought their own independent expert opinion on the available evidence (Annex 3, Tab 3), which raised some queries/anomalies with the original research report commissioned by the Council (Annex 3, Tab 2).
26. The landowners also rely upon the fact that the section of Grange Lane, which used to cross what is now Rufforth Airfield was set out in the Rufforth Inclosure Award (Annex 3, Tab 5) as a “*private or occupation carriage road*”.
27. In 1981, and again in 1994 the landowners also submitted plans and statements pursuant to Section 31(6) of the Highways Act 1980.
28. The matters raised by the landowners have been taken into account within the evidence as a whole. Their particular concerns are discussed in more detail in Annex 2 paras 26 to 30 and para 46 respectively.

Ward Councillors and Groups Spokeperson(s)

29. Their comments, verbatim, are:

Ward Councillors

30. Cllr Ian Gillies: *“It would appear in the substantial amount of correspondence, that the person who has complained regarding this Lane, has an agenda that would see the Authority maintaining the lane. I do have sympathy with him regarding the amount of fly-tipping he is having to endure, but his historical expertise and opinion differs to the advice that has been obtained by the Authority, therefore I am happy to support your recommendation”.*
31. Cllr Healy: No comments received.
32. Cllr Hudson: No comments received.

Group Spokesperson(s)

33. Cllr Stephen Galloway: *“I am familiar with this route which has been used off and on informally by pedestrians for many years. It is gated at the ring road end following the death of a young cyclists (why cycled straight into the path of a vehicle). Establishment as a PROW would be difficult to resist. There should be no public vehicle or cycle access to the ring road from this path. It would be a very dangerous junction. I would resist any attempts to make the Council liable for any maintenance costs”.*
34. Cllr Ruth Potter: No comments received.
35. Cllr Ian Gillies: See above.
36. Cllr Andy D’Agorne: *“Strongly support this proposal, provided it is designated as a ‘quiet lane’ suitable for access and non motorised traffic”.*

Conclusion - status

37. Taking into account the documentary evidence and user evidence, including evidence submitted by the objectors, it may be concluded that a minimum, public footpath rights are, 'reasonably alleged to subsist' along Grange Lane.
38. If it is determined that public carriageway rights are 'reasonably alleged to subsist', then having considered the provisions of the Natural Environment & Rural Communities Act 2006 it has also been concluded that, as none of the exceptions apply, public rights for mechanically propelled vehicles will have been extinguished. It would therefore be appropriate to record the route on the Definitive Map as a Restricted Byway.

Options

39. Options available when determining this issue are.
40. Option A: If having considered all of the available evidence, it is determined that Restricted Byway rights subsist, or are reasonably alleged to subsist, the Executive Member may
 - a) Grant authorisation to make a Definitive Map Modification Order to add the Restricted Byway shown on Plan 1 to the Definitive Map;
 - b) If no objections are received or any objections that are received are subsequently withdrawn the Order, made in accordance with a) above, be confirmed; or,
 - c) If objections are received and are not subsequently withdrawn, the Order be referred to the Secretary of State for determination.
 - d) If the Order is confirmed the route be added to the List of Streets Maintainable at Public Expense and maintained in accordance with its status.
41. Option B: If it is determined that Footpath rights subsist, or are reasonably alleged to subsist, the Executive Member may:
 - a) Grant authorisation to make a Definitive Map Modification Order to add the Footpath shown on Plan 1 to the Definitive Map;
 - b) If no objections are received or any objections that are received are subsequently withdrawn the Order, made in accordance with a) above, be confirmed; or,
 - c) If objections are received and are not subsequently withdrawn, the Order be referred to the Secretary of State for determination.
 - d) If the Order is confirmed the route be added to the List of Streets Maintainable at Public Expense and maintained in accordance with its status.
42. Option C: If having considered all of the available evidence, it is determined that the case in support of a Definitive Map Modification Order has not been made, or has been overturned by contrary evidence, then the Executive Member may determine that:

- a) no further action be taken.
- b) the Authority does not undertake any maintenance work on the lane

Corporate Priorities

- 43. The addition of Grange Lane to the Definitive Map is purely an asset recording exercise. However, should it be determined that there is enough evidence to add the route to the Definitive Map, the benefits of doing so would link into the Council's Corporate priorities of making York a Sustainable City and also a Healthy City, as the route could be used for sustainable, car-free, health and recreation purposes.

Implications

Financial

- 44. If it is determined to a Definitive Map Modification Order it will have to be advertised in the local press. The cost of advertising the Order would be in the region of £1500. If an Order is made, and no objections are received the Order will be confirmed and re-advertised, again at a cost of £1500.
- 45. If objections to the Order are received, and not withdrawn, the outcome of the Order would have to be decided by the Secretary of State, probably at a local public inquiry. The cost of a public inquiry being approximately £5000.
- 46. If the Order is confirmed by either the Council or the Secretary of State as a result of a Public Inquiry, the authority will have to accept that the route is maintainable at the public expense. This will not, as such, be a new obligation, more so the recognition of an existing, but previously unrecorded liability.

Human Resources (HR)

- 47. There are no human resource implications

Equalities

- 48. There are no equalities implications

Legal

- 49. City of York Council is the Surveying Authority for the purposes of the Wildlife and Countryside Act 1981, and has a duty to ensure that the Definitive Map and Statement for its area are kept up to date.
- 50. If, and when, the Authority discovers evidence to suggest that the Definitive Map and Statement needs updating, it is under a statutory duty to make the necessary changes using legal Orders known as Definitive Map Modification Orders (DMMO).
- 51. Before the Council can make a Definitive Map Modification Order to add a route to the Definitive Map it must be satisfied that the public rights over the route in question are reasonably alleged to subsist. Where this test has been met, but there is a conflict in the evidence, the Authority are obliged to make

an Order so as to allow the evidence to be properly tested through the Order making process.

52. DMMOs, such as the one being considered within this report, do not create any new public rights they simply seek to record those already in existence. Issues such as safety, security, desirability etc, whilst being genuine concerns cannot be taken into consideration. The DMMO process requires an authority to look at all the available evidence, both documentary and user, before making a decision.

Crime and Disorder

52. There are no crime and disorder implications

Information Technology (IT)

53. There are no IT implications

Property

54. There are no property implications

Other – Maintenance Implications

55. The evidence indicates that the public rights over Grange Lane were established prior to the commencement of the Highways Act of 1835, therefore as an ancient highway it is maintainable at public expense and should be recorded as such on the List of Streets Maintainable at Public Expense. There will therefore be an ongoing future maintenance liability to Highway Maintenance Services. The intention would be to maintain it fit for purpose in its present condition.
56. Maintenance to a standard suitable for the passage of mechanically propelled vehicles, in the exercise of private access rights is the responsibility of those wishing to exercise such rights.
57. Another concern is that access is being allowed to the side of the A1237 at a point where traffic speeds are 60mph. In order to deter children / pedestrians / cyclists etc from entering straight onto the A 1237, it is suggested that holding areas are created with barriers. Due to existing carriageway width there is no room for a carriageway centre refuge.

Risk Management

58. In compliance with the Council's Risk Management Strategy, Options A and B are subject to internal budgetary pressures (Financial), There are no risks associated with option C. If the issue of the status of Grange Lane is not properly resolved there is the risk that the Authority will be failing its statutory duties to assert, protect, maintain and properly record public highways; and have action initiated against it accordingly.

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Report Approved tick

Date *Insert Date*

Wards Affected:

Rural West York

All tick

For further information please contact the author of the report

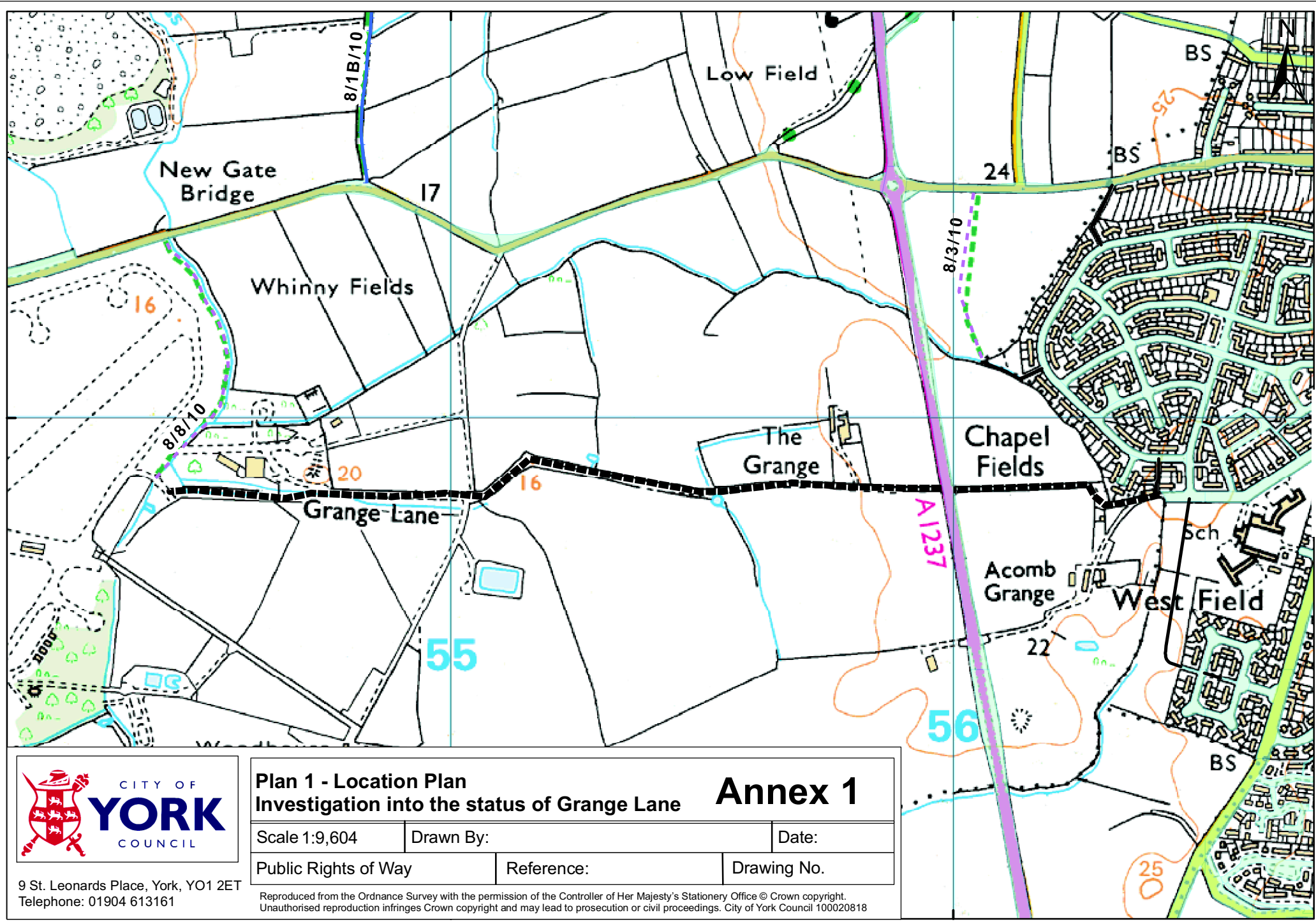
Background Papers:

Highways Act 1980
Wildlife and Countryside Act 1981
Natural Environment and Rural Communities Act 2006
PROW (R)/Grange Lane

Annexes

Annex 1: Plan 1 - Plan showing the route under investigation
Annex 2: Discussion of Evidence
Annex 3: Bundle of Evidence (Tabs 1 to 16) Available to view at Guildhall Reception, in the Member's Library and on the M:Drive (All Members – City Strategy – PROW Grange Lane, Rufforth)

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Plan 1 - Location Plan
Investigation into the status of Grange Lane **Annex 1**

Scale 1:9,604	Drawn By:	Date:
Public Rights of Way	Reference:	Drawing No.

9 St. Leonards Place, York, YO1 2ET
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ANNEX 2 - Consideration of Evidence

Documentary Evidence

1. The DMMO process requires the authority to carry out a detailed search of all available historic documents. In the case of Grange Lane, the following documents were examined:

Acomb & Holgate Inclosure Award 1774 (Annex 3, Tab 4)

2. The Acomb & Holgate Inclosure Award of 1774 sets out the "Rufforth Road":
3. *"We do also determine and award that there shall be one other public highway or road of the breadth of sixty feet at the least between and exclusive of the ditches as and where the same is now staked or set out and herein called the Rufforth Road leading from the Wetherby Road southwards at the north corner of an allotment hereby awarded for a sand pit in the (??) and across same ? to an ancient (??) from there southwards over part of the chapel fields to the west end of the town street of Acomb and from there westwards through and over the said chapel field to the ancient gate leading into the township of Rufforth."*
4. Unfortunately a map to accompany the Award has not been discovered, however, by reference to the Ordnance Survey Maps for the area, it has been possible to confirm that the road described within the Award as the "Rufforth Road" is in fact Grange Lane.

Rufforth Inclosure Map and Award 1795 (Annex 3, Tab 5)

5. The Rufforth Inclosure Map and Award of 1795 set out the "Rufforth Grange Road", which is the section of Grange Lane which would have crossed the Rufforth Airfield as:
6. *"And also one other private or occupation carriage road by me called the Rufforth Grange Road which if fenced off shall be of the width of twenty four feet between and exclusive of the ditches. Beginning at the Turnpike Road at the north east corner of an allotment made to John Barlow in Spate Lane returning there southwards on the east side of the same allotment to and into an allotment awarded to William Marwood in the said Spate Lane and from there in its ancient course.*
7. *And I do award that the same road as far as it crosses the said allotment of the said Samuel Barlow shall until the same shall be fenced off from the residue of the said allotment be repaired by the said Samuel Barlow and afterwards in like manner as other private roads are herein awarded to be repaired."*
8. In respect of the future maintenance of the private roads the Award also states:
9. *"I do award that all the said public carriage roads and private occupation carriage roads hereinbefore by me awarded shall made and forever hereafter repaired supported and maintained by and at the expense of the inhabitants and occupiers of hereditaments in the township of Rufforth aforesaid in the manner and with the like exemptions from contributing to repair as the public*

highways of the said township are or ought to be by law repaired and maintained."

Map of the Acomb Grange property owned by the Marwood family 1760 (Annex 3, Tab 6)

10. This map shows the section of Grange Lane that passes through Acomb Grange, that being the centre section of Grange Lane that lies between the end sections that were set out in the Acomb & Holgate, and Rufforth Inclosure Awards.
11. The lane is annotated: "*From A to B is part of the ancient Road from Wetherby to York. Repaired by WB*" at each end it is also annotated "*Road to York 2 Miles*" and "*from Rufforth 1 mile*" respectively

Eighteenth & Nineteenth Century Commercial Maps (Annex 3, Tab 7)

12. Jeffery's Map (1770) & Tuke's Map (1787) both show Grange Lane, but not the road that is the modern B1224. Later maps by Tuke (1794 & 1816), Smith (1801), Greenwood (1817), and Teesdale 1828 show both Grange Lane and the B1224.

York to Collingham Turnpike Road (Modern B1224)

13. The road from York to Wetherby and Collingham was turnpiked in 1771, when it was stated that this would benefit the city's corn market. The trust did not include members of the York Corporation but the erection of a gate within three miles of the city was prohibited. The trustees' powers were renewed in 1792 and 1813, and again in 1826 when the restriction on the position of gates was removed. The trust was continued until 1875.

Ordnance Survey Maps and Plans (Annex 3, Tab 8)

14. The Ordnance Survey maps for the area show the physical existence of Grange Lane, but also carry a general disclaimer regarding the status of any route shown.

Ordnance Survey Object Names Books (Annex 3, Tab 9)

15. The object name books for the second edition County Series maps, compiled circa 1907, describe the section of Grange Lane within Acomb as a public road. The remainder is referred to as a "*lane*".

1910 Finance Act records (Annex 3, Tab 10)

16. The 1910 Finance Act plans for the eastern end of Grange Lane have not been located. The plans for the western end show that part of the lane was included in the land holdings and part excluded. For those parts included in the land holdings, no deductions in respect of rights of way have been claimed, although Grange Lane is specifically listed in the field book entry relating to hereditement 58.

Wartime closures (Annex 3, Tab 11)

17. "*The Stopping Up of Highways (west Riding of Yorkshire) (No 1) Order 1953*" sought to permanently stop up footpath rights over the section of Grange Lane running from the B1224 to the Foss Dike, that being the section awarded as a Private Carriage Road in the Rufforth Inclosure Award. It also permanently stopped up the section of the York to Rufforth Road into which Grange Lane links.

Declarations pursuant to Section 31 (6) of the Highways Act 1980 (Annex 3, Tab 13)

18. In July 1981 the landowner submitted plans, statements and statutory declarations pursuant to Section 31 (6) of the Highways Act 1980. A copy of the plan and statement is included in Annex 3, Tab 13. A copy of the statutory declaration is not available but is referred to in a County Council memorandum, a copy of which is included in Tab 13. A further deposition was made in 1994, but does not appear to have been followed by a Statutory Declaration. This is also included in Tab 13.

Consideration of Documentary Evidence

19. Definitive Map Modification Orders do not create, extinguish or divert any public rights, they simply seek to record the true, current and existing situation with regard to the existence or otherwise of public rights of way. As a result issues such as desirability, suitability, need, privacy, security and even public safety, whilst undoubtedly genuine concerns, are not matters that can lawfully be taken into consideration as part of the decision making process.

Geographical Context - Parishes

20. The majority of that part of Grange Lane, which is under investigation falls within the ancient parish of Acomb Grange. Research by the local historian Jeniffer Kaner (Annex 3, Tab14) suggests that by 1520 the parish of Acomb Grange had become part of the parish of Rufforth, which itself has, in more recent years, merged with the adjoining parish of Knapton. This is certainly the case insofar as the modern day civil parishes are concerned. As part of this research it has become evidence that a number of key 18th and 19th Century documentary sources for the parishes of both Rufforth and Knapton, do not include the former Acomb Grange, as one might expect. This is probably because it was in the ownership of the church, and therefore not subjected to either Enclosure or Tithe apportionment.

Acomb & Holgate Inclosure Award 1774 (Annex 3, Tab 4)

21. Inclosure Awards were part of the Parliamentary process of enclosing land in the 18th and 19th Centuries. They were governed by Acts of Parliament, and were legally binding. They are of considerable evidential value when considering the existence and status of public highways.
22. As mentioned above, by reference to the Ordnance Survey Maps for the area, it has been possible to confirm that the road described within the Award as the "*Rufforth Road*" is in fact Grange Lane. This provides very strong evidence of the status of the route within Acomb and Holgate, as a public vehicular highway.
23. The reference to this highway linking into the "*ancient gate leading into the township of Rufforth*" suggests that Grange Lane was the ancient road (predecessor of the current B1224) leading to Rufforth. This should perhaps be further read in context to the fact that to get to Rufforth, it first had to pass through the parish of Acomb Grange (i.e. Acomb and Rufforth were not considered to be adjoining parishes).

24. The use of the term “*Gate*” is considered to mean “*road*”, rather than its modern meaning, its origins arising from the Norse and translating in modern Norwegian into “*Street*”. Given the history of the area it is not unsurprising that such terms have been used, indeed there still remain many examples around the City of York today.
25. The fact that Grange Lane was the ancient road to Rufforth, and onward to Wetherby and Collingham, and being described as the “ancient gate leading into the township of Rufforth” is perhaps further supported by the fact that on the later Turnpike Road, now the B1224, “*New Gate Bridge*” (the bridge on the new road) can be found.

Rufforth Inclosure Award 1795 (Annex 3, Tab 5)

26. It is a matter of documented fact that this section of the route was set out as a “*private or occupation carriage road*”. These documents must, however, be interpreted with care, and the descriptions given in Inclosure Awards and Acts to roads and ways of that era are not always easy reconciled with the clear modern distinction between public and private roads. This does not, of course, mean that such documents can be interpreted independently from the general law of highways as it was understood at the time.
27. By reference to Stephen Sauvain QC’s “*Highway Law*” third edition, page 64 (Annex 3, Tab 16); it is suggested that where a way, set out as a private carriage road was to be repaired in the same way as other highways “*are by law*” to be maintained, this is likely to be indicative that the way itself was intended to be a public highway.
28. The section of Grange Lane, which falls within the area of the Rufforth Enclosure Award, was set out as a “*private or occupation carriage road*”, however the Award goes on to state that both public and private roads are to be maintained in the manner that “*the public highways of the said township are or ought to be by law repaired and maintained*”.
29. This would suggest that despite the route being described as being “*private*”, by reference to its future maintenance requirements, the term is not being used in its modern form, and the route was, in fact, meant to be “*public*”.
30. Once again the route is described as linking into its “ancient course” where it passes into Acomb Grange.

Map of the Acomb Grange property owned by the Marwood family 1760 (Annex 3, Tab 6)

31. This map predates both of the Inclosure Awards, and the York to Collingham Turnpike Trust, which was formed in 1771. It’s description of Grange Lane as being “ancient” is consistent with both Inclosure Awards, suggesting that it truly is an historic route, predating the modern B1224 (the Turnpike Road), and which still enjoyed public carriageway status at the time of the Inclosure Awards.

Eighteenth & Nineteenth Century Commercial Maps (Annex 3, Tab 7)

32. Jeffery’s Map (1770) predates the formation of the Turnpike Trust and confirms that Grange Lane was, at that time, the only road between Acomb and Rufforth. It is further described in contemporary maps (Annex 3, Tab 6)

and the Acomb Enclosure Award (Annex 3, Tab 4) as being an “ancient road” at that time.

33. However, it would appear that Tuke’s Map (1787) cannot be relied upon because, by reference to the Enclosure Awards (Annex 3, Tabs 4 & 5), it is confirmed that the Turnpike Road (B1224) was in existence prior to 1787. This may suggest that this map was a reprint of an earlier survey. This may be where the theory that Grange Lane originally formed part of the Turnpike arose.
34. With regard to the remainder of the maps, Grange Lane certainly physically existed when these maps were produced, and therefore it is not surprising that they are shown. Whilst such maps do not provide strong evidence of highway status, they are supportive, and the fact that the ways are shown, would suggest that they were open and available to the type of people who would purchase such maps i.e. travellers unfamiliar with the area.

York to Collingham Turnpike Road (Modern B1224)

35. The Acomb & Holgate Inclosure Award of 1774, made just three years after the formation of the Turnpike Trust, and the later Rufforth Inclosure Award and Map (1795) both indicate that the Turnpike Road ran more or less on the same alignment as the current B1224.
36. It is considered unlikely that in the three years between the formation of the Trust and the making of the Acomb & Holgate Award that the alignment was altered from Grange Lane onto its current alignment, a theory put forward in the first report on this case (Annex 3, Tab 2). It is perhaps more likely that the B1224 was specifically built upon formation of the Turnpike Trust.

Ordnance Survey Maps and Plans (Annex 3, Tab 8)

37. The physical existence of Grange Lane is not in dispute, and therefore it is of little surprise that they are shown on the Ordnance Survey mapping. Such maps generally carry a disclaimer in respect of public highway rights, and it generally is not possible to infer any status from these documents

Ordnance Survey Object Names Books (Annex 3, Tab 9)

38. These documents are working papers compiled by Ordnance Survey when confirming and checking the names of places etc that were to be recorded on the Ordnance Survey maps.
39. The section of Grange Lane recorded as a public road is consistent with the Acomb and Holgate Inclosure Award and what appears to have been the “made up” section of the road within the County Borough.
40. The fact that the remainder of the Grange Lane is recorded as a “Lane” does not in any way preclude the existence of public rights, the difference in description possibly being attributed to its standard of maintenance.

1910 Finance Act records (Annex 3, Tab 10)

41. One of the purposes of the 1910 Finance Act was to levy a tax against any increase in land values, when land was sold. Whilst the provisions were never fully implemented, and were later repealed, the associated

documentation can provide strong evidence in support of the existence of public rights of way.

42. The fact that a landowner may have chosen not to claim tax relief in respect of the rights of way across his land, does not mean that such rights did not exist. It is not therefore possible to infer that public rights did not exist simply due to a lack of a claim. It simply means that the documents are of little value.
43. The exclusion of a track or lane from the adjoining land, and its exclusion from assessment is generally taken as good evidence in support of the route being a public highway.

Wartime closures (Annex 3, Tab 11)

44. If the section of Grange Lane which is now covered by the airfield was only stopped up as a footpath, as per the statutory instrument, if higher rights are deemed to exist, then the previous closure will have no effect and the historical rights will still exist.
45. However, because the section of the York to Rufforth road into which Grange Lane linked into was also stopped up there will now be a short gap, where no rights exist, between the end of Grange Lane and the B1224.

Declarations pursuant to Section 31 (6) of the Highways Act 1980 (Annex 3 Tab 13)

46. having examined the dates on the various documents there is perhaps some doubt as to whether a statutory declaration was actually made in 1981. If it was not then the plan and statement may not have the same effect.

User Evidence

47. In 1981 the Ramblers' Association submitted six user evidence forms, providing evidence of uninterrupted use of Grange Lane between 1921 and 1981, when a gate was locked across the lane. Two further user evidence forms were submitted in 2001 providing further evidence of user between 1975 and 2001. Copies of the user evidence is included in Annex 3, Tab 12.

Consideration of User Evidence

48. The user evidence would certainly suggest that, if historic rights do not exist, there is a case in favour of the establishment of public footpath rights arising from user prior to the locking of a gate in 1981.
49. The submissions made under the provisions of Section 31(6) of the Highways Act 1980 would not affect a user based case because they do not have any retrospective effect.

Objections

50. Indications of objections to any proposed Definitive Map Modification Order have been received from two of the adjoining landowners, their estate agent. The objectors dispute the existence of any public rights along Grange Lane. Copies of correspondence from both landowner and land agent are included in Annex 3, Tab 15.

51. In 2002/03, in support of their objection the landowners sought their own independent expert opinion on the available evidence (Annex 3, Tab 3), which raised some queries/anomalies with the original research report (Annex 3, Tab 2) commissioned by the Council.
52. The landowners also rely upon the fact that the section of Grange Lane, which used to cross what is now Rufforth Airfield was set out in the Rufforth Inclosure Award (Annex 3, Tab 5) as a “private or occupation carriage road”.
53. In 1981, and again in 1994 the landowners also submitted plans and statements pursuant to Section 31(6) of the Highways Act 1980.

Consideration of Objections

54. Definitive Map Modification Orders do not create, extinguish or divert any public rights, they simply seek to record the true, current and existing situation with regard to the existence or otherwise of public rights of way. As a result issues such as desirability, suitability, need, privacy, security and even public safety, whilst undoubtedly genuine concerns, are not matters that can lawfully be taken into consideration as part of the decision making process.
55. The matters raised by the objectors have been taken into account, and clarification provided where appropriate, within the consideration of the evidence as a whole.
56. Any evidence submitted as a result of the consultation exercise has been included Annex 3.

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Decision Session
Executive Member for City Strategy

1 December 2009

Report of the Director of City Strategy

Public Rights of Way – Proposal to restrict public rights over 10 alleyways in the Leeman Road area of Holgate Ward, York

Summary

1. This report considers the proposal to gate 10 alleyways in the Leeman Road area of Holgate Ward in order to help prevent crime and antisocial behaviour (ASB) associated with these alleys (Annex 1 – Overall Plan and Description and Location Plans of each Alley).

Recommendation

2. It is recommended that the Executive Member approves **Option C** and authorises the Director of City Strategy to instruct the Head of Civic, Democratic and Legal Services to make Gating Orders over all 10 routes in accordance with Section 129A of the Highways Act 1980, as amended. Waste collection will change from the rear of properties to the front of properties using bags on all alleys except those 5 for which objections were received expressing concern regarding the proposed new methods of waste collection. These alleyways will operate a central collection point for bags to be situated outside the gated area.

Reason: In order that public rights over the alleyways can be restricted under S129A, Highways Act 1980 so that crime and anti-social behaviour associated with the routes can be reduced.

Background

3. This is part of the Council's continuing scheme to restrict public access over rear alleyways which are subject to incidents of crime and ASB using Gating Orders. In order that an alleyway can be considered for a Gating Order it must be demonstrated that it meets all the requirements of the legislation (see Annex 2).
4. Requests have been received from residents, Councillors and Safer York Partnership to gate a number of alleyways in this area so that crime and ASB associated with them can be reduced. Crime and ASB statistics produced by Safer York Partnership covering a period from 01/10/2008 to 30/09/2009, show each of these alleyways facilitate crime and ASB (see Annexes 3 and

- 4). Gating these alleys will not only prevent public access to the rear of properties, but also help to reduce the number of escape routes available to criminals.
5. The Leeman Road area is being targeted for Alleygating because of the level of domestic burglaries over the past few years. During 2008/9 there were on average the equivalent of 40 domestic burglaries per 1000 households in the Leeman Road area compared with an average rate of 14.1 domestic burglaries per 1000 households for the city as a whole.
6. The implementation of Alleygating on rear alleyways in other parts of the city has shown a significant reduction in crime and ASB since gates were installed. These results have been encouraging and show that Alleygating can significantly reduce crime in an area and improve the quality of life for those residents living alongside problem alleys.
7. The Council's Waste Services do not enter gated alleys. This is in order to maintain the maximum level of security possible for the rear of properties. Where gates are installed on back lanes elsewhere in the city, front door collection is already in operation.
8. Waste collection arrangements for the Leeman Road area are due to change in April 2010. These changes will occur whether gates are installed or not, as part of a wider drive to help the Council meet its' target to reduce the amount of waste going to landfill. Currently, waste is presented in wheeled bins which are collected from the rear alleyways. This will change to alternate weekly collections of recycling and residual waste, with the collection of recycling being from the front of properties.
9. If Gating Orders are made and gates installed, the waste will be required to be presented in bags. The method of collection will change as follows:
 - Waste collection will change from the rear of properties to the front of properties
 - OR**
 - Waste collection will change from the rear of properties to central collection points outside the gates. (This will be on a trial basis, and only on those streets for which objections regarding the proposed new waste collection were received. Should it prove to be unsuccessful, collection will change to the front of properties, as above.)
 - The times when waste can be placed at these collection points will be restricted. Waste should be presented after 7pm on the day before collection and no later than 7am on collection day.
 - Alternate weekly collection for recycling and residual waste will be "dove-tailed" in to coincide with installation of gates in the area.

Consultation

10. Statutory consultation was carried out in accordance with S129A of the Highways Act 1980 and included:

- All affected residents
- All statutory consultees including The Ramblers Association, Open Spaces Society etc
- All statutory undertakers and utility providers such as gas, electric and telephone companies
- All emergency services including North Yorkshire Police Authority
- Copies of the Notices were advertised in the Press, at each end of the alley and on the Council's Alleygating website.

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

Ward Councillors

13. Cllr J Alexander: Holgate residents are in favour of these schemes in the interest of reducing domestic burglaries. We hope that the promised refuse collection trial will be successful to alleviate upheaval for residents of the Leeman Road area.

Cllr D Bowgett: No comments received

Cllr S Crisp: No comments received

Group Spokesperson(s)

14. Cllr Stephen Galloway: No comments received

Cllr Ruth Potter: I am unable to comment without any details of what is proposed

Cllr Ian Gillies: No comments received

Cllr Andy D'Agorne: No comments received

15. Eleven formal objections have been received regarding the proposals. Six were in objection to both the introduction of gates and the proposed change in waste collection. Three were in objection to the gates only and two were in objection to the changes in waste collection only. See Annex 5 for a summary of their comments.

16. One of the objections received from The Leeman Road Public House on Stamford Street East (see Location Plan, Annex 1) can be mitigated by changing the proposed location of the gate so that the pub's rear exit is outside of the gated area.

17. Additionally, the position of the gate on the southern end of Bright Street / Kingsland Terrace alleyway has been re-sited after concerns were raised by a resident.

18. A Gating Order may be made by the Council even if there are objections to it, as long as the Council is satisfied that the Order meets all the requirements of the legislation as detailed in Annex 2.

Options

19. Option A. Do not authorise the making of the 10 Gating Orders. This option is not recommended.
20. Option B. Authorise the making of all 10 Gating Orders to restrict public use of the alleyways and change waste collection, from the rear of all affected properties, to front collection using bags. This option is not recommended.
21. Option C. Authorise the making of all 10 Gating Orders to restrict public use of the alleyways. Change waste collection from the rear of properties to front collection using bags on all alleyways except for those 5 streets for which objections were received regarding the proposed new methods of waste collection (see paragraph 9). These alleyways will operate a central collection point for bags to be situated outside the gated area for a trial period of three months. This option is recommended.

Analysis

22. Option A. This option would leave the alleyways open for use by the public and the incidents of crime and ASB are therefore likely to continue at their current level.
23. Waste collection in the area will stay as it is at present (see paragraph 9) until April 2010 when it is due to change to alternate weekly collection of recycling and residual waste, with the collection of recycling being from the front of properties.
24. Option B. This option would allow the alleyways to be gated and therefore use by the public will be restricted.
25. Should the alleyways be closed, the alternative routes, as shown on the Location Plans (Annex 1) are considered to be convenient.
26. Only those residents living in properties which are adjacent to or adjoining each restricted route will be given a Personal Identification Numbers in order to access the gates, along with emergency services and utilities who may need to access their apparatus.
27. Waste collection will change from the rear of properties to the front of properties, as detailed in paragraph 9.
28. Option C. This option follows the analysis of Option B paragraphs 25, 26 and 27.
29. This option will mean that waste collection will change from the rear of properties to the front of the 5 streets listed below:

- Hanover Street East / Stamford Street East
- Hanover Street West / Stamford Street East
- Rosebery Street / Swinerton Avenue
- Stamford Street East / Garfield Terrace West
- Stamford Street West / Garfield Terrace

and from the rear of properties to central collection points outside the gates for the 5 streets listed below:

- Bismarck Street / Garnet Terrace
- Bright Street / Kingsland Terrace
- Carnot Street / Rosebery Street
- Salisbury Terrace / Bromley Street
- Stamford Street East / Garfield Terrace East

Corporate Priorities

30. The recommended option meets the council's Corporate Strategy, Priority Statement No5 to make York "a safer city with low crime rates and high opinions of the city's safety record".

Implications

Financial

31. There are no financial implications associated with Option A. Legal costs (advertising) of approximately £4,258 have already been paid (this scheme was advertised along with the proposal to gate another alleyway in Holgate Ward at a cost of £4,684). Supply and fit of a double gate with lock is approximately £975 and it is estimated that the cost of this scheme will be in the region of £21,450. All funding for the gates will be provided by Neighbourhood Services using a one off sum of £50,000 which has been made available this financial year for the implementation and improvement of alleygating schemes.
32. Due to the workload involved to achieve the legal process of this scheme this financial year (along with the Southbank and the St. Paul's Terrace schemes), £10,000 of the £50,000 has been used for extra staffing.
33. The authority is responsible for maintenance of gates installed using Gating Orders.

Human Resources (HR)

34. To be delivered using existing staffing resources.

Equalities

35. Gating presents a challenge in terms of fairness and inclusion. For example older and younger people, disabled people and people with young families are likely to find gating to be both an obstruction to their mobility as well as a solution to antisocial behaviour that may target them and affect them adversely.

36. Special consideration should be given to those people with disability who perhaps presently use the routes as shortcuts/access to their properties and would find any alternative route/access to their property inconvenient. Alternative routes should be free from obstructions and suitably paved. During the installation of the gates, consideration should be given to the height of the locks and ease at which they can be opened and closed.

Legal

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

Crime and Disorder

38. Other than that discussed in the main body of the report and Annex 3 and 4, there are no other crime and disorder implications.

Information Technology (IT)

39. There are no Information Technology implications.

Property

40. There are no Property implications.

Other

Transport Planning Unit

41. Accessibility and road safety are two of the government's key priorities for transport policy and many of the policies in the Local Transport Plan have been adopted to improve these. The stopping-up of existing routes which currently act as short-cuts will reduce accessibility levels for users and potential diversion routes may be less safe for some users such as young children if they involve walking longer distances along busier roads, this has the potential to act as a disincentive for them to walk or cycle to school.
42. The health implications of the order should be considered as Gating Orders could potentially encourage the use of cars if the alternatives are too long or lack pedestrianised sections. This should be balanced against health impacts facing pedestrians from the ongoing crime or ASB in the alleyway. (paragraph 12 – Home Office Guidance relating to the making of Gating Orders 2006).
43. The Council's Walking & Cycling Officer has expressed concerns over residents having to put rubbish on front pavements as this will restrict the available footway width, and may force people to walk on the carriageway which has road safety issues. The reduced width will impact on those with prams, pushchairs, wheelchairs and mobility scooters. The visually impaired may also struggle to safely negotiate the cluttered footway.

Neighbourhood Services

44. Neighbourhood Services would support Option C, above, and will work with residents and the alleygating team to minimise the disruption to residents.

Risk Management

45. In compliance with the council's Risk Management Strategy, there are no risks associated with Option A but there is a low risk (Financial – see paragraphs 31, 32 and 33) associated with Options B and C.

Contact Details

Author:

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Officer
Network Management (City
Development and Transport)
Tel: (01904) 551338

Chief Officer Responsible for the report:

Damon Copperthwaite
Assistant Director
(City Development and Transport)

**Report
Approved**



Date 17 November 2009

Wards Affected:

Holgate Ward

All

For further information please contact the author of the report.

Background Papers:

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

- Annexes:**
- 1) Description and Location Plans of Alleys with Alternative Routes
 - 2) Summary of Legislative Requirements and Home Office Guidance for Gating Orders
 - 3) Summary of Crime and Anti-Social Behaviour Statistics for each Alleyway
 - 4) Crime and Anti-Social Behaviour Reports
 - 5) Summary of Residents Responses – Formal Consultation

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Leeman Road Area Map

Scale 1:2,150	Drawn By: CR	Date: 13/11/09
Public Rights of Way	Reference: Grid Ref SE5852	Drawing No.

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

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Key

Route to be restricted
A ——— B

Alternative Route



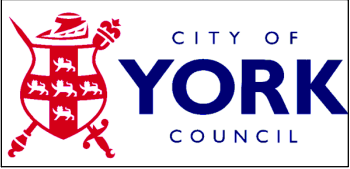
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9 St. Leonards Place, York, YO1 2ET
 Telephone: 01904 613161

Highways Act 1980 s129A Plan 1
Bismarck Street / Garnet Terrace Gating Order 2009

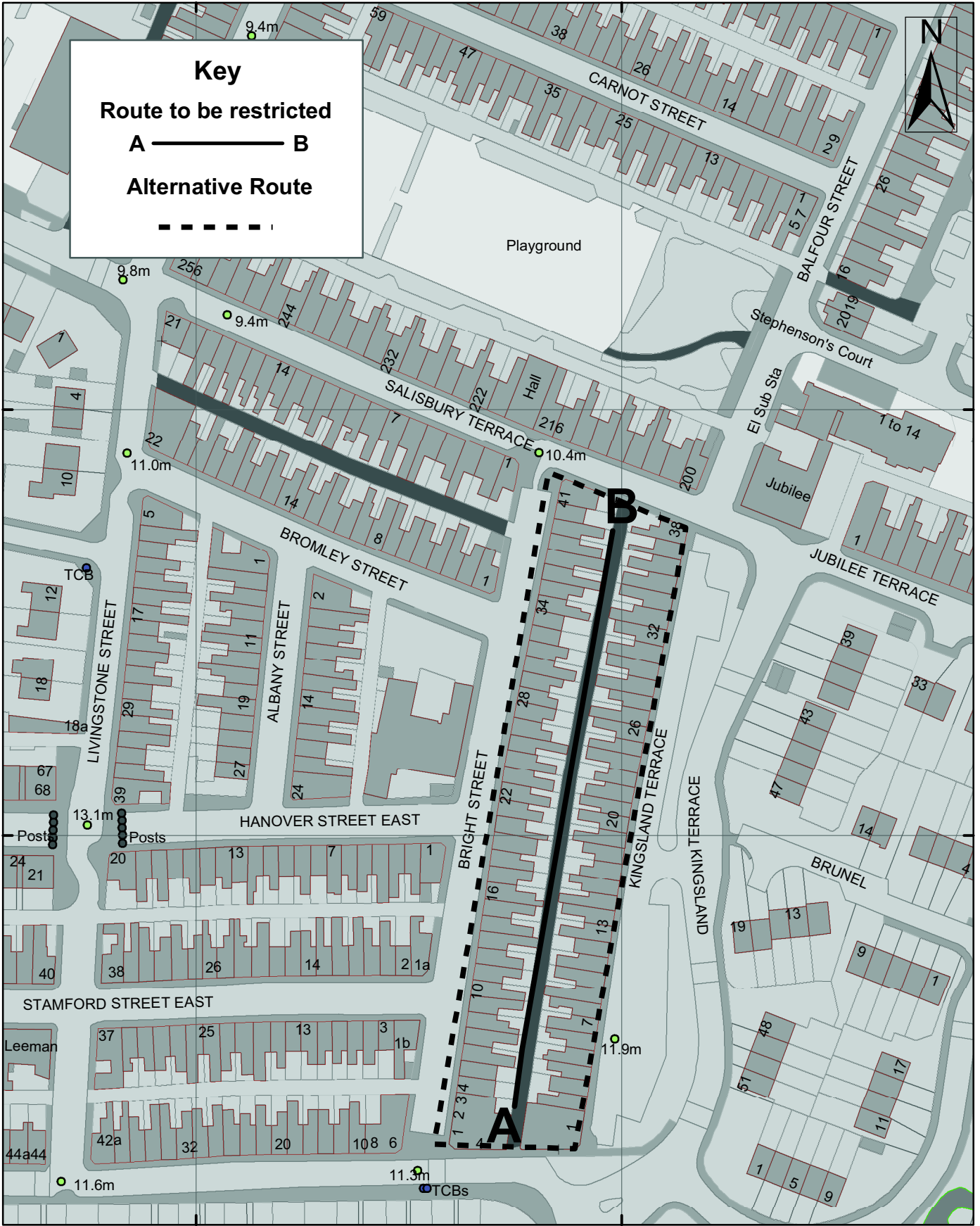
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Public Rights of Way	Reference: Grid Ref SE5852	Drawing No.

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

Highways Act 1980 s129A Plan 2
Bright Street / Kingsland Terrace Gating Order 2009

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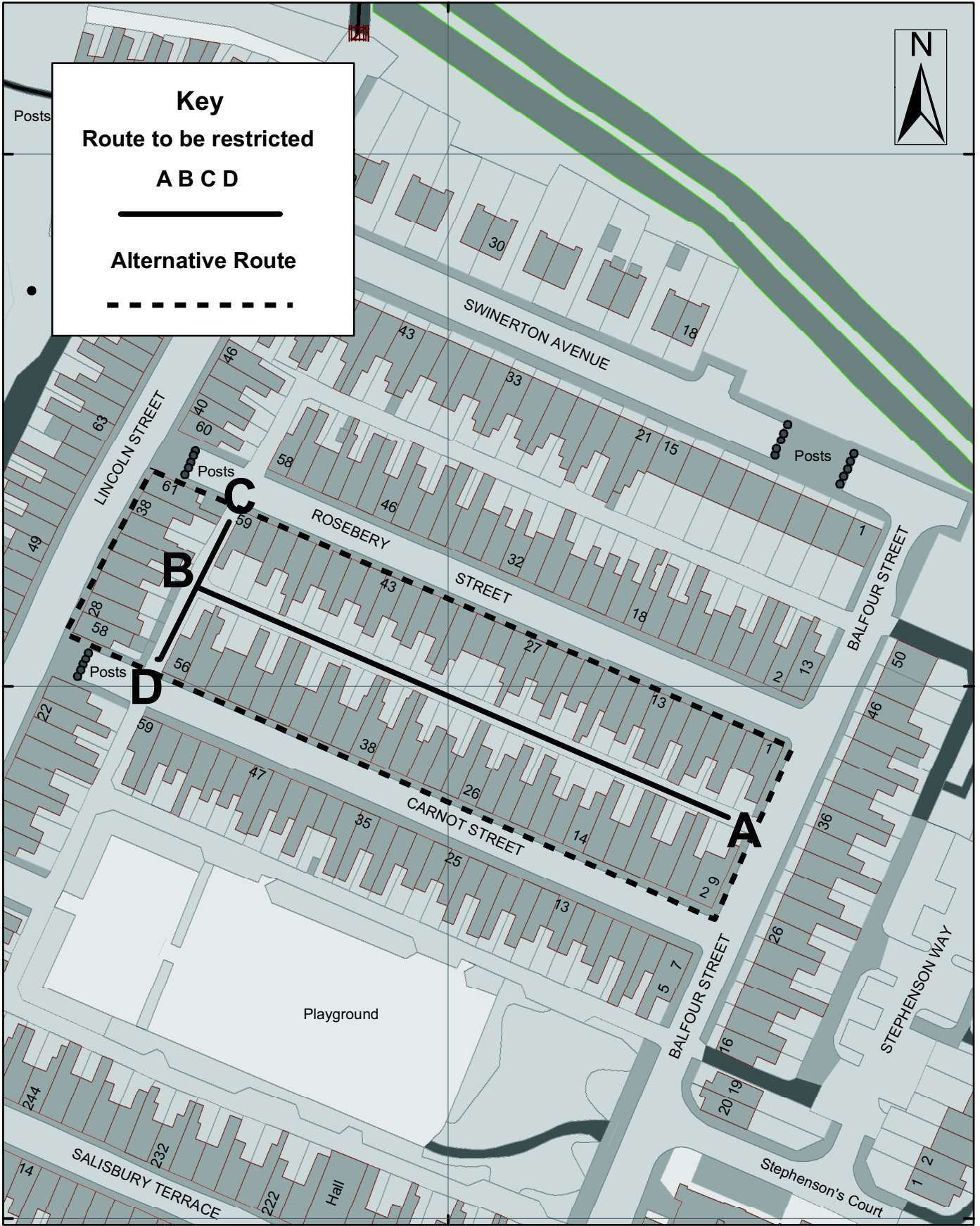


Key

Route to be restricted
A B C D

—————

Alternative Route
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9 St. Leonards Place, York, YO1 2ET
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Highways Act 1980 s129A Plan 3
Carnot Street / Rosebery Street Gating Order 2009

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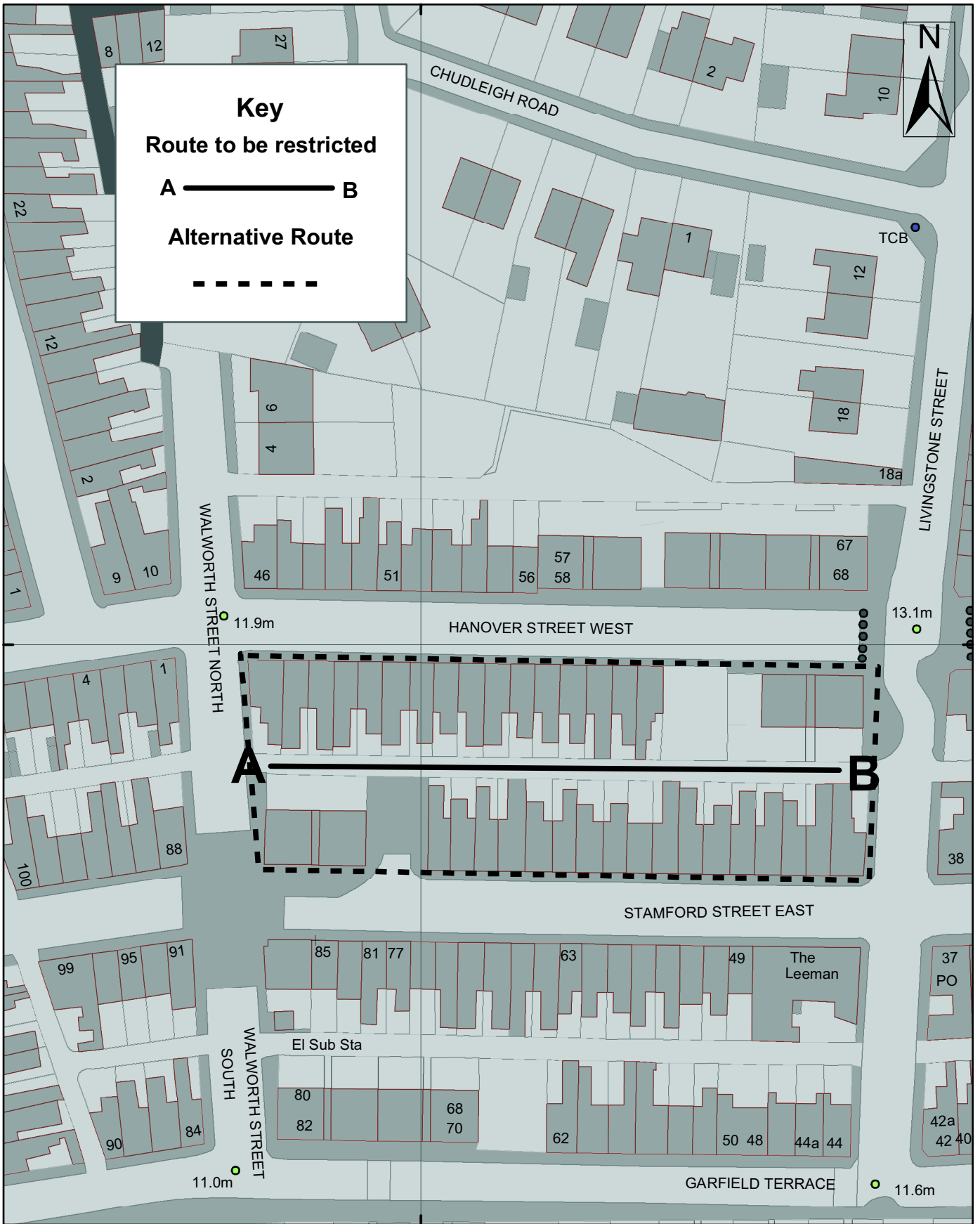
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9 St. Leonards Place, York, YO1 2ET
 Telephone: 01904 613161

Highways Act 1980 s129A **Plan 5**
Hanover Street West / Stamford Street East Gating Order 2009

Scale 1:800

Drawn By: ML

Date: 05/08/09

Public Rights of Way

Reference: Grid Ref 5852

Drawing No.

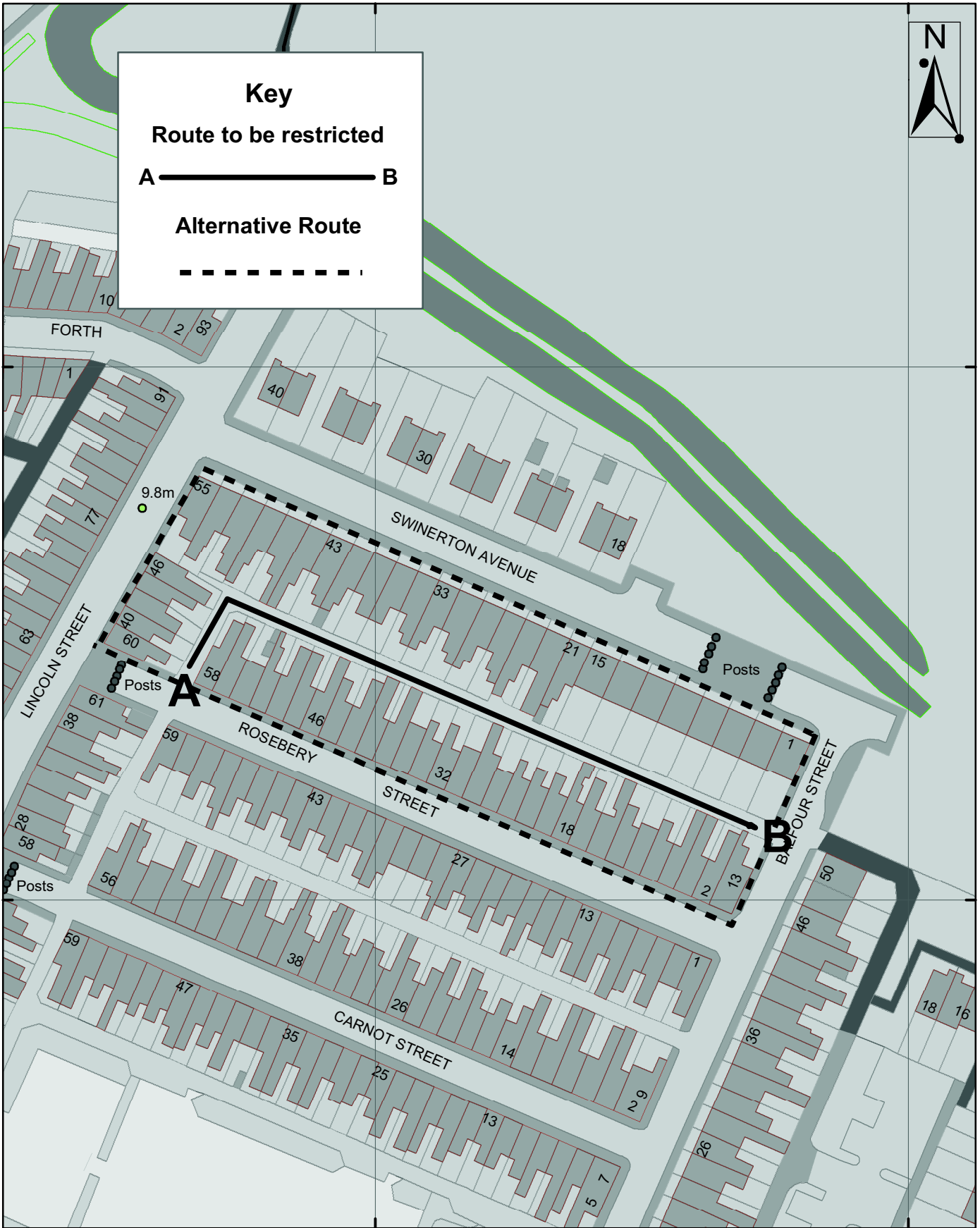
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Key

Route to be restricted
 A ————— B

Alternative Route
 - - - - -



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Highways Act 1980 s129A **Plan 6**
Rosebery Street / Swinerton Avenue Gating Order 2009

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Public Rights of Way	Reference: Grid Ref SE5852	Drawing No.
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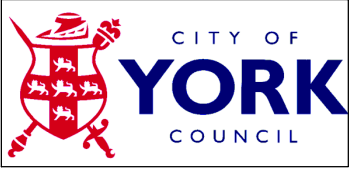
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Key

Route to be restricted
A ————— **B**

Alternative Route
 - - - - -



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

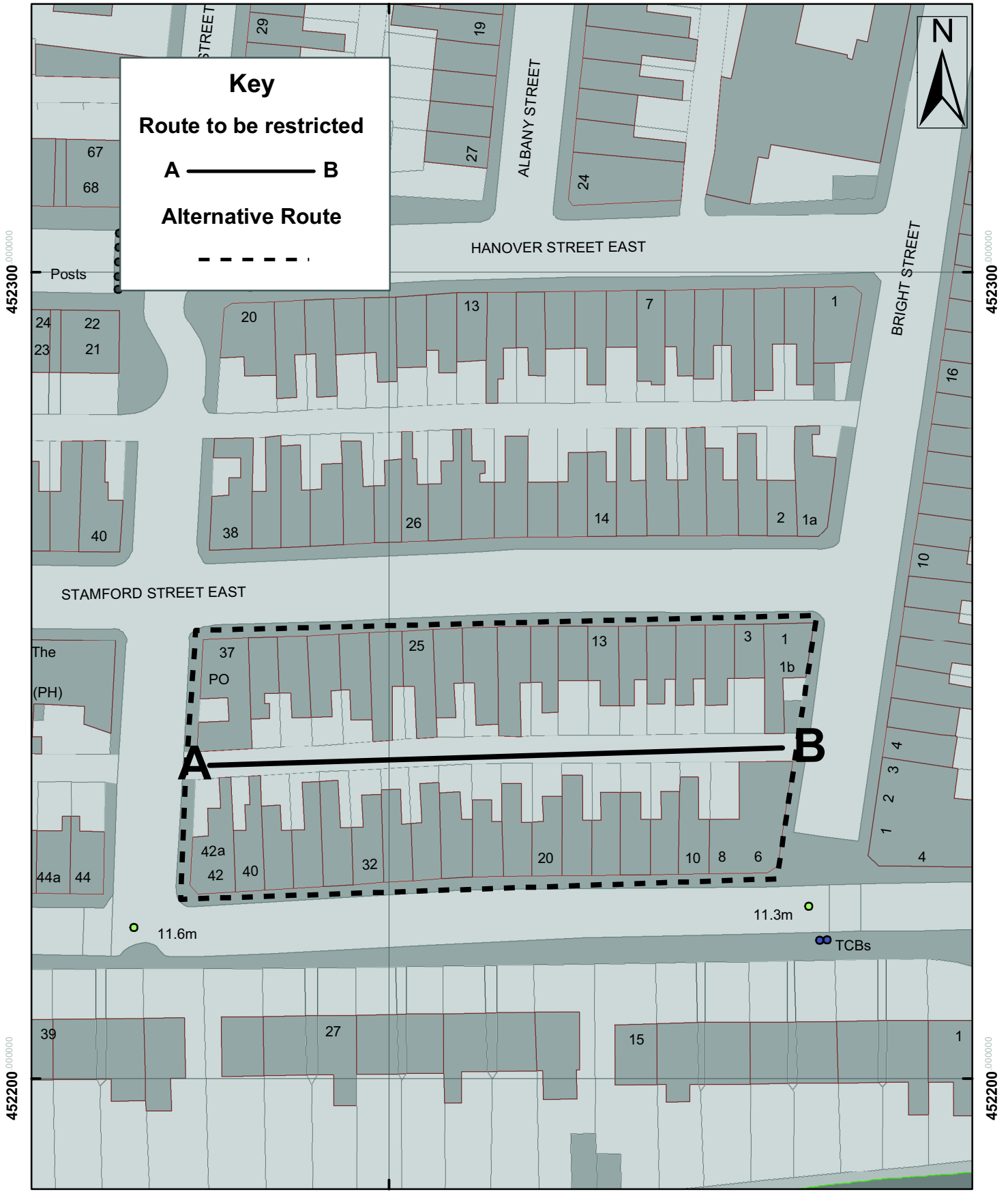
Highways Act 1980 s129A **Plan 7**
Salisbury Terrace / Bromley Street Gating Order 2009

Scale 1:800	Drawn By: EM	Date: 05/08/09
Public Rights of Way	Reference: Grid Ref SE5852	Drawing No.

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Highways Act 1980 s129A **Plan 8**
Stamford Street East / Garfield Terrace (East) Gating Order 2009

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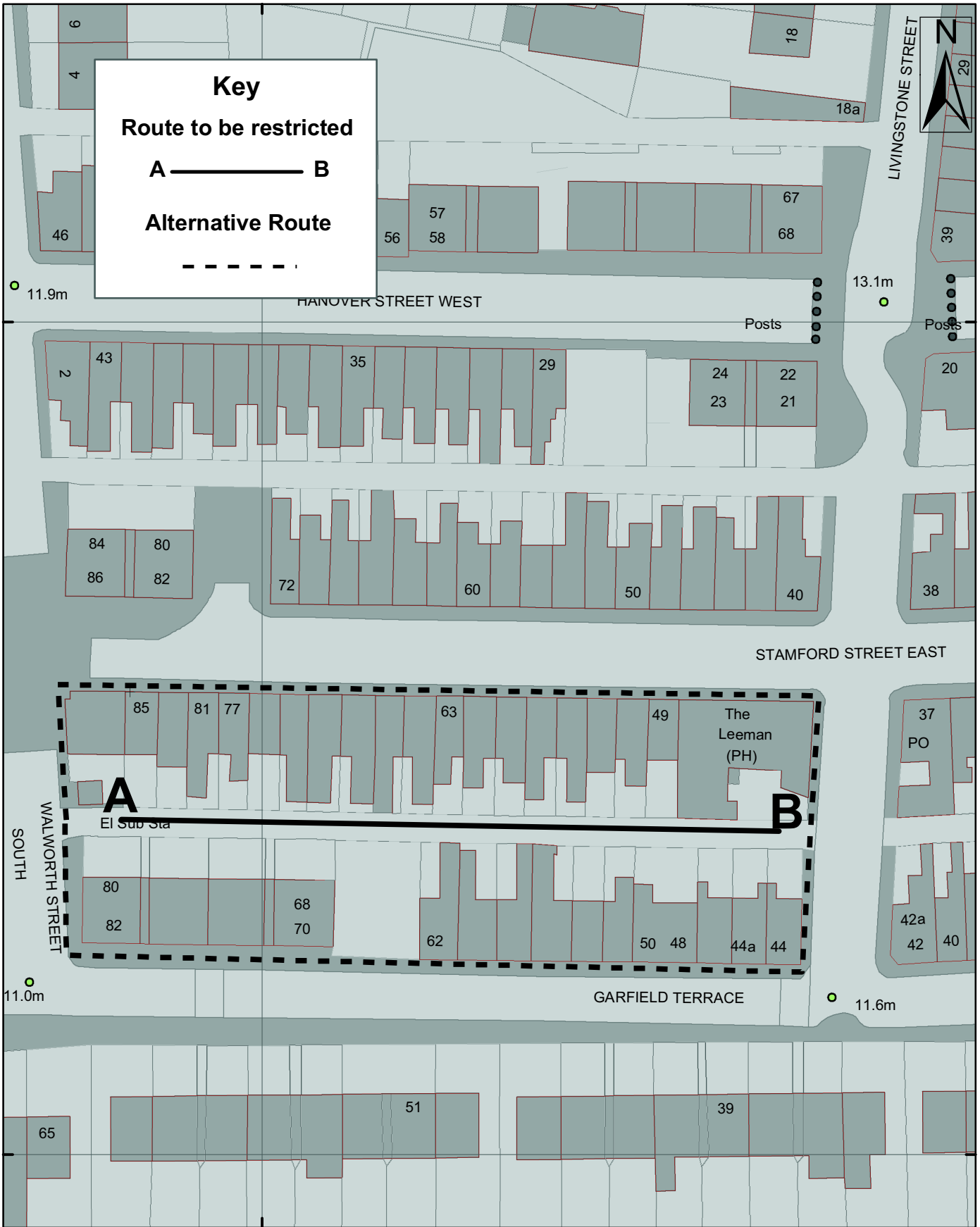
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9 St. Leonards Place, York, YO1 2ET
 Telephone: 01904 613161

Highways Act 1980 s129A
Stamford Street East/Garfield Terrace (West) Gating Order 2009

Plan 9

Scale 1:640	Drawn By: EM	Date: 05/08/09
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Key

Route to be restricted
A B C D

Alternative Route



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

Highways Act 1980 s129A Plan 10
Stamford Street West / Garfield Terrace Gating Order 2009

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Annex 2

Summary of Legislative Requirements and Home Office Guidance for proposed Gating Orders

1. Section 129A of the Highways Act 1980 (as amended) by the Clean Neighbourhoods and Environment Act 2005 (CNE) allows local authorities to make Gating Orders to restrict public access over any relevant highway (as defined by S129A(5)) to reduce and prevent crime and anti-social behaviour. In order that a highway can be considered for a Gating Order, it must be demonstrated that it meets all of the following legislative requirements:
 - a) Premises adjoining or adjacent to the highway are affected by crime or anti-social behaviour;
 - b) The existence of the highway is facilitating the persistent commission of criminal offences or anti-social behaviour; and
 - c) It is in all circumstances expedient to make the order for the purposes of reducing crime or anti-social behaviour. This means that the following has to be considered:
 - (i) The likely effect of making the order on the occupiers of premises adjoining or adjacent to the highway;
 - (ii) The likely effect of making the order on other persons in the locality; and
 - (iii) In a case where the highway constitutes a through route, the availability of a reasonably convenient alternative route.
2. Home Office Guidance 2006 suggests that the council should give consideration as to whether there are alternative interventions that may be more appropriate to combat crime and anti-social behaviour before considering the use of a Gating Order. Alternative methods of crime prevention carried out in the Leeman Road area to date are patrolling, offender-based operations and media campaigns to raise awareness about securing premises.
3. Although a Gating Order restricts public use over a route, its highway status is retained, thus making it possible to revoke or review the need for the Order. Home Office Guidance 2006 recommends that this review be carried out on an annual basis.
4. Access along a route which is restricted by a Gating Order is given to residents adjacent to or adjoining the restricted route (HA1980 S129B (3)) and anyone who has a private right of access over it (Gating Orders can only be made to restrict Public Rights of Way).

5. Any person may apply to the High Court for the purpose of questioning the validity of a Gating Order on the ground that-
- (i) the Council had no power to make it; or
 - (ii) any requirement under the legislation was not complied with in relation to it.

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

Annex 3

Summary of Crime and Anti-Social Behaviour Reports Leeman Road

	October 2008 to September 2009		
	Crime Reports	ASB Reports	Other recorded ASB (CYC and NYFRS)
Bismarck Street/Garnet Terrace	12	10	
Bright Street/Kingsland Terrace	8	11	
Carnot Street/Rosebery Street	8	11	
Hanover St East/Stamford St East	4	2	
Hanover St West/Stamford St East	5	1	
Rosebery Street/Swinerton Ave	7	4	
Salisbury Terrace/Bromley Street	23	5	
Stamford St East/Garfield Terr East	13	8	
Stamford St East/Garfield Terr West	8	8	
Stamford St West/Garfield Terr	2	5	

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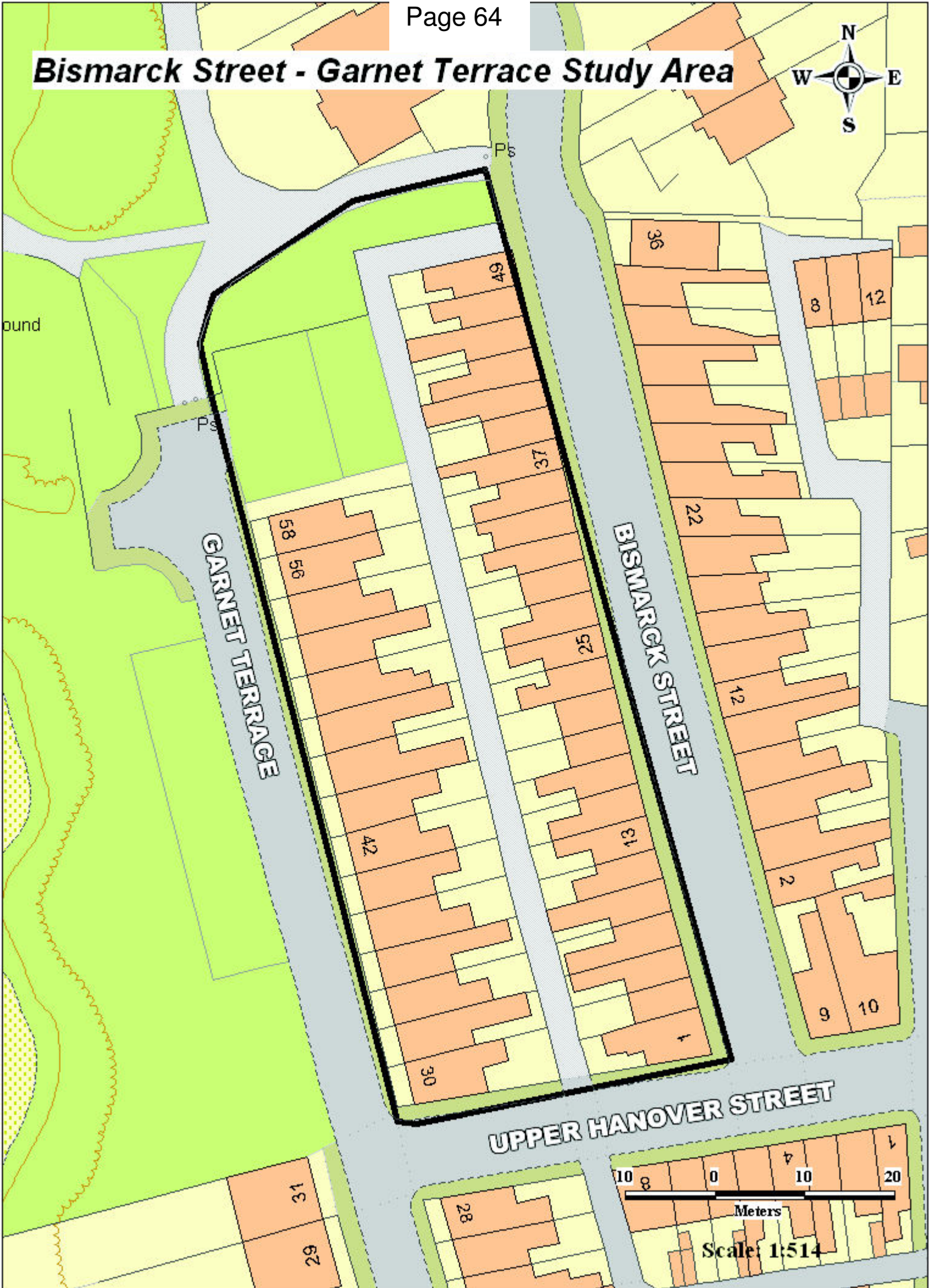
ANNEX 4

Holgate

Crime and Anti-social Behaviour
Reports

October 2008 to September 2009

Bismarck Street - Garnet Terrace Study Area

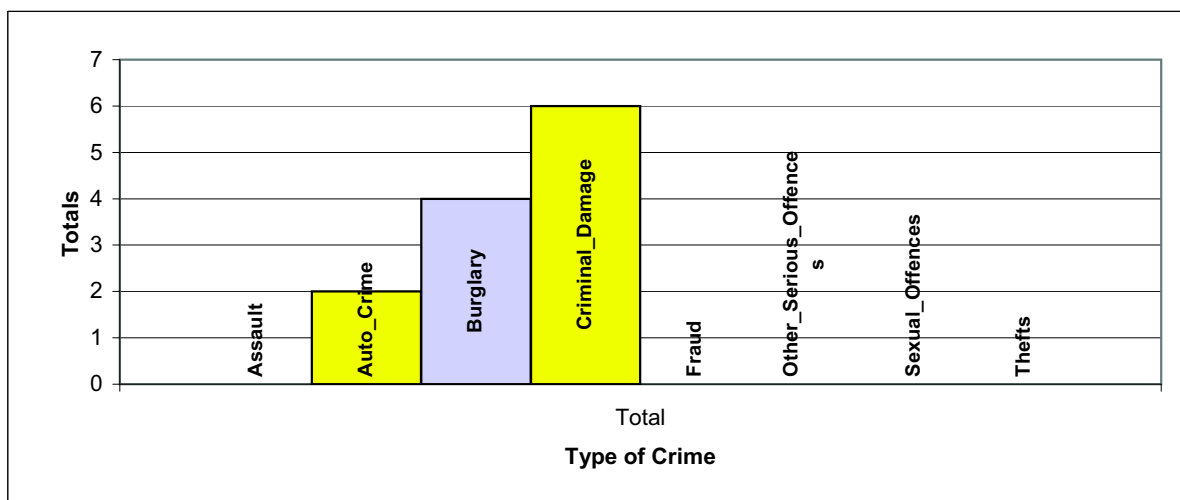


Crime Statistics

Crime Analysis Study Area:	=	Bismarck Street - Garnet Terrace
Planning Application Reference:	=	
Size of Study Area from Application	=	Please See Map
Study Period Start:	=	01/10/2008
Study Period End:	=	30/09/2009
Date Study Completed	=	15/10/2009
Number of Months in Study Period	=	12
Geocoding Accuracy Rate	=	95%

Crime Group	Total
Assault	0
Auto_Crime	2
Burglary	4
Criminal_Damage	6
Fraud	0
Other_Serious_Offences	0
Sexual_Offences	0
Thefts	0
Grand Total	12

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



A Table of Crime by Crime Group and then Crime Type

EVENT_GROUP	HO_DESCRIPTION	Total
AUTO_CRIME	THEFT FROM VEHICLE	1
	THEFT OR UNAUTHORISED TAKING MOTOR VEHICLE	1
BURGLARY	BURGLARY IN A BUILDING OTHER THAN A DWELLING	1
	BURGLARY IN A DWELLING	3
CRIMINAL_DAMAGE	CRIMINAL DAMAGE TO DWELLINGS	1
	CRIMINAL DAMAGE TO VEHICLES	5
Grand Total		12

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

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

Month	Total
Jul	3
Aug	2
Sep	1
Oct	0
Nov	0
Dec	0

Crime Day	Total
Mon	1
Tue	3
Wed	1
Thu	2
Fri	3
Sat	1
Sun	1
Grand Total	12

Grand Total

12

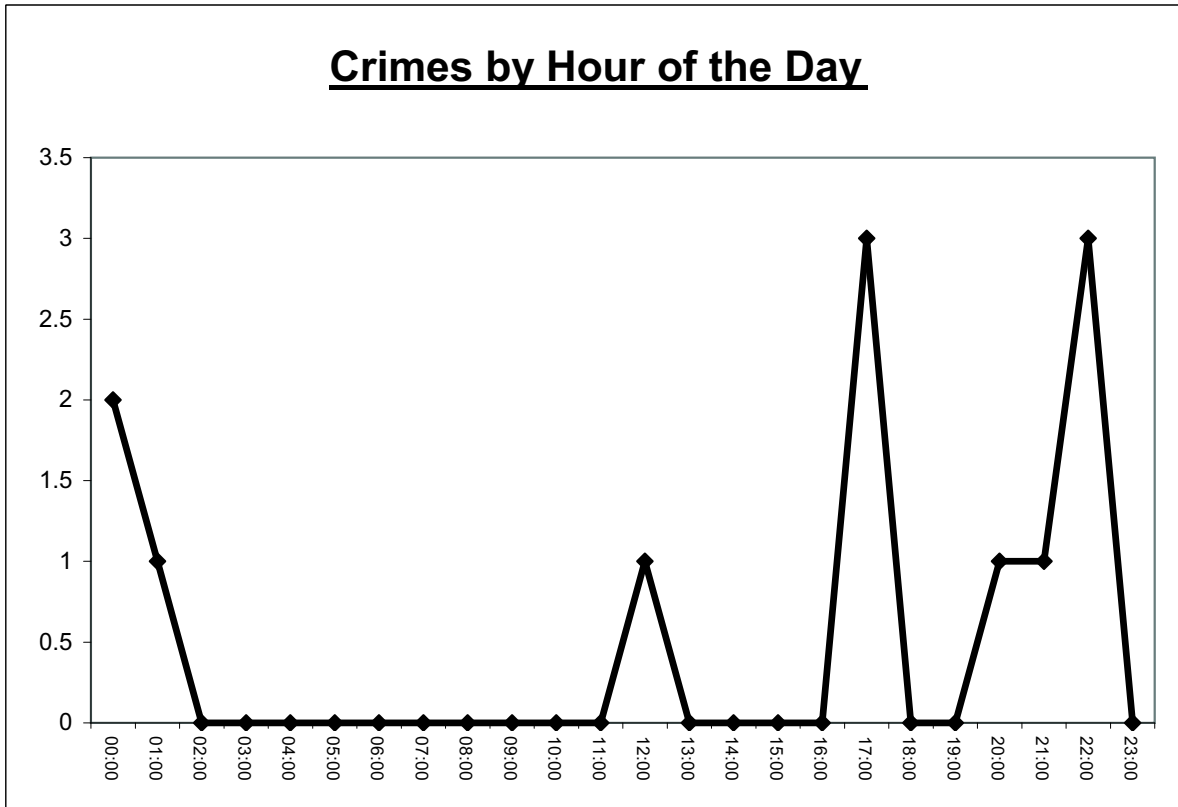
Expected Average Crime per Month = **1**

Expected Average Crime per Day = **1.71**

A Table of Crime by Hour of the Day in the Study Area

	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
Total	2	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	0	0	1	1	3	0	12

Crimes by Hour of the Day

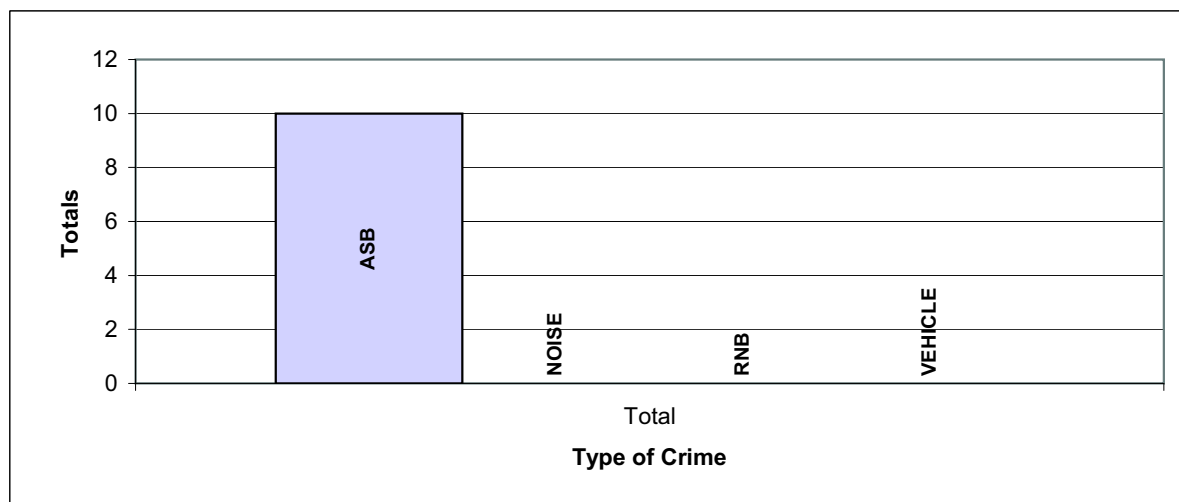


NYP ASB General Incidents Report

ASB Analysis Study Area:	=	Bismarck Street - Garnet Terrace
Planning Application Reference:	=	
Size of Study Area from Application	=	Please See Map
Study Period Start:	=	01/10/2008
Study Period End:	=	30/09/2009
Date Study Completed	=	15/10/2009
Number of Months in Study Period	=	12
Geocoding Accuracy Rate	=	95%

ASB Incident Group	Total
ASB	10
NOISE	0
RNB	0
VEHICLE	0
Grand Total	10

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



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

A Table of ASB by ASB Group and then Incident Heading

EVENT_GROUP	INCIDENT_HEADING	Total
ASB	BEHAVIOUR	5
	NEIGHBOUR	1
	VEHNUISAN	4
Grand Total		10

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

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

Month	Total
Jan	2
Feb	1
Mar	0
Apr	1
May	1
Jun	4

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

Day	Total
Mon	1
Tue	1
Wed	3
Thu	0
Fri	1
Sat	1
Sun	3
Grand Total	10

Grand Total

10

Expected Average Incidents per Month =

0.83

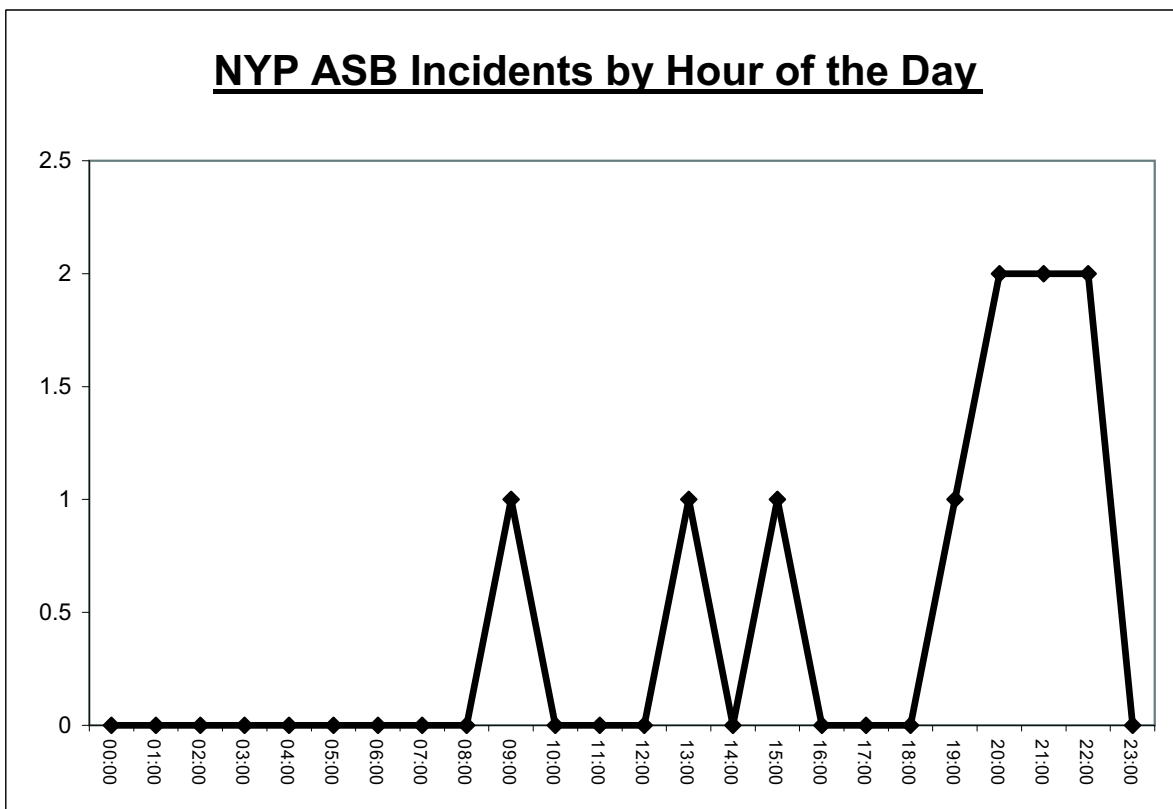
Expected Average Incidents per Day =

1.43

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

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Total	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	1	2	2	2	0	10

NYP ASB Incidents by Hour of the Day



Bright Street - Kingsland Terrace Study Area

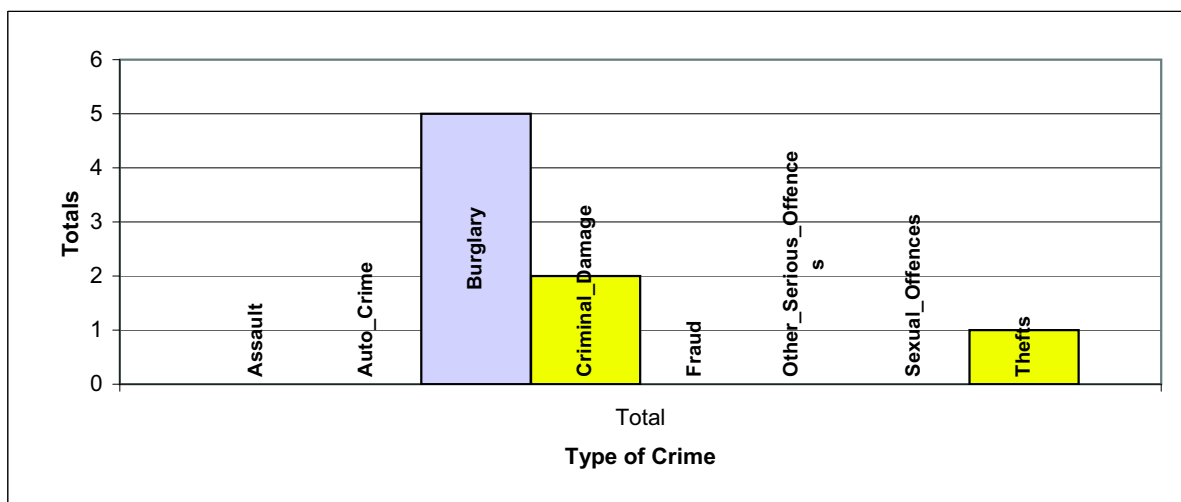


Crime Statistics

Crime Analysis Study Area:	=	Bright Street - Kingsland Terrace
Planning Application Reference:	=	
Size of Study Area from Application	=	Please See Map
Study Period Start:	=	01/10/2008
Study Period End:	=	30/09/2009
Date Study Completed	=	15/10/2009
Number of Months in Study Period	=	12
Geocoding Accuracy Rate	=	95%

Crime Group	Total
Assault	0
Auto_Crime	0
Burglary	5
Criminal_Damage	2
Fraud	0
Other_Serious_Offences	0
Sexual_Offences	0
Thefts	1
Grand Total	8

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



A Table of Crime by Crime Group and then Crime Type

EVENT_GROUP	HO_DESCRIPTION	Total
BURGLARY	BURGLARY IN A DWELLING	5
CRIMINAL_DAMAGE	CRIMINAL DAMAGE TO DWELLINGS	1
	CRIMINAL DAMAGE TO VEHICLES	1
THEFTS	THEFT OF PEDAL CYCLE	1
Grand Total		8

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

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

Month	Total
Jul	0
Aug	2
Sep	0
Oct	0
Nov	1
Dec	1

Crime Day	Total
Mon	2
Tue	2
Wed	0
Thu	1
Fri	0
Sat	2
Sun	1
Grand Total	8

Grand Total

8

Expected Average Crime per Month =

0.67

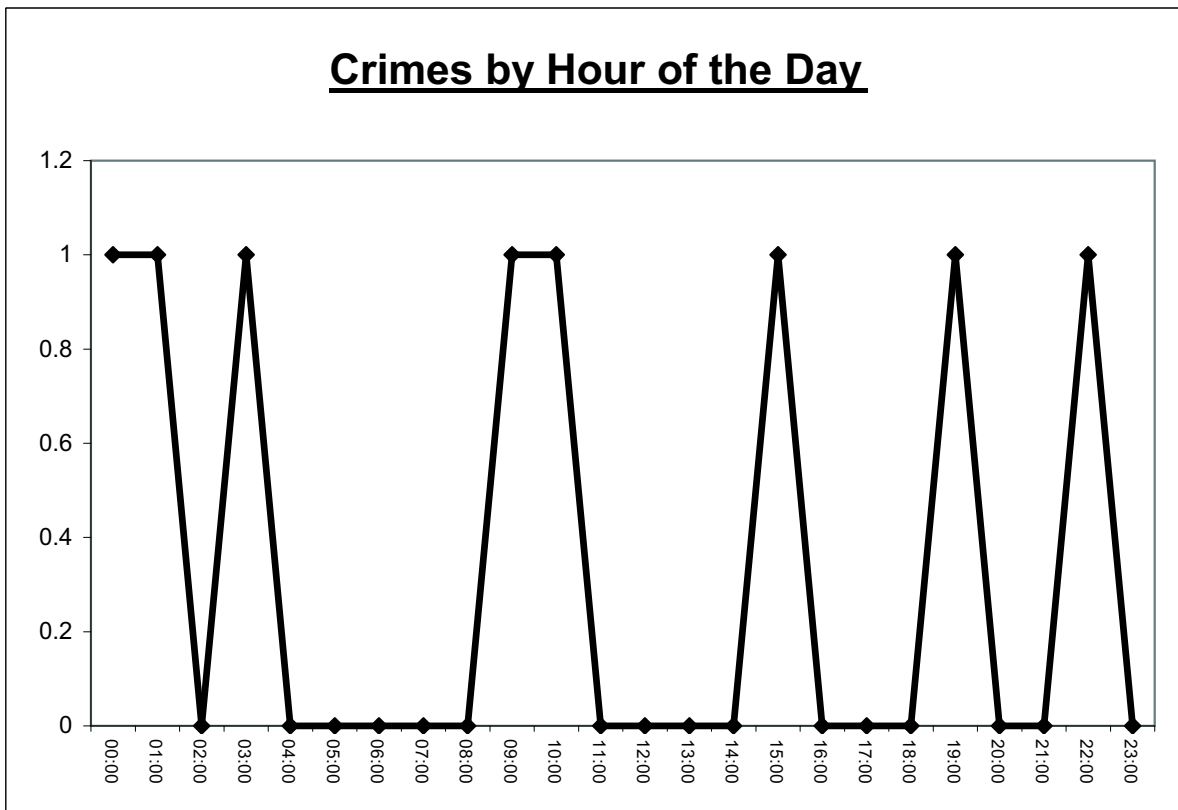
Expected Average Crime per Day =

1.14

A Table of Crime by Hour of the Day in the Study Area

	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
Total	1	1	0	1	0	0	0	0	0	1	1	0	0	0	0	1	0	0	0	1	0	0	1	0	8

Crimes by Hour of the Day

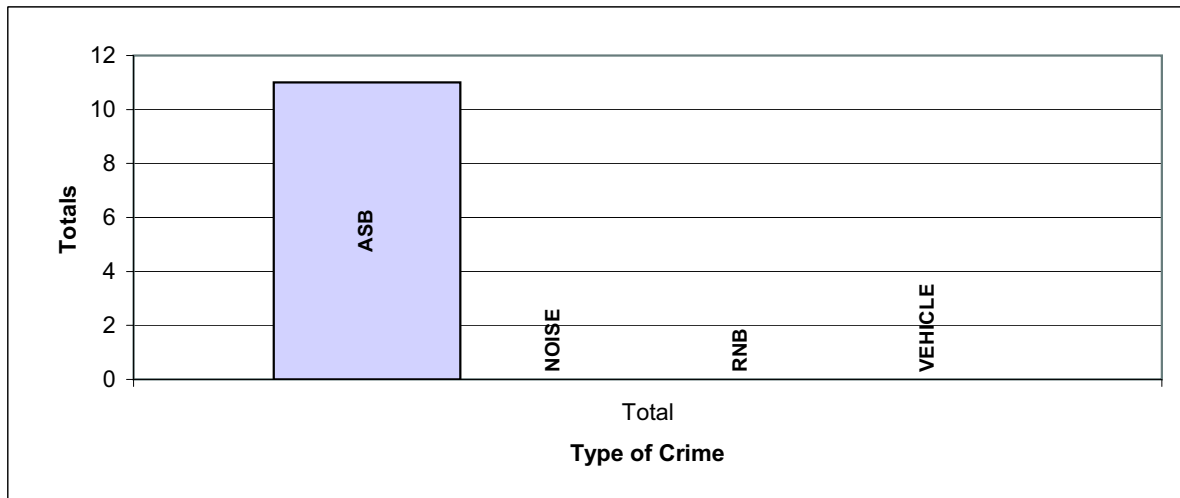


NYP ASB General Incidents Report

ASB Analysis Study Area:	=	Bright Street - Kingsland Terrace
Planning Application Reference:	=	
Size of Study Area from Application	=	Please See Map
Study Period Start:	=	01/10/2008
Study Period End:	=	30/09/2009
Date Study Completed	=	15/10/2009
Number of Months in Study Period	=	12
Geocoding Accuracy Rate	=	95%

ASB Incident Group	Total
ASB	11
NOISE	0
RNB	0
VEHICLE	0
Grand Total	11

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



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

A Table of ASB by ASB Group and then Incident Heading

EVENT_GROUP	INCIDENT_HEADING	Total
ASB	ABANDONED	1
	ANIMAL	1
	BEHAVIOUR	6
	COMMS	1
	NEIGHBOUR	2
Grand Total		11

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

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

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

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

Day	Total
Mon	4
Tue	1
Wed	1
Thu	0
Fri	3
Sat	1
Sun	1
Grand Total	11

Grand Total

11

Expected Average Incidents per Month =

0.92

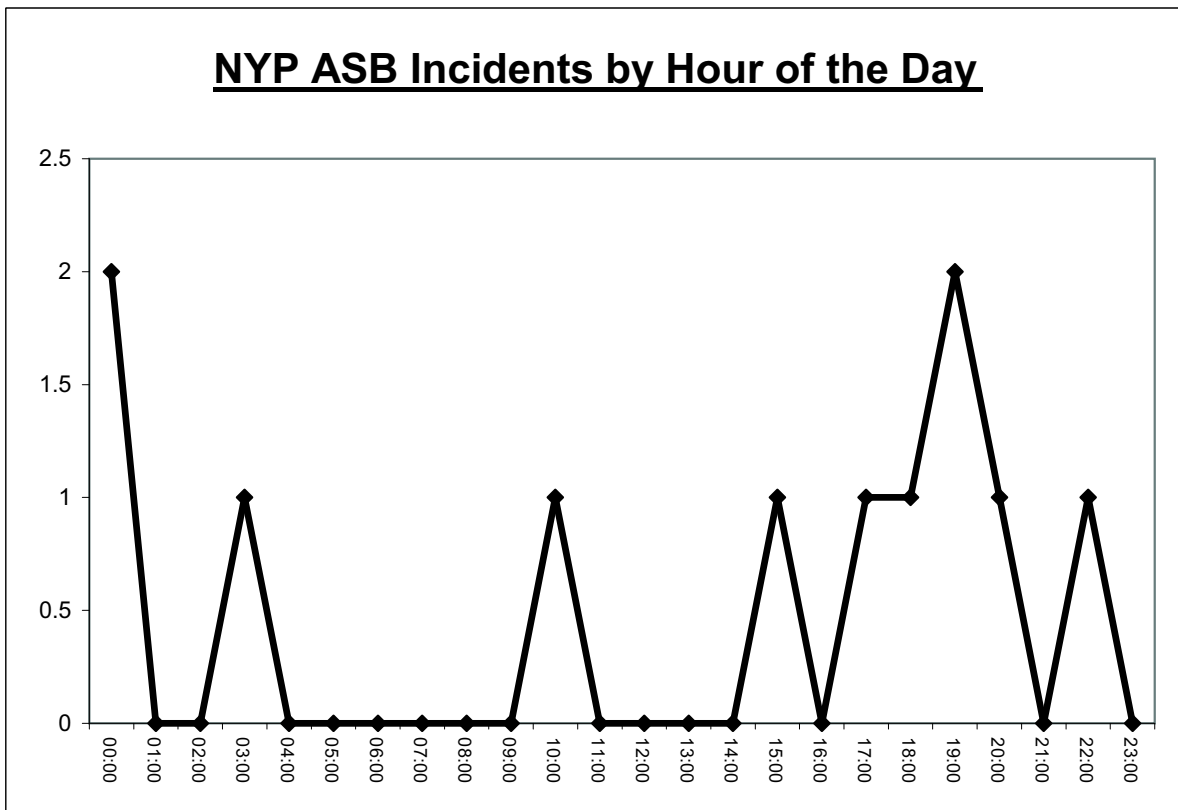
Expected Average Incidents per Day =

1.57

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

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

NYP ASB Incidents by Hour of the Day





Scale: 1:573

Carnot Street - Rosebery Street Study Area

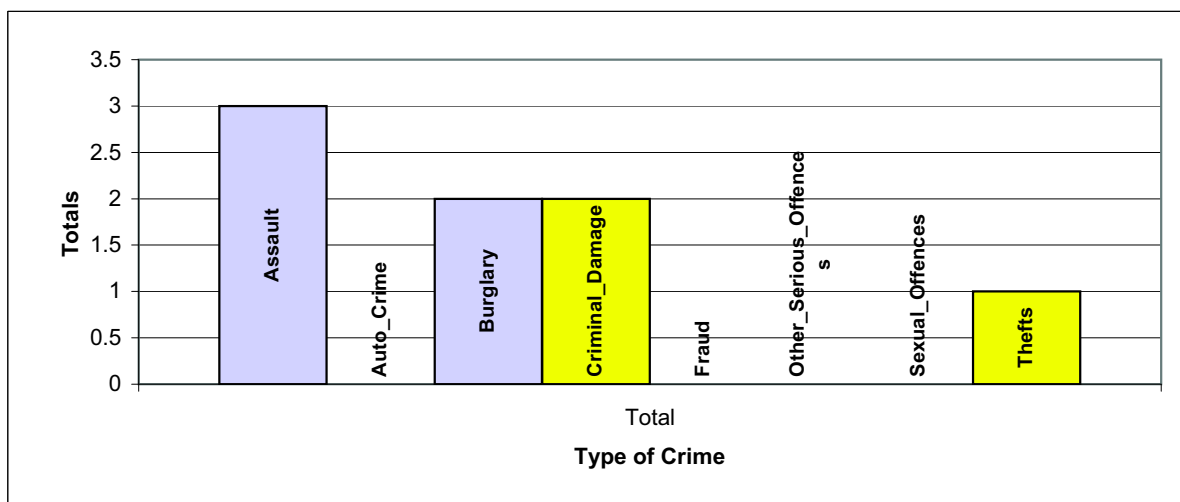


Crime Statistics

Crime Analysis Study Area:	=	Carnot Street - Rosebery Street
Planning Application Reference:	=	
Size of Study Area from Application	=	Please See Map
Study Period Start:	=	01/10/2008
Study Period End:	=	30/09/2009
Date Study Completed	=	15/10/2009
Number of Months in Study Period	=	12
Geocoding Accuracy Rate	=	95%

Crime Group	Total
Assault	3
Auto_Crime	0
Burglary	2
Criminal_Damage	2
Fraud	0
Other_Serious_Offences	0
Sexual_Offences	0
Thefts	1
Grand Total	8

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



A Table of Crime by Crime Group and then Crime Type

EVENT_GROUP	HO_DESCRIPTION	Total
ASSAULT	ACTUAL BODILY HARM AND OTHER INJURY	2
	ASSAULT WITHOUT INJURY	1
BURGLARY	BURGLARY IN A DWELLING	2
CRIMINAL_DAMAGE	CRIMINAL DAMAGE TO DWELLINGS	1
	CRIMINAL DAMAGE TO VEHICLES	1
THEFTS	THEFT OF PEDAL CYCLE	1
Grand Total		8

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

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

Month	Total
Jul	0
Aug	0
Sep	0
Oct	4
Nov	1
Dec	0

Crime Day	Total
Mon	1
Tue	0
Wed	0
Thu	2
Fri	3
Sat	1
Sun	1
Grand Total	8

Grand Total

8

Expected Average Crime per Month =

0.67

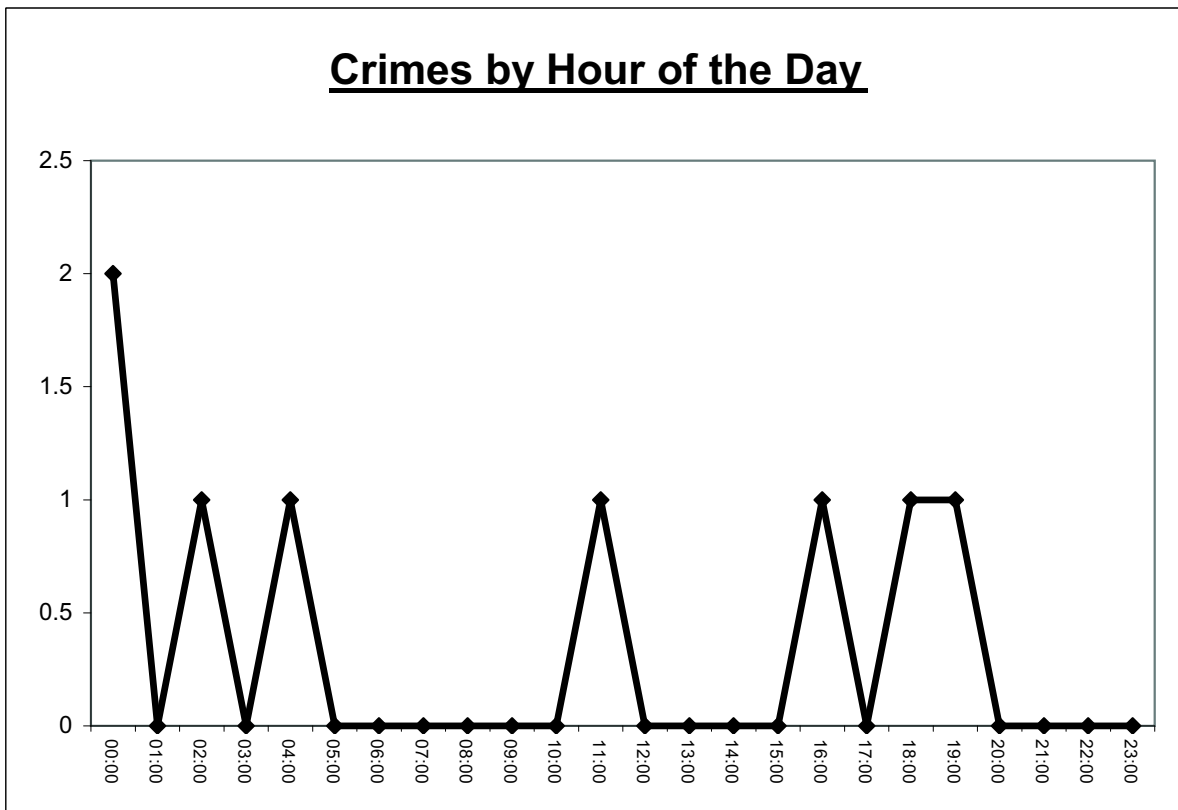
Expected Average Crime per Day =

1.14

A Table of Crime by Hour of the Day in the Study Area

	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
Total	2	0	1	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	1	1	0	0	0	0	8

Crimes by Hour of the Day

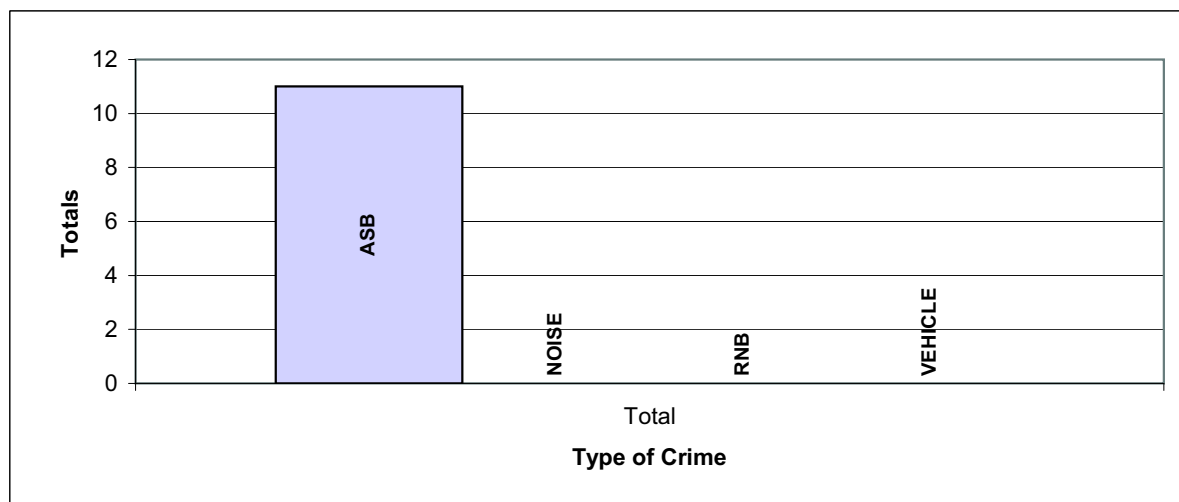


NYP ASB General Incidents Report

ASB Analysis Study Area:	=	Carnot Street - Rosebery Street
Planning Application Reference:	=	
Size of Study Area from Application	=	Please See Map
Study Period Start:	=	01/10/2008
Study Period End:	=	30/09/2009
Date Study Completed	=	15/10/2009
Number of Months in Study Period	=	12
Geocoding Accuracy Rate	=	95%

ASB Incident Group	Total
ASB	11
NOISE	0
RNB	0
VEHICLE	0
Grand Total	11

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



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

A Table of ASB by ASB Group and then Incident Heading

EVENT_GROUP	INCIDENT_HEADING	Total
ASB	ANIMAL	1
	BEHAVIOUR	6
	COMMS	1
	NEIGHBOUR	1
	NOISENUIS	2
Grand Total		11

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

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

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

Month	Total
Jul	3
Aug	0
Sep	2
Oct	2
Nov	0
Dec	1

Day	Total
Mon	4
Tue	0
Wed	1
Thu	1
Fri	0
Sat	2
Sun	3
Grand Total	11

Grand Total

11

Expected Average Incidents per Month =

0.92

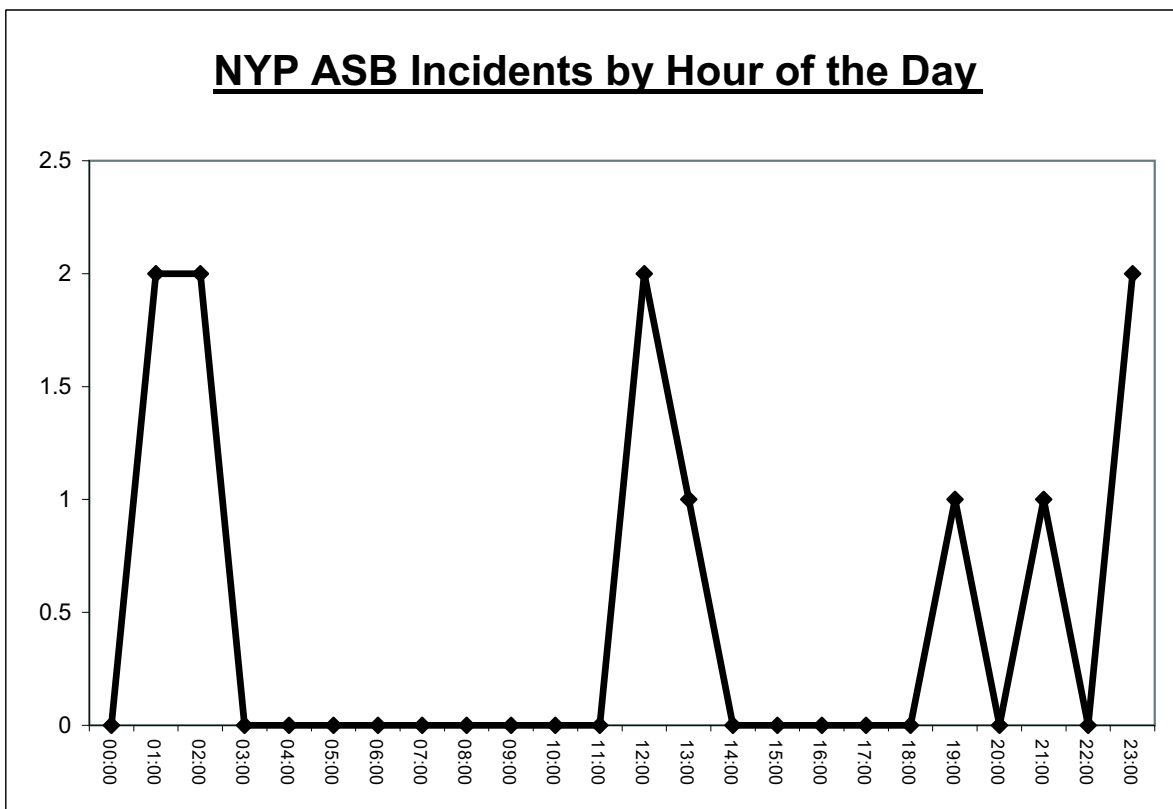
Expected Average Incidents per Day =

1.57

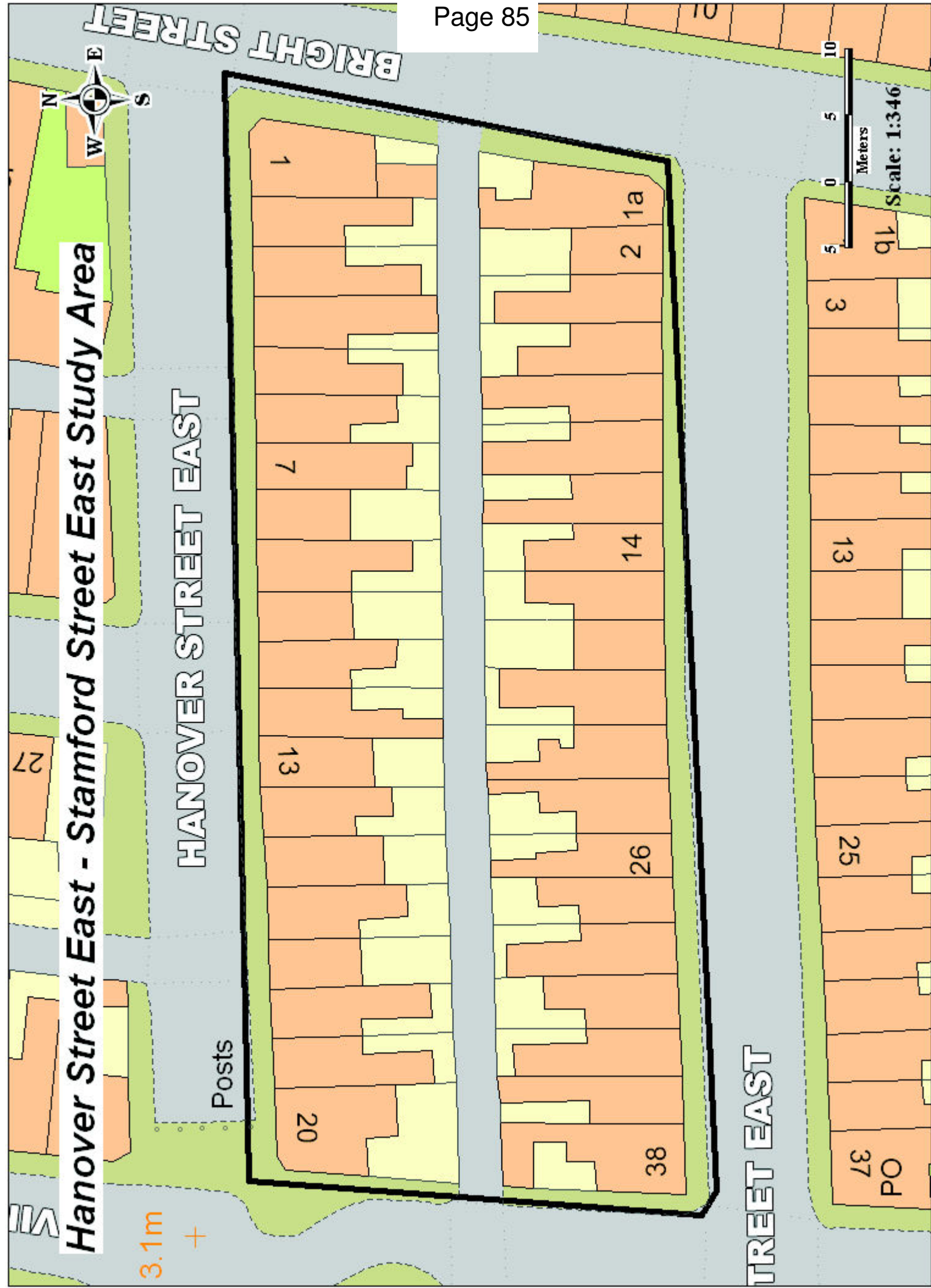
A Table of NYP ASB Incidents by Hour of the Day in the Study Area

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

NYP ASB Incidents by Hour of the Day



Hanover Street East - Stamford Street East Study Area



3.1m +

HANOVER STREET EAST

STAMFORD STREET EAST

Meters

Scale: 1:346

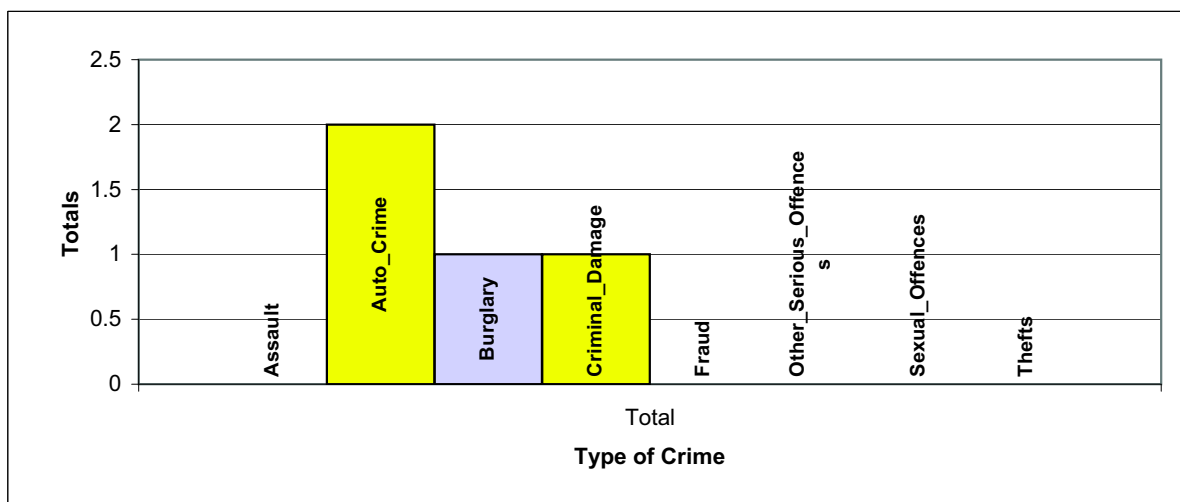


Crime Statistics

Crime Analysis Study Area:	=	Hanover Street East - Stamford Street East
Planning Application Reference:	=	
Size of Study Area from Application	=	Please See Map
Study Period Start:	=	01/10/2008
Study Period End:	=	30/09/2009
Date Study Completed	=	15/10/2009
Number of Months in Study Period	=	12
Geocoding Accuracy Rate	=	95%

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

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



A Table of Crime by Crime Group and then Crime Type

EVENT_GROUP	HO_DESCRIPTION	Total
AUTO_CRIME	THEFT OR UNAUTHORISED TAKING MOTOR VEHICLE	1
	VEHICLE INTERFERENCE	1
BURGLARY	BURGLARY IN A DWELLING	1
CRIMINAL_DAMAGE	CRIMINAL DAMAGE TO VEHICLES	1
Grand Total		4

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

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

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

Crime Day	Total
Mon	2
Tue	0
Wed	0
Thu	0
Fri	1
Sat	0
Sun	1
Grand Total	4

Grand Total

4

Expected Average Crime per Month =

0.33

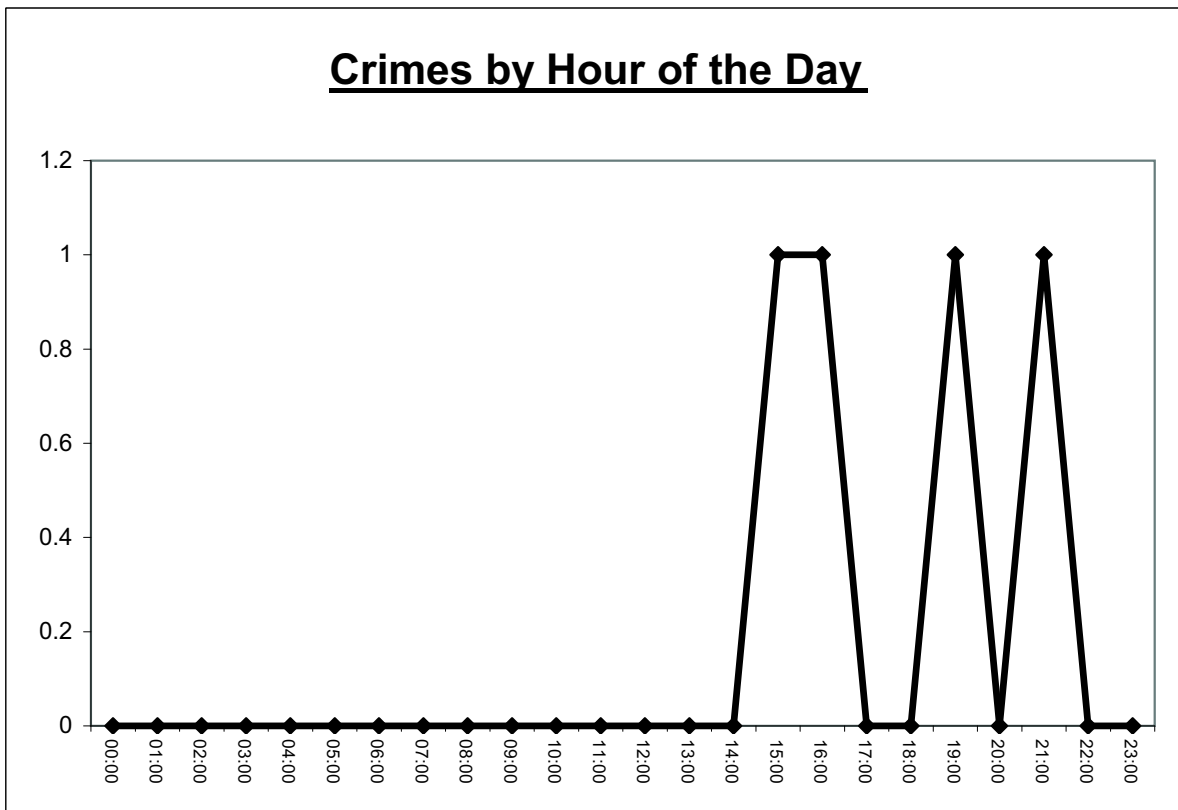
Expected Average Crime per Day =

0.57

A Table of Crime by Hour of the Day in the Study Area

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

Crimes by Hour of the Day

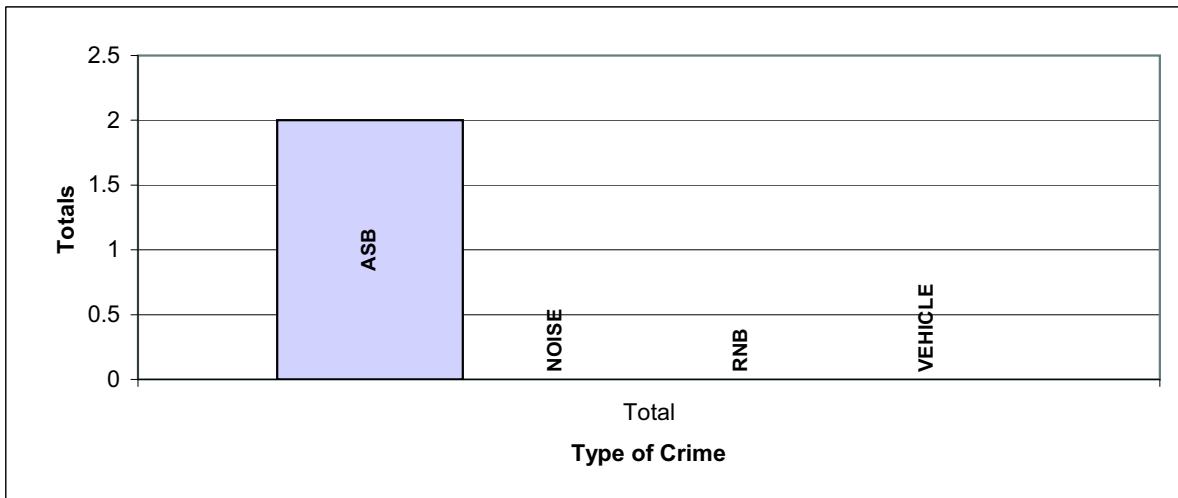


NYP ASB General Incidents Report

ASB Analysis Study Area:	=	Hanover Street East - Stamford Street East
Planning Application Reference:	=	
Size of Study Area from Application	=	Please See Map
Study Period Start:	=	01/10/2008
Study Period End:	=	30/09/2009
Date Study Completed	=	15/10/2009
Number of Months in Study Period	=	12
Geocoding Accuracy Rate	=	95%

ASB Incident Group	Total
ASB	2
NOISE	0
RNB	0
VEHICLE	0
Grand Total	2

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



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

A Table of ASB by ASB Group and then Incident Heading

EVENT_GROUP	INCIDENT_HEADING	Total
ASB	BEHAVIOUR	1
	NOISENUIS	1
Grand Total		2

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

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

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

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

Day	Total
Mon	0
Tue	1
Wed	0
Thu	1
Fri	0
Sat	0
Sun	0
Grand Total	2

Grand Total

2

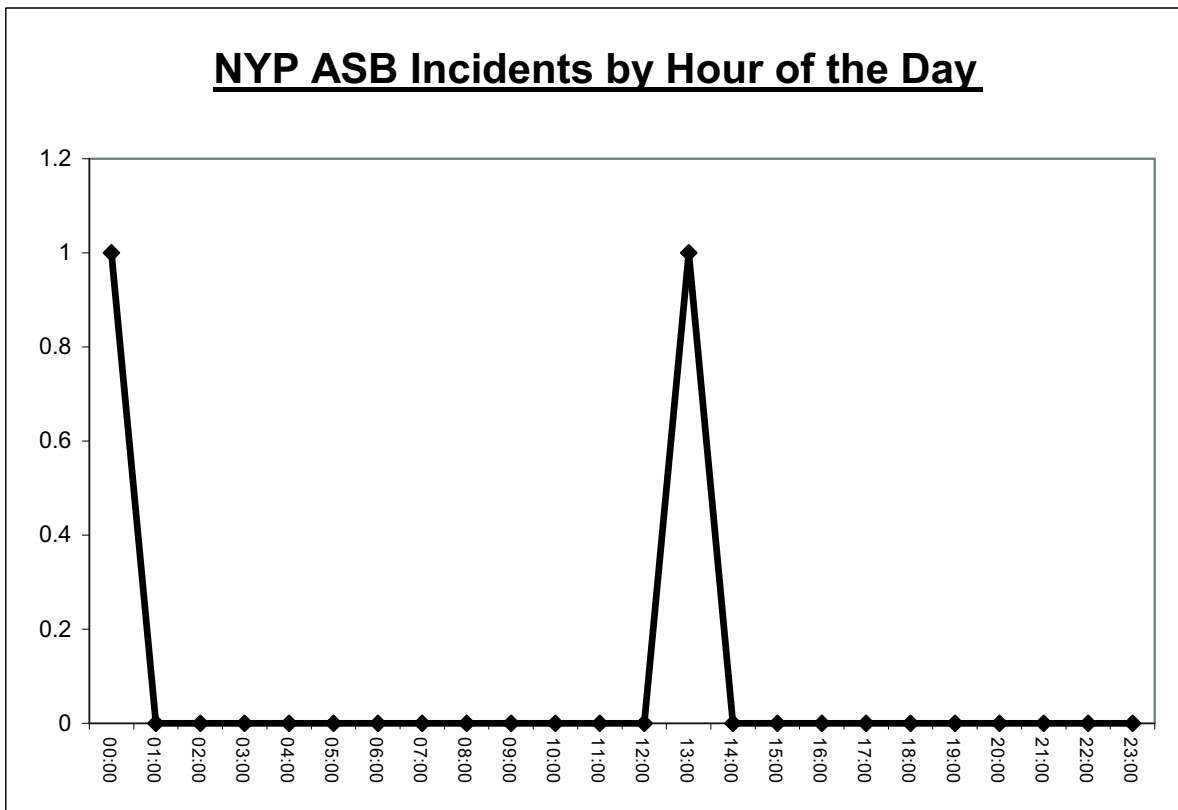
Expected Average Incidents per Month = **0.17**

Expected Average Incidents per Day = **0.29**

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

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

NYP ASB Incidents by Hour of the Day



Hanover Street West - Stamford Street East Study Area

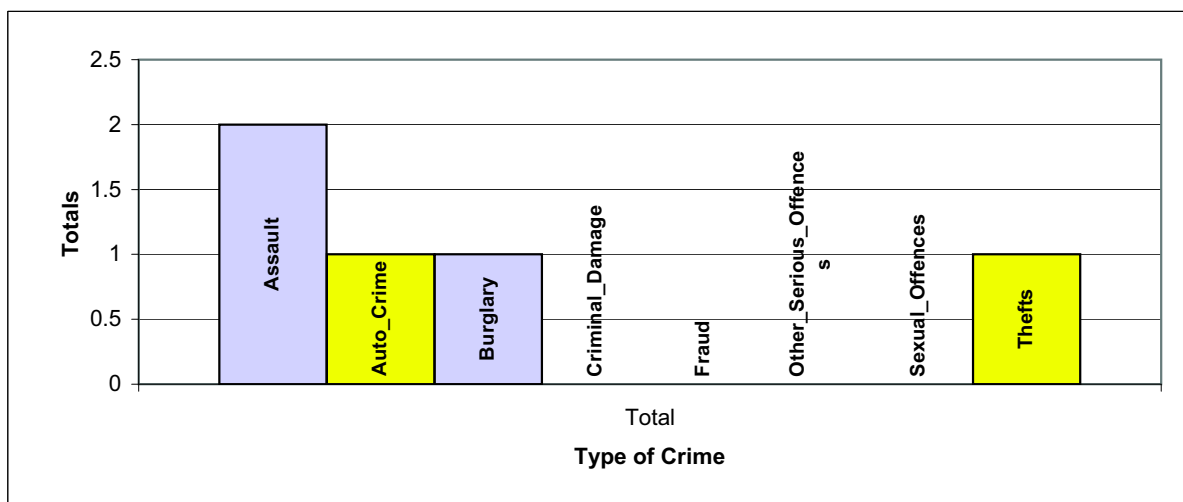


Crime Statistics

Crime Analysis Study Area:	=	Hanover Street West - Stamford Street East
Planning Application Reference:	=	
Size of Study Area from Application	=	Please See Map
Study Period Start:	=	01/10/2008
Study Period End:	=	30/09/2009
Date Study Completed	=	15/10/2009
Number of Months in Study Period	=	12
Geocoding Accuracy Rate	=	95%

Crime Group	Total
Assault	2
Auto_Crime	1
Burglary	1
Criminal_Damage	0
Fraud	0
Other_Serious_Offences	0
Sexual_Offences	0
Thefts	1
Grand Total	5

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



A Table of Crime by Crime Group and then Crime Type

EVENT_GROUP	HO_DESCRIPTION	Total
ASSAULT	ACTUAL BODILY HARM WITHOUT INTENT	1
	ASSAULT WITHOUT INJURY	1
AUTO_CRIME	THEFT OR UNAUTHORISED TAKING MOTOR VEHICLE	1
BURGLARY	BURGLARY IN A DWELLING	1
THEFTS	THEFT OF PEDAL CYCLE	1
Grand Total		5

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

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

Month	Total
Jul	2
Aug	0
Sep	0
Oct	0
Nov	1
Dec	0

Crime Day	Total
Mon	0
Tue	1
Wed	2
Thu	0
Fri	1
Sat	1
Sun	0
Grand Total	5

Grand Total

5

Expected Average Crime per Month =

0.42

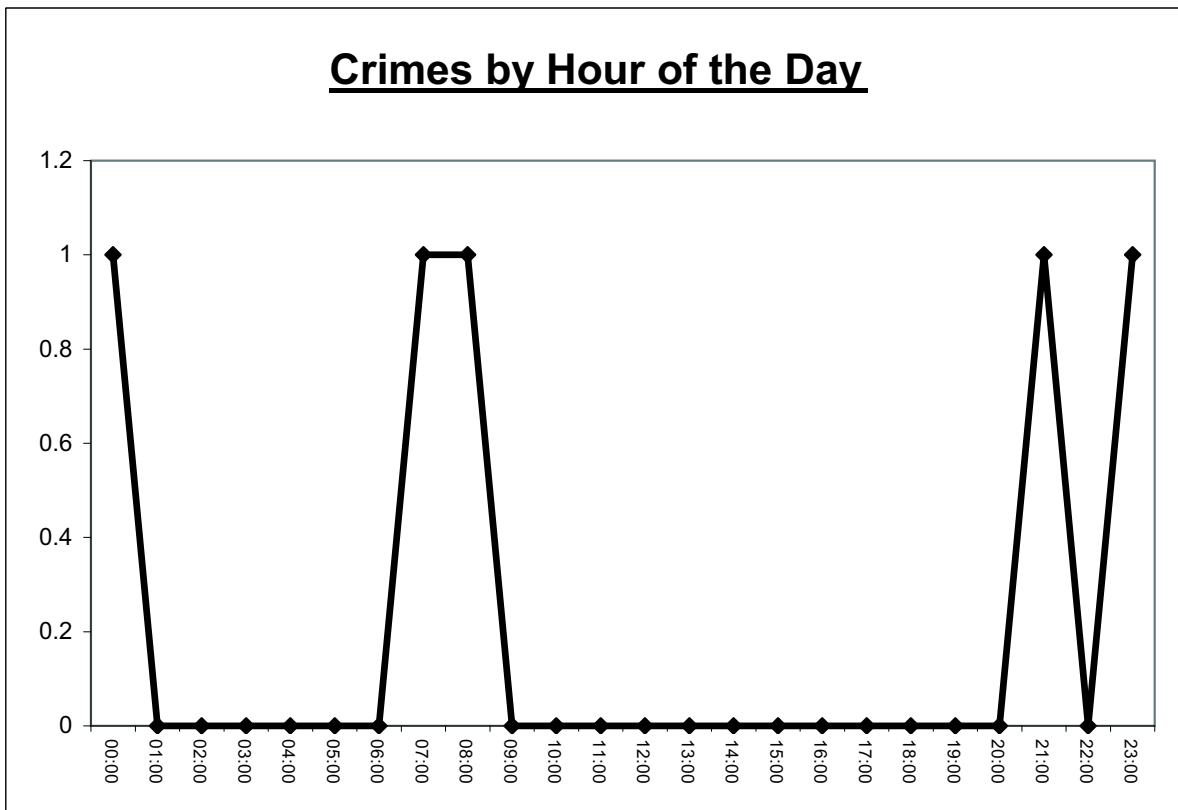
Expected Average Crime per Day =

0.71

A Table of Crime by Hour of the Day in the Study Area

	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
Total	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5

Crimes by Hour of the Day

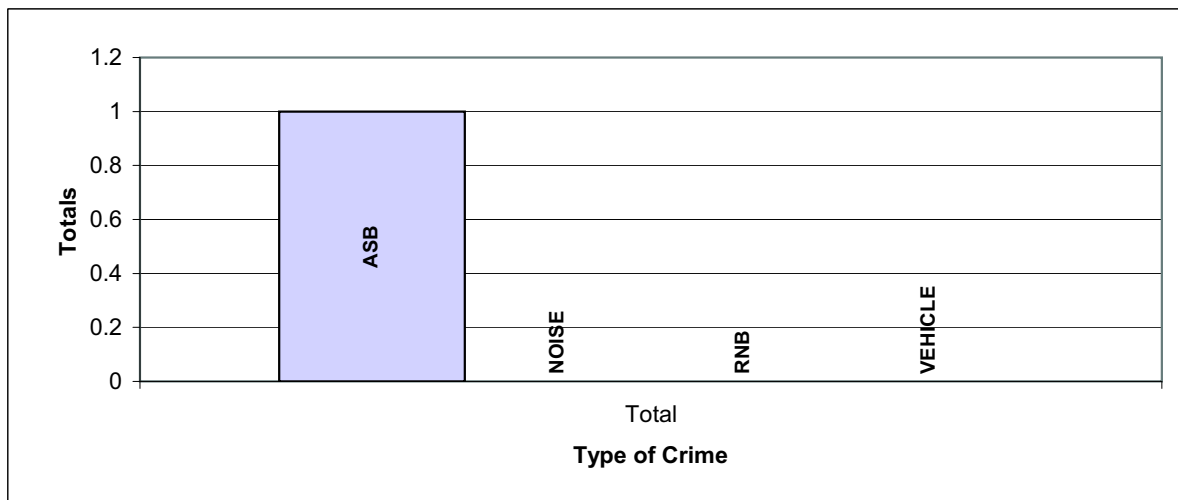


NYP ASB General Incidents Report

ASB Analysis Study Area:	=	Hanover Street West - Stamford Street East
Planning Application Reference:	=	
Size of Study Area from Application	=	Please See Map
Study Period Start:	=	01/10/2008
Study Period End:	=	30/09/2009
Date Study Completed	=	15/10/2009
Number of Months in Study Period	=	12
Geocoding Accuracy Rate	=	95%

ASB Incident Group	Total
ASB	1
NOISE	0
RNB	0
VEHICLE	0
Grand Total	1

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



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

A Table of ASB by ASB Group and then Incident Heading

EVENT_GROUP	INCIDENT_HEADING	Total
ASB	COMMS	1
Grand Total		1

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

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

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

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

Day	Total
Mon	0
Tue	0
Wed	1
Thu	0
Fri	0
Sat	0
Sun	0
Grand Total	1

Grand Total

1

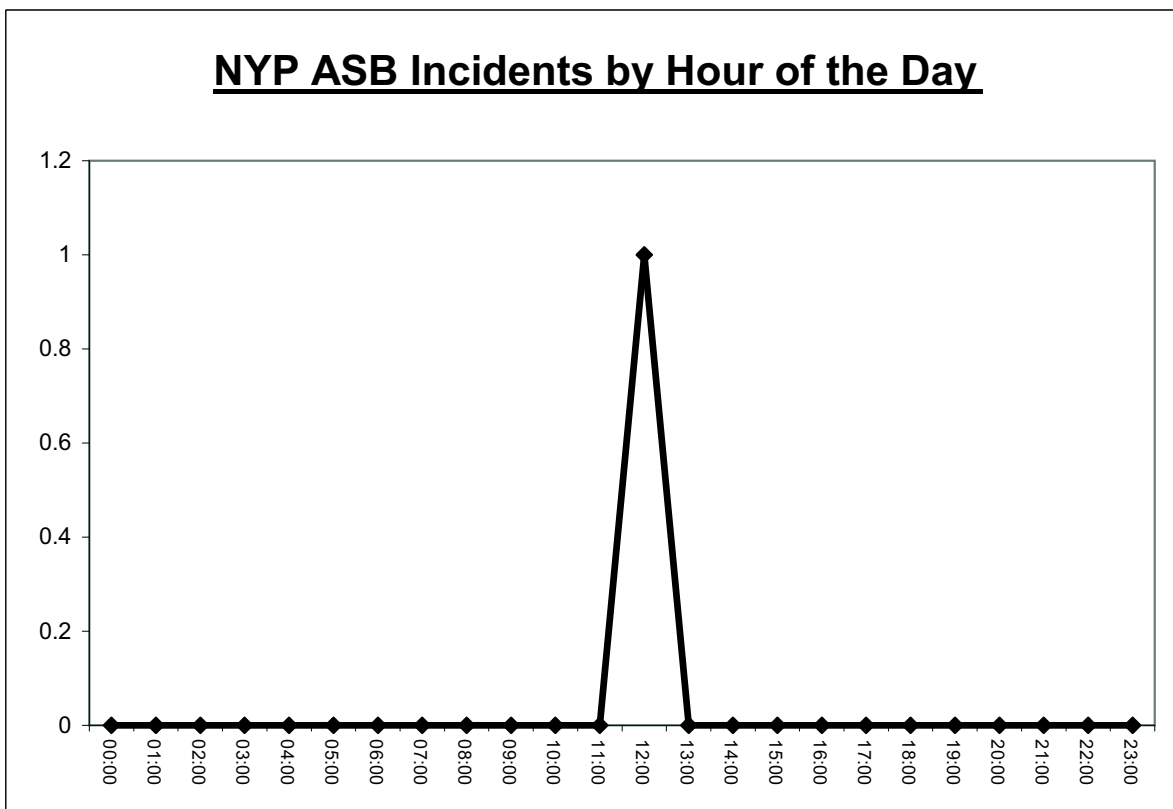
Expected Average Incidents per Month = **0.08**

Expected Average Incidents per Day = **0.14**

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

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

NYP ASB Incidents by Hour of the Day





Rosebery Street - Swinerton Avenue Study Area

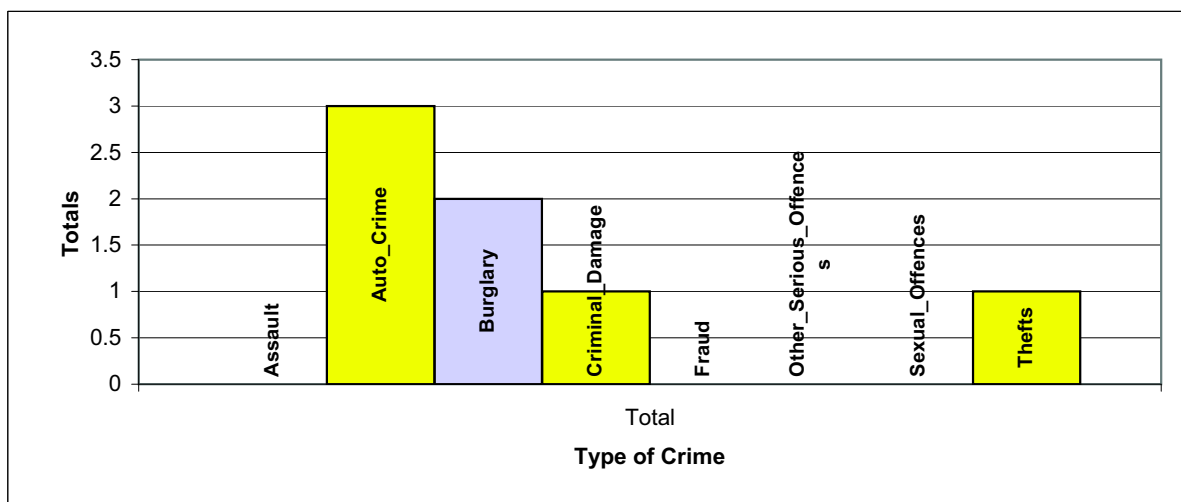


Crime Statistics

Crime Analysis Study Area:	=	Rosebery Street - Swinnerton Avenue
Planning Application Reference:	=	
Size of Study Area from Application	=	Please See Map
Study Period Start:	=	01/10/2008
Study Period End:	=	30/09/2009
Date Study Completed	=	15/10/2009
Number of Months in Study Period	=	12
Geocoding Accuracy Rate	=	95%

Crime Group	Total
Assault	0
Auto_Crime	3
Burglary	2
Criminal_Damage	1
Fraud	0
Other_Serious_Offences	0
Sexual_Offences	0
Thefts	1
Grand Total	7

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



A Table of Crime by Crime Group and then Crime Type

EVENT_GROUP	HO_DESCRIPTION	Total
AUTO_CRIME	THEFT OR UNAUTHORISED TAKING MOTOR VEHICLE	3
BURGLARY	BURGLARY IN A DWELLING	2
CRIMINAL_DAMAGE	CRIMINAL DAMAGE TO DWELLINGS	1
THEFTS	THEFT OF PEDAL CYCLE	1
Grand Total		7

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

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

Month	Total
Jul	0
Aug	0
Sep	1
Oct	0
Nov	2
Dec	0

Crime Day	Total
Mon	1
Tue	3
Wed	0
Thu	2
Fri	0
Sat	0
Sun	1
Grand Total	7

Grand Total

7

Expected Average Crime per Month =

0.58

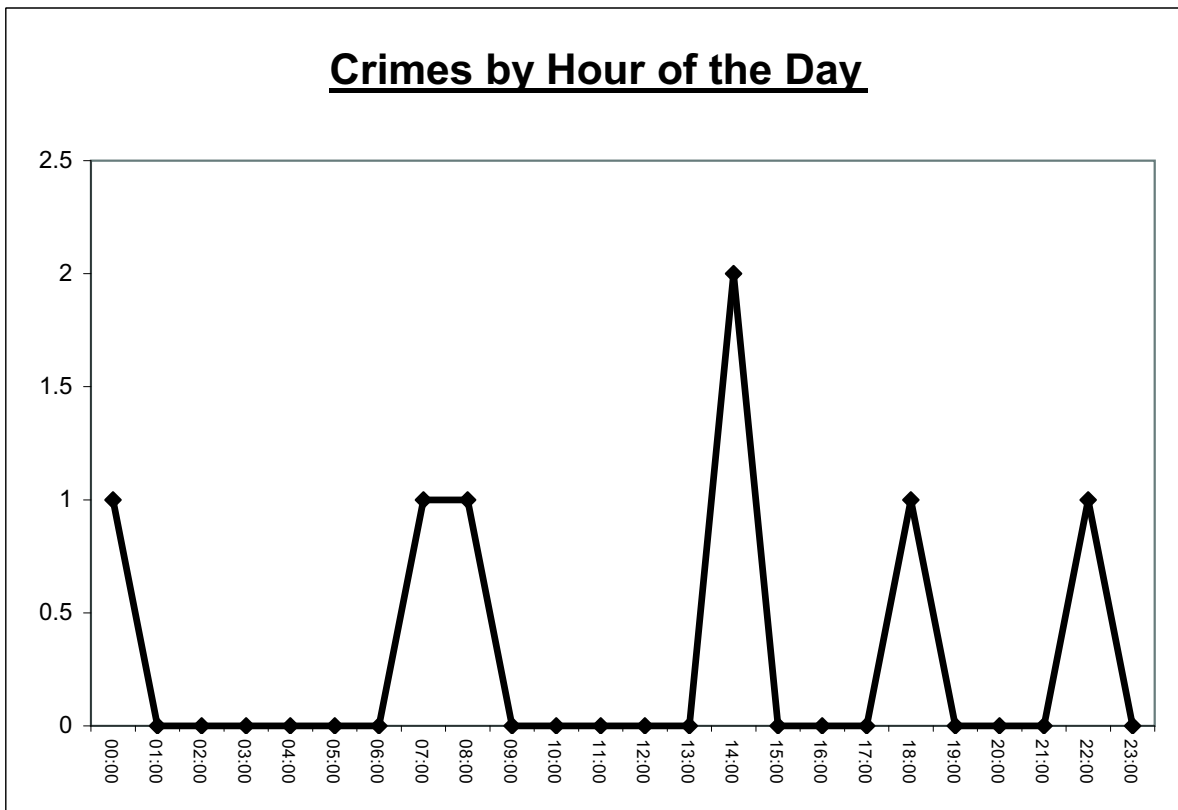
Expected Average Crime per Day =

1

A Table of Crime by Hour of the Day in the Study Area

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

Crimes by Hour of the Day

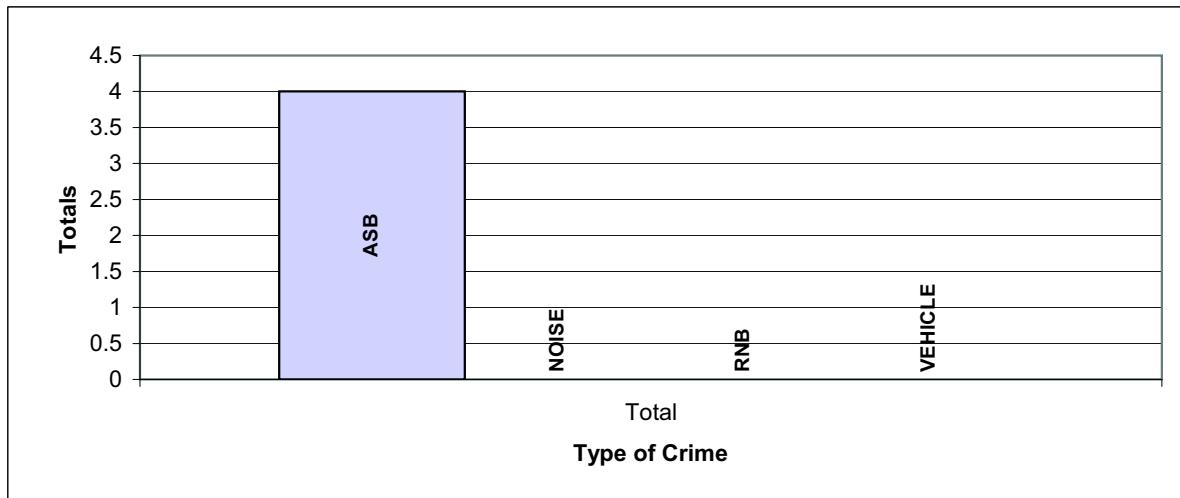


NYP ASB General Incidents Report

ASB Analysis Study Area:	=	Rosebery Street - Swinerton Avenue
Planning Application Reference:	=	
Size of Study Area from Application	=	Please See Map
Study Period Start:	=	01/10/2008
Study Period End:	=	30/09/2009
Date Study Completed	=	15/10/2009
Number of Months in Study Period	=	12
Geocoding Accuracy Rate	=	95%

ASB Incident Group	Total
ASB	4
NOISE	0
RNB	0
VEHICLE	0
Grand Total	4

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



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

A Table of ASB by ASB Group and then Incident Heading

EVENT_GROUP	INCIDENT_HEADING	Total
ASB	ABANDONED	1
	BEHAVIOUR	2
	COMMS	1
Grand Total		4

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

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

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

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

Day	Total
Mon	0
Tue	0
Wed	1
Thu	0
Fri	2
Sat	1
Sun	0
Grand Total	4

Grand Total

4

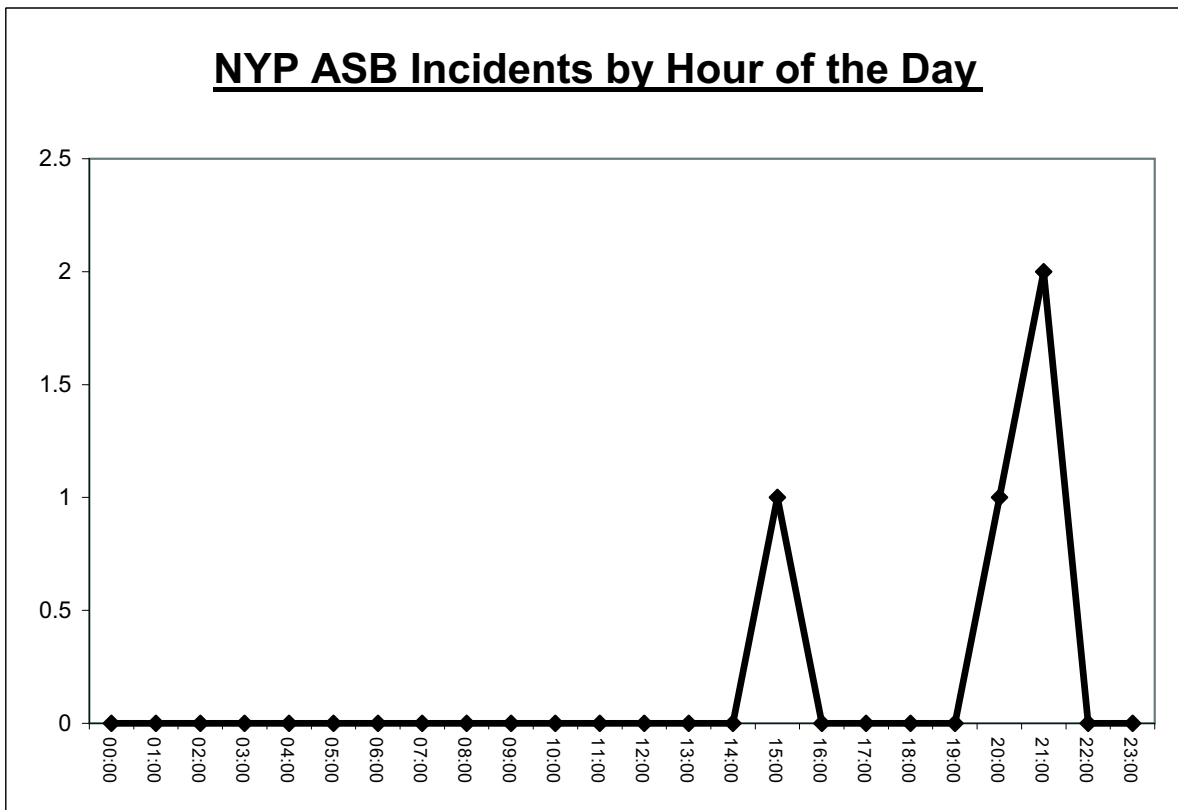
Expected Average Incidents per Month = **0.33**

Expected Average Incidents per Day = **0.57**

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

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

NYP ASB Incidents by Hour of the Day





Salisbury Terrace - Bromley Street Study Area

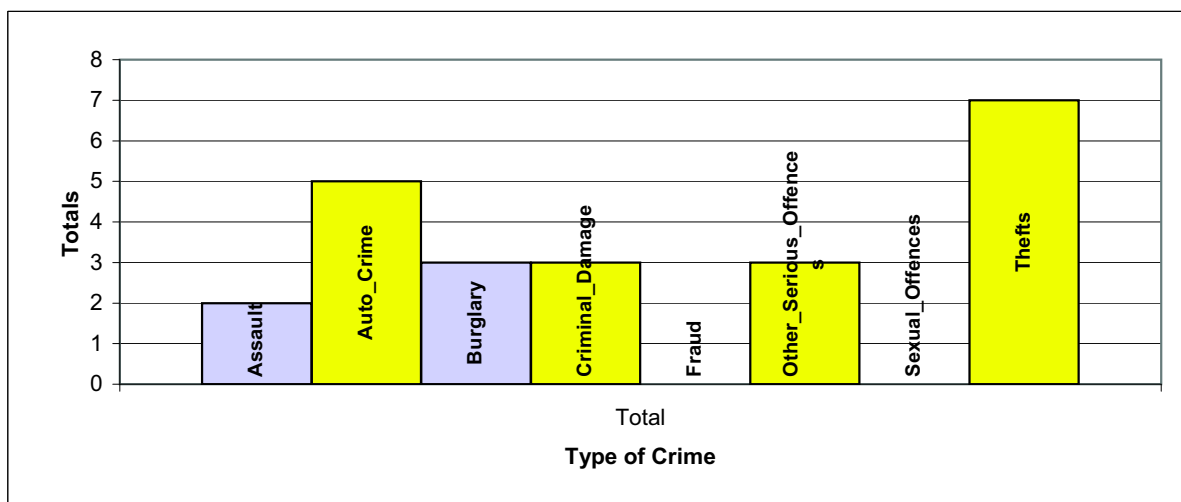


Crime Statistics

Crime Analysis Study Area:	=	Salisbury Terrace - Bromley Street
Planning Application Reference:	=	
Size of Study Area from Application	=	Please See Map
Study Period Start:	=	01/10/2008
Study Period End:	=	30/09/2009
Date Study Completed	=	15/10/2009
Number of Months in Study Period	=	12
Geocoding Accuracy Rate	=	95%

Crime Group	Total
Assault	2
Auto_Crime	5
Burglary	3
Criminal_Damage	3
Fraud	0
Other_Serious_Offences	3
Sexual_Offences	0
Thefts	7
Grand Total	23

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



A Table of Crime by Crime Group and then Crime Type

EVENT_GROUP	HO_DESCRIPTION	Total
ASSAULT	ACTUAL BODILY HARM WITHOUT INTENT	1
	PUBLIC ORDER OFFENCES	1
AUTO_CRIME	THEFT FROM VEHICLE	4
	THEFT OR UNAUTHORISED TAKING MOTOR VEHICLE	1
BURGLARY	BURGLARY IN A DWELLING	3
CRIMINAL_DAMAGE	CRIMINAL DAMAGE OTHER	1
	CRIMINAL DAMAGE TO DWELLINGS	2
OTHER_SERIOUS_OFFENCES	TRAFFICKING IN CONTROLLED DRUGS	3
THEFTS	OTHER THEFT OR UNAUTHORISED TAKING	1
	SHOPLIFTING	5
	THEFT OF PEDAL CYCLE	1
Grand Total		23

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

Month	Total
Jan	5
Feb	2
Mar	2
Apr	3
May	4
Jun	2

Month	Total
Jul	1
Aug	2
Sep	0
Oct	2
Nov	0
Dec	0

Crime Day	Total
Mon	4
Tue	4
Wed	3
Thu	3
Fri	1
Sat	3
Sun	5
Grand Total	23

Grand Total

23

Expected Average Crime per Month =

1.92

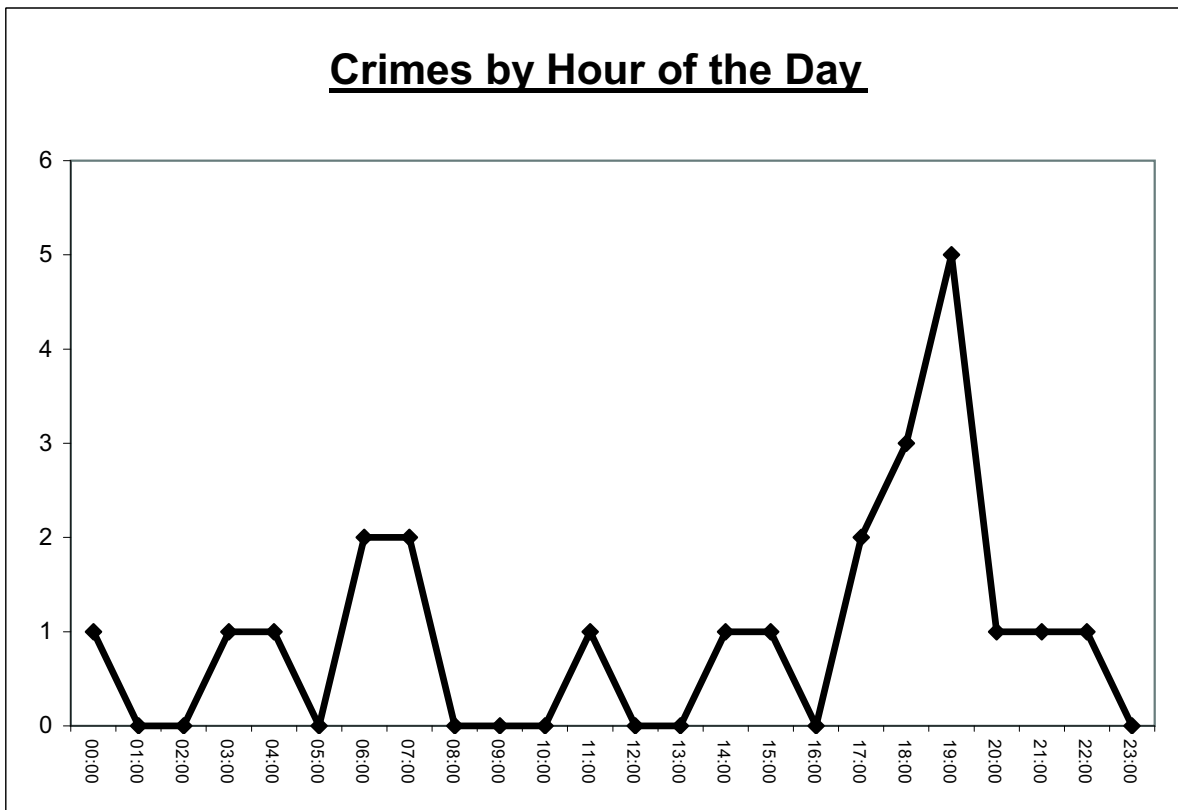
Expected Average Crime per Day =

3.29

A Table of Crime by Hour of the Day in the Study Area

	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
Total	1	0	0	1	1	0	2	2	0	0	0	1	0	0	1	1	0	2	3	5	1	1	1	0	23

Crimes by Hour of the Day

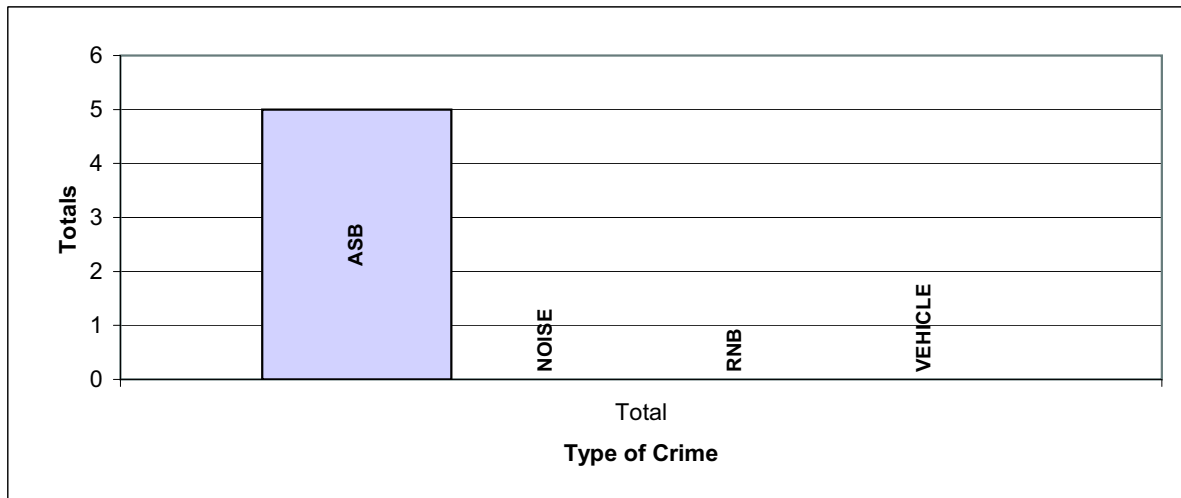


NYP ASB General Incidents Report

ASB Analysis Study Area:	=	Salisbury Terrace - Bromley Street
Planning Application Reference:	=	
Size of Study Area from Application	=	Please See Map
Study Period Start:	=	01/10/2008
Study Period End:	=	30/09/2009
Date Study Completed	=	15/10/2009
Number of Months in Study Period	=	12
Geocoding Accuracy Rate	=	95%

ASB Incident Group	Total
ASB	5
NOISE	0
RNB	0
VEHICLE	0
Grand Total	5

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



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

A Table of ASB by ASB Group and then Incident Heading

EVENT_GROUP	INCIDENT_HEADING	Total
ASB	BEHAVIOUR	5
Grand Total		5

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

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

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

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

Day	Total
Mon	2
Tue	2
Wed	0
Thu	1
Fri	0
Sat	0
Sun	0
Grand Total	5

Grand Total

5

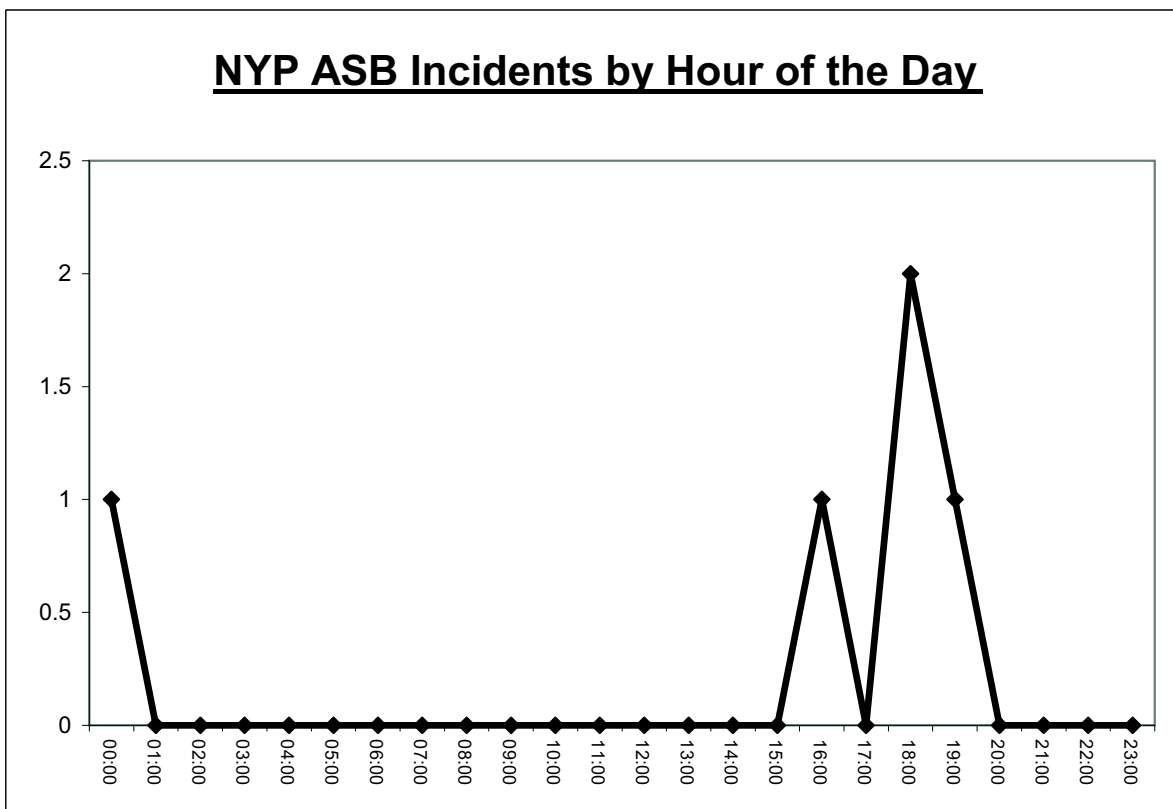
Expected Average Incidents per Month = **0.42**

Expected Average Incidents per Day = **0.71**

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

	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
Total	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	1	0	0	0	0	5

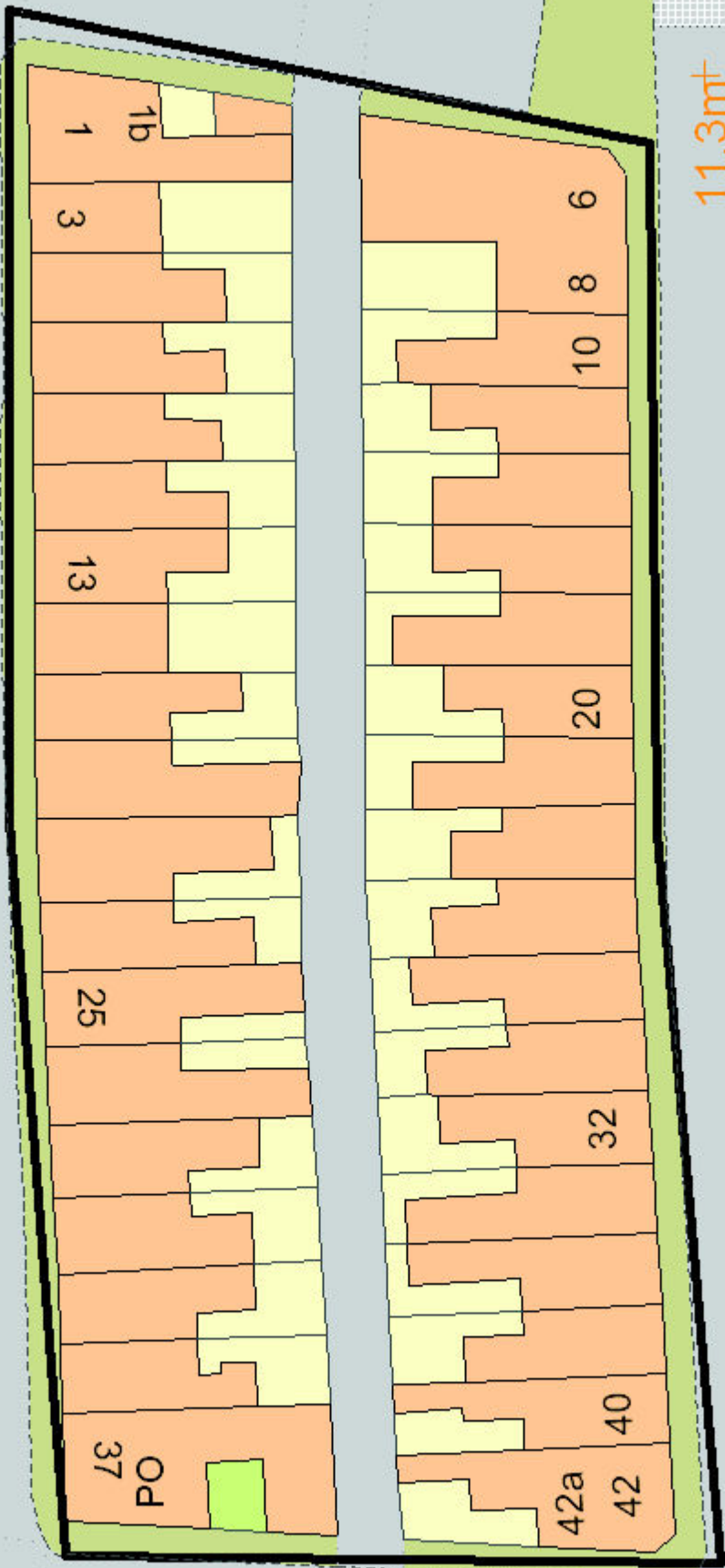
NYP ASB Incidents by Hour of the Day



Stamford Street East - Garfield Terrace (East) Study Area



RD STREET EAST



11.6m +

11.3m

TCBs



Scale: 1:358

15

27

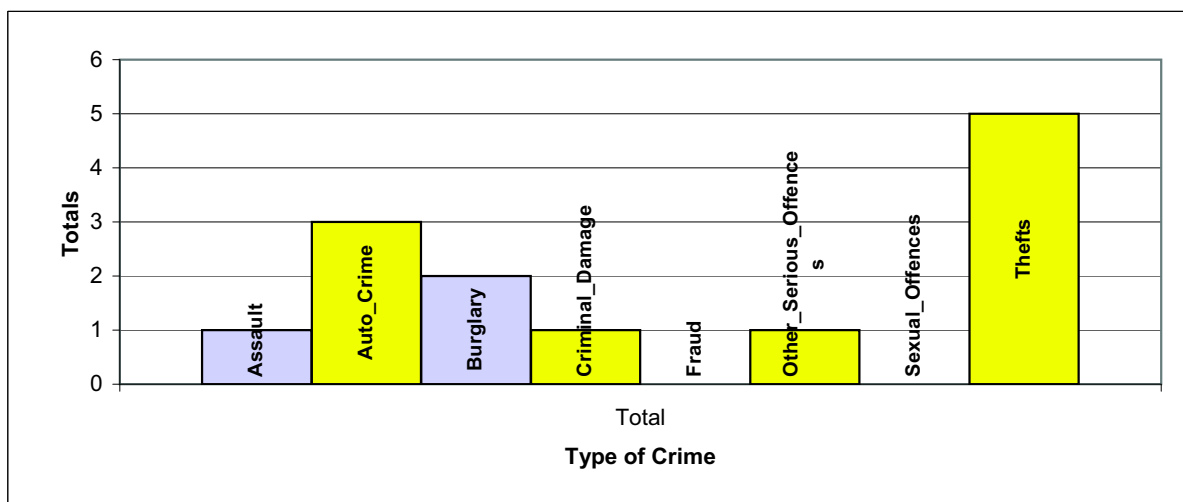
1

Crime Statistics

Crime Analysis Study Area:	=	Stamford Street East - Garfield Terrace (East)
Planning Application Reference:	=	
Size of Study Area from Application	=	Please See Map
Study Period Start:	=	01/10/2008
Study Period End:	=	30/09/2009
Date Study Completed	=	15/10/2009
Number of Months in Study Period	=	12
Geocoding Accuracy Rate	=	95%

Crime Group	Total
Assault	1
Auto_Crime	3
Burglary	2
Criminal_Damage	1
Fraud	0
Other_Serious_Offences	1
Sexual_Offences	0
Thefts	5
Grand Total	13

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



A Table of Crime by Crime Group and then Crime Type

EVENT_GROUP	HO_DESCRIPTION	Total
ASSAULT	ACTUAL BODILY HARM AND OTHER INJURY	1
AUTO_CRIME	THEFT FROM VEHICLE	2
	VEHICLE INTERFERENCE	1
BURGLARY	BURGLARY IN A BUILDING OTHER THAN A DWELLING	1
	BURGLARY IN A DWELLING	1
CRIMINAL_DAMAGE	CRIMINAL DAMAGE TO DWELLINGS	1
OTHER_SERIOUS_OFFENCES	OTHER OFFENCE AGAINST STATE OR PUBLIC ORDER	1
THEFTS	SHOPLIFTING	2
	THEFT OF PEDAL CYCLE	3
Grand Total		13

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

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

Month	Total
Jul	1
Aug	0
Sep	3
Oct	0
Nov	4
Dec	1

Crime Day	Total
Mon	1
Tue	4
Wed	0
Thu	1
Fri	0
Sat	5
Sun	2
Grand Total	13

Grand Total

13

Expected Average Crime per Month =

1.08

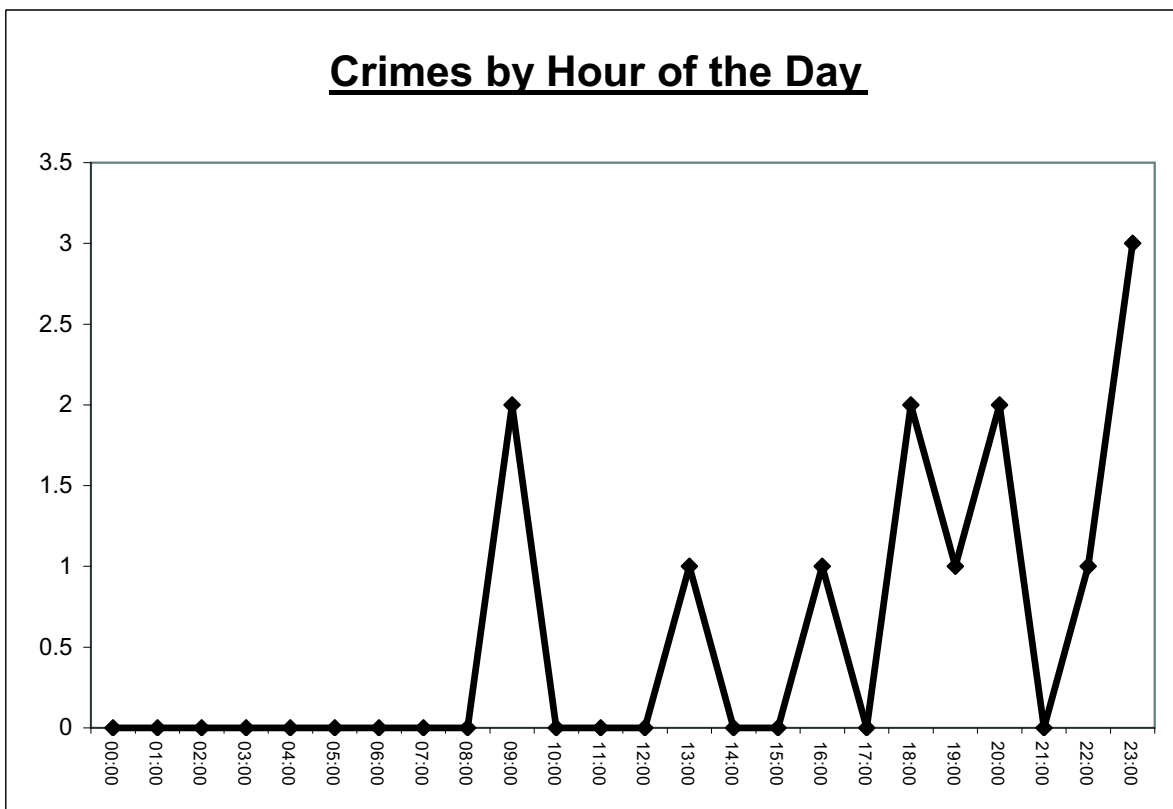
Expected Average Crime per Day =

1.86

A Table of Crime by Hour of the Day in the Study Area

	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
Total	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	1	0	2	1	2	0	1	3	13

Crimes by Hour of the Day

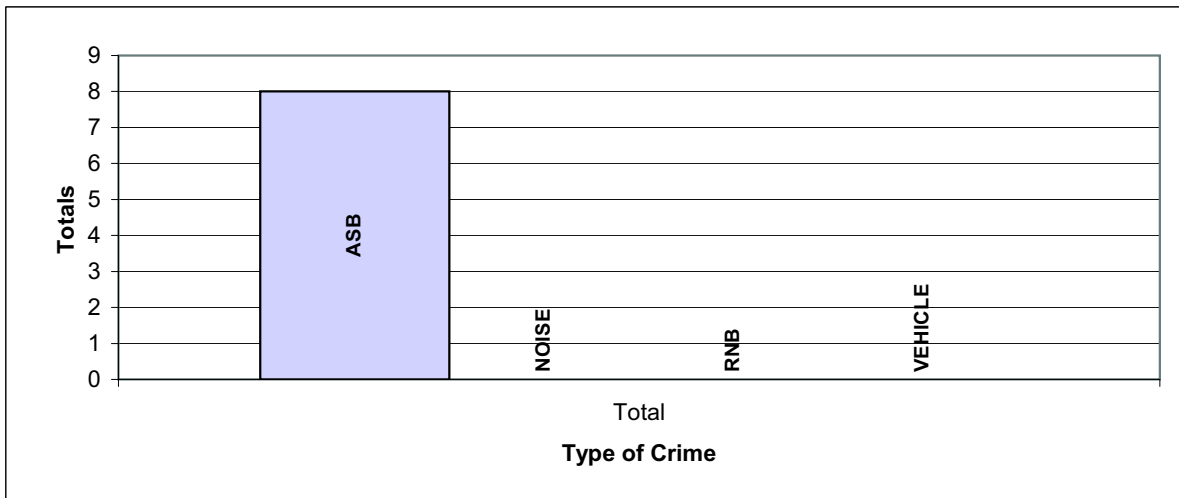


NYP ASB General Incidents Report

ASB Analysis Study Area:	=	Stamford Street East - Garfield Terrace (East)
Planning Application Reference:	=	
Size of Study Area from Application	=	Please See Map
Study Period Start:	=	01/10/2008
Study Period End:	=	30/09/2009
Date Study Completed	=	15/10/2009
Number of Months in Study Period	=	12
Geocoding Accuracy Rate	=	95%

ASB Incident Group	Total
ASB	8
NOISE	0
RNB	0
VEHICLE	0
Grand Total	8

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



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

A Table of ASB by ASB Group and then Incident Heading

EVENT_GROUP	INCIDENT_HEADING	Total
ASB	BEHAVIOUR	7
	COMMS	1
Grand Total		8

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

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

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

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

Day	Total
Mon	2
Tue	1
Wed	0
Thu	1
Fri	1
Sat	2
Sun	1
Grand Total	8

Grand Total

8

Expected Average Incidents per Month =

0.67

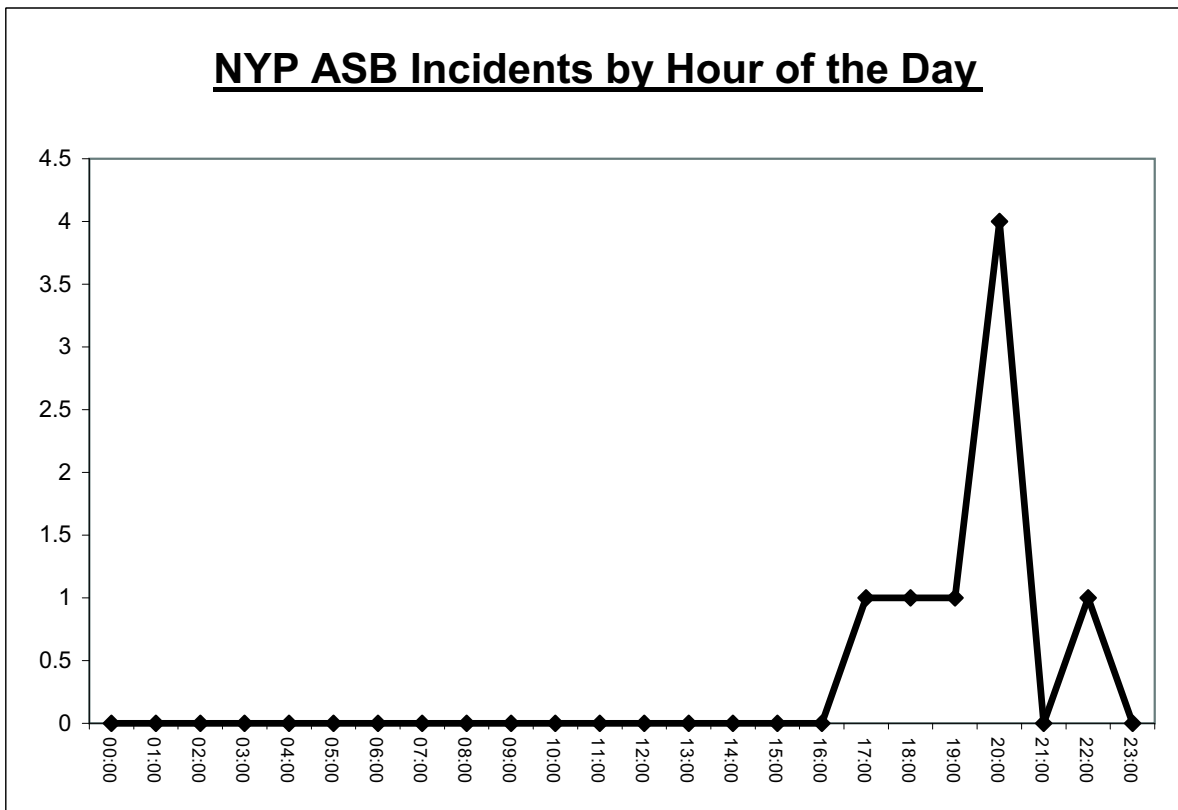
Expected Average Incidents per Day =

1.14

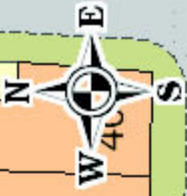
A Table of NYP ASB Incidents by Hour of the Day in the Study Area

	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	4	0	1	0	8

NYP ASB Incidents by Hour of the Day

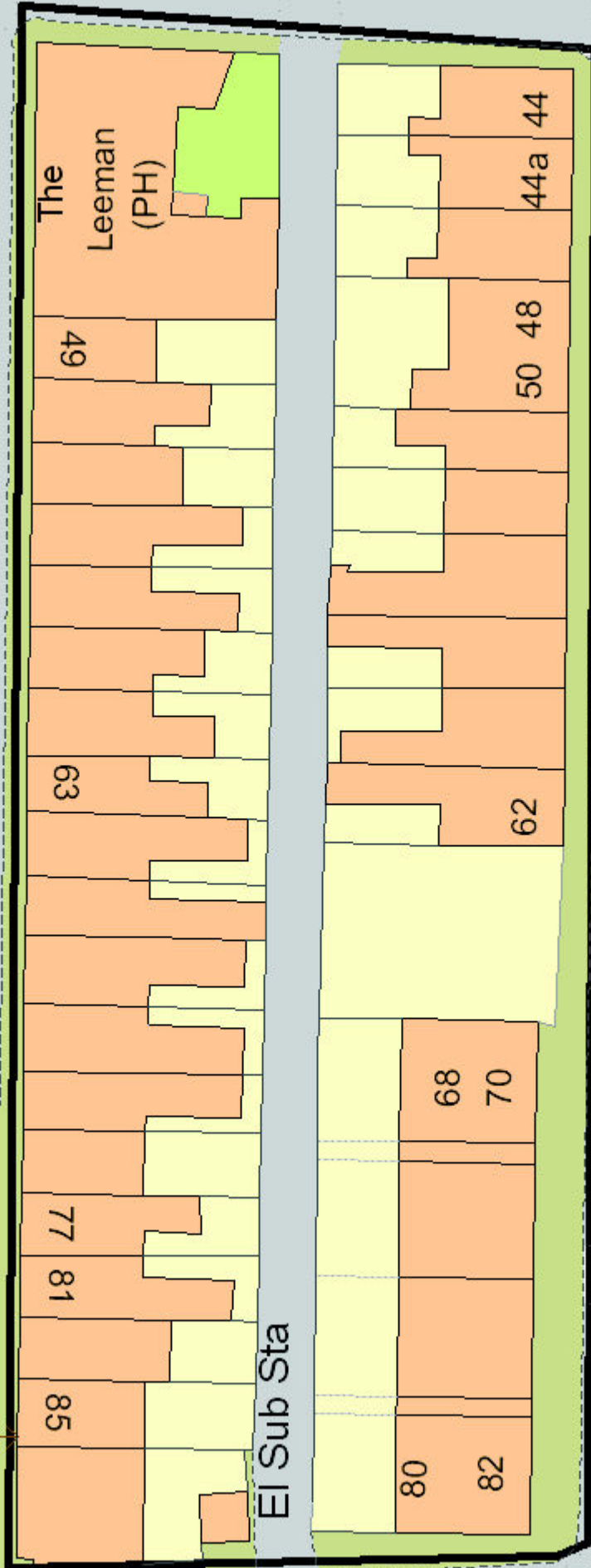


Stamford Street East - Garfield Terrace (West) Study Area



STAMFORD ST

BM 11.87m



GARFIELD TERRACE

WALWORTH STREET SOUTH



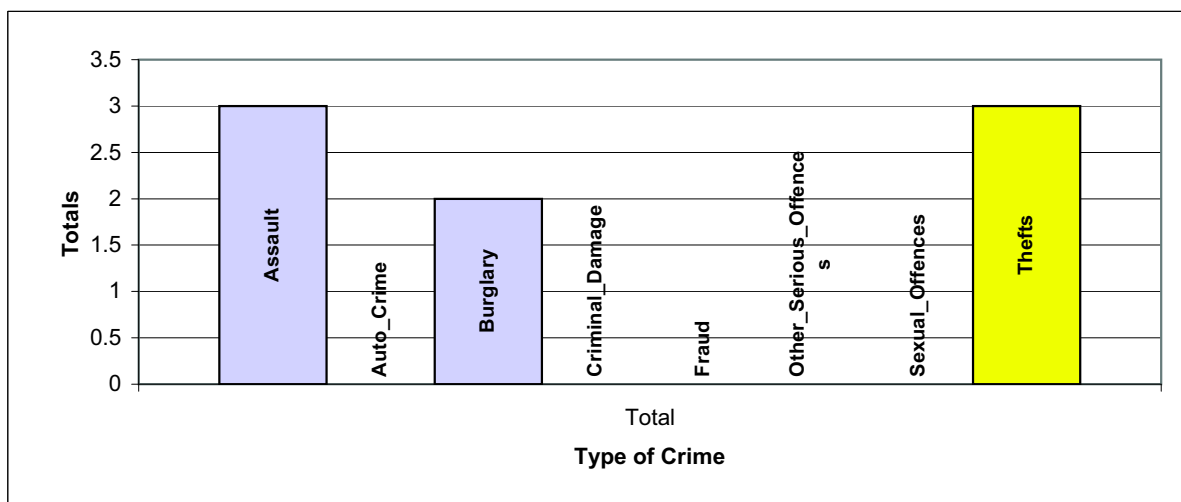
Scale: 1:369

Crime Statistics

Crime Analysis Study Area:	=	Stamford Street East - Garfield Terrace (West)
Planning Application Reference:	=	
Size of Study Area from Application	=	Please See Map
Study Period Start:	=	01/10/2008
Study Period End:	=	30/09/2009
Date Study Completed	=	15/10/2009
Number of Months in Study Period	=	12
Geocoding Accuracy Rate	=	95%

Crime Group	Total
Assault	3
Auto_Crime	0
Burglary	2
Criminal_Damage	0
Fraud	0
Other_Serious_Offences	0
Sexual_Offences	0
Thefts	3
Grand Total	8

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



A Table of Crime by Crime Group and then Crime Type

EVENT_GROUP	HO_DESCRIPTION	Total
ASSAULT	ACTUAL BODILY HARM AND OTHER INJURY	1
	COMMON ASSAULT ETC.	1
	INFLECTING GREVIOUS BODILY HARM WITHOUT INTENT	1
BURGLARY	BURGLARY IN A DWELLING	2
THEFTS	OTHER THEFT OR UNAUTHORISED TAKING	1
	THEFT DWELLING OTHER THAN AUTO. M/C OR METER	2
Grand Total		8

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

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

Month	Total
Jul	0
Aug	2
Sep	0
Oct	1
Nov	1
Dec	0

Crime Day	Total
Mon	5
Tue	0
Wed	1
Thu	0
Fri	0
Sat	1
Sun	1
Grand Total	8

Grand Total

8

Expected Average Crime per Month =

0.67

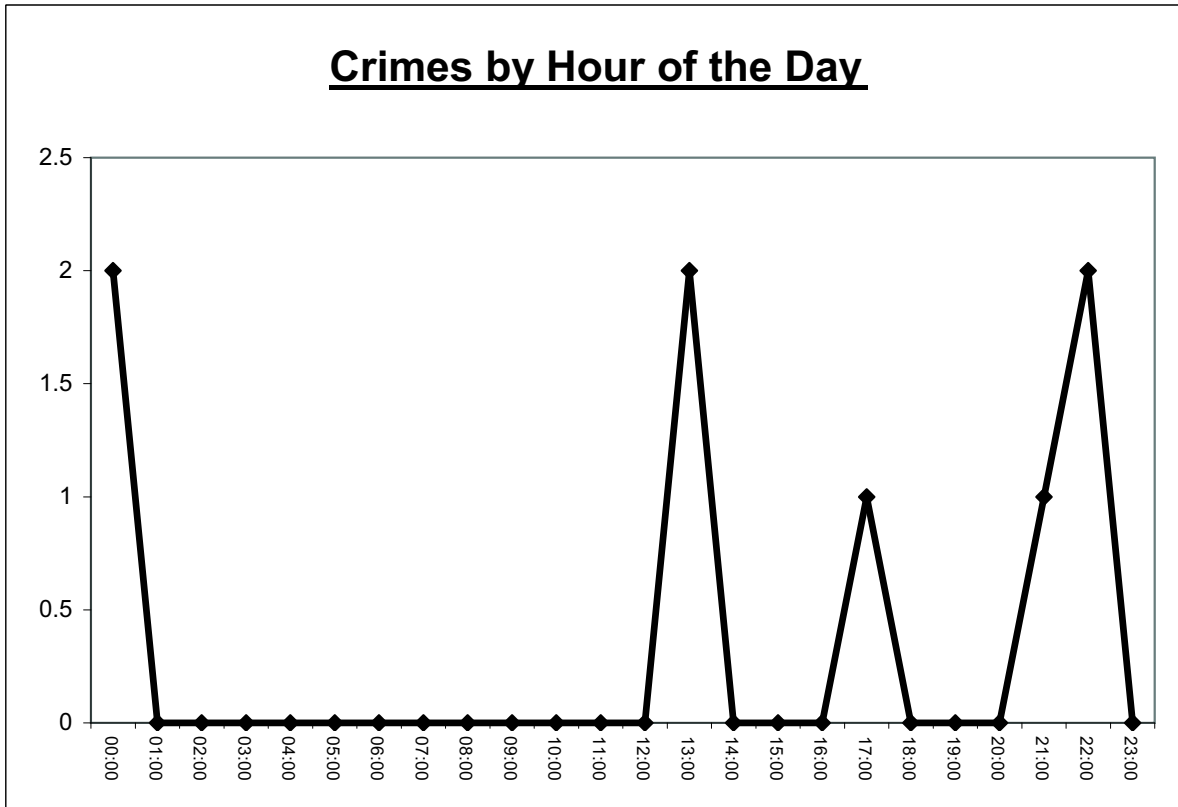
Expected Average Crime per Day =

1.14

A Table of Crime by Hour of the Day in the Study Area

	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
Total	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	1	2	0	8

Crimes by Hour of the Day

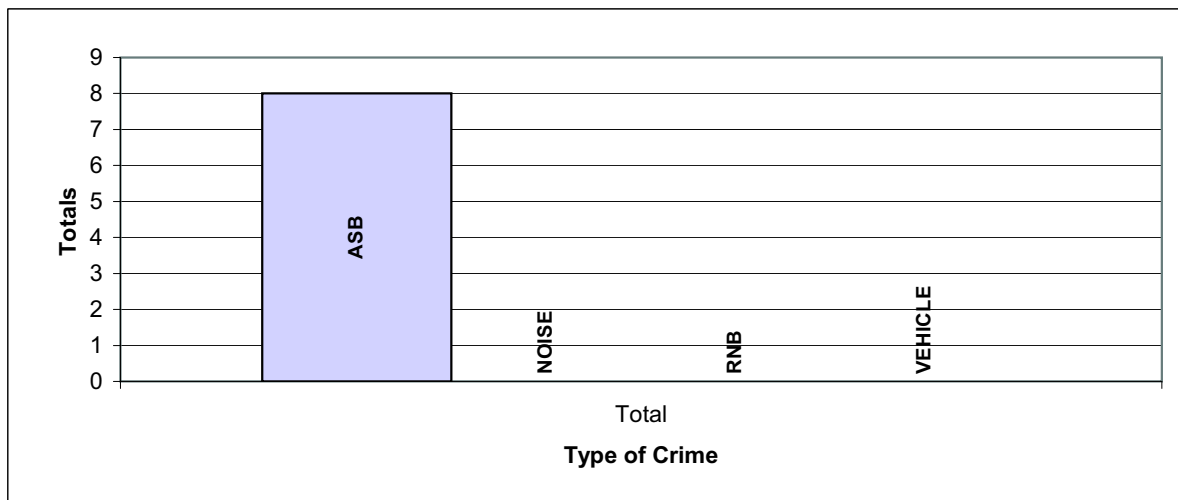


NYP ASB General Incidents Report

ASB Analysis Study Area:	=	Stamford Street East - Garfield Terrace (West)
Planning Application Reference:	=	
Size of Study Area from Application	=	Please See Map
Study Period Start:	=	01/10/2008
Study Period End:	=	30/09/2009
Date Study Completed	=	15/10/2009
Number of Months in Study Period	=	12
Geocoding Accuracy Rate	=	95%

ASB Incident Group	Total
ASB	8
NOISE	0
RNB	0
VEHICLE	0
Grand Total	8

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



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

A Table of ASB by ASB Group and then Incident Heading

EVENT_GROUP	INCIDENT_HEADING	Total
ASB	BEHAVIOUR	5
	COMMS	3
Grand Total		8

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

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

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

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

Day	Total
Mon	0
Tue	2
Wed	0
Thu	1
Fri	0
Sat	3
Sun	2
Grand Total	8

Grand Total

8

Expected Average Incidents per Month =

0.67

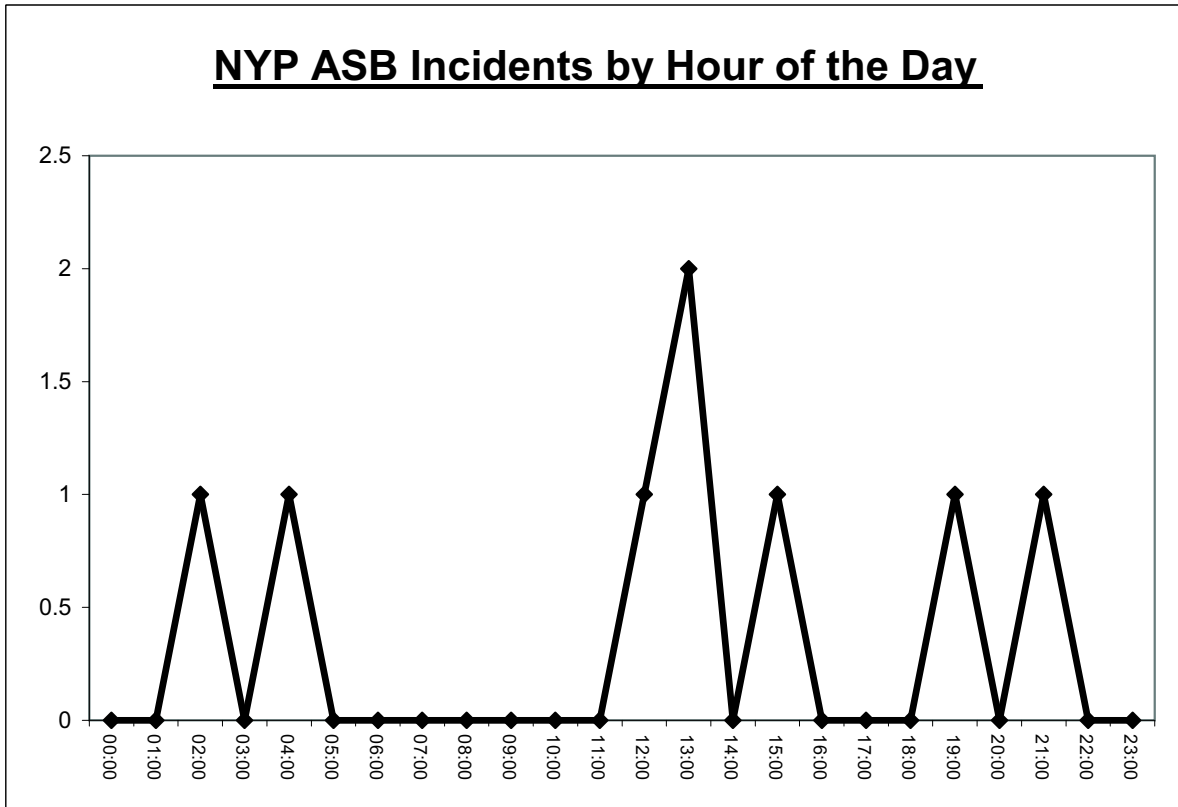
Expected Average Incidents per Day =

1.14

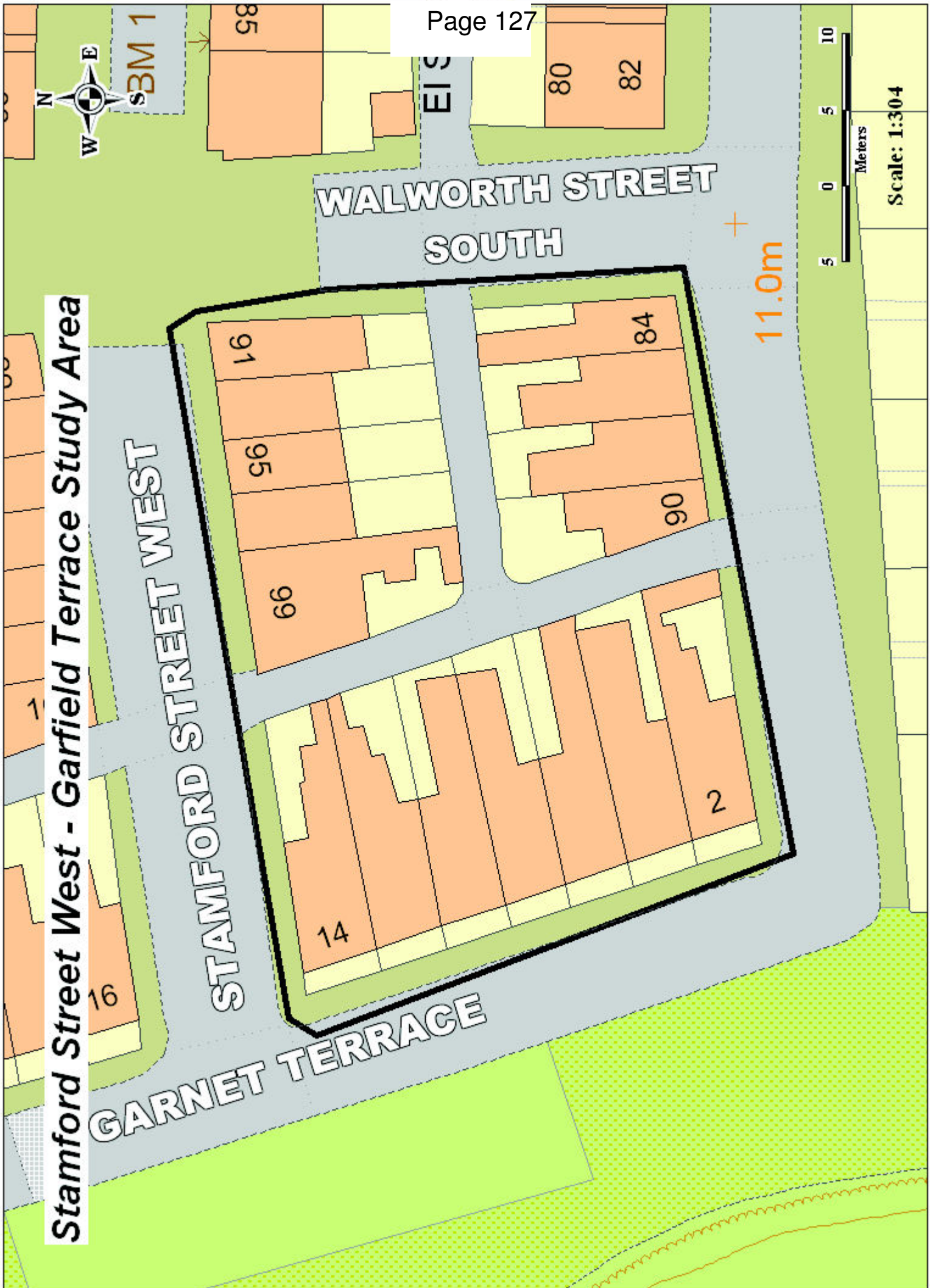
A Table of NYP ASB Incidents by Hour of the Day in the Study Area

	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
Total	0	0	1	0	1	0	0	0	0	0	0	0	1	2	0	1	0	0	0	1	0	1	0	0	8

NYP ASB Incidents by Hour of the Day



Stamford Street West - Garfield Terrace Study Area

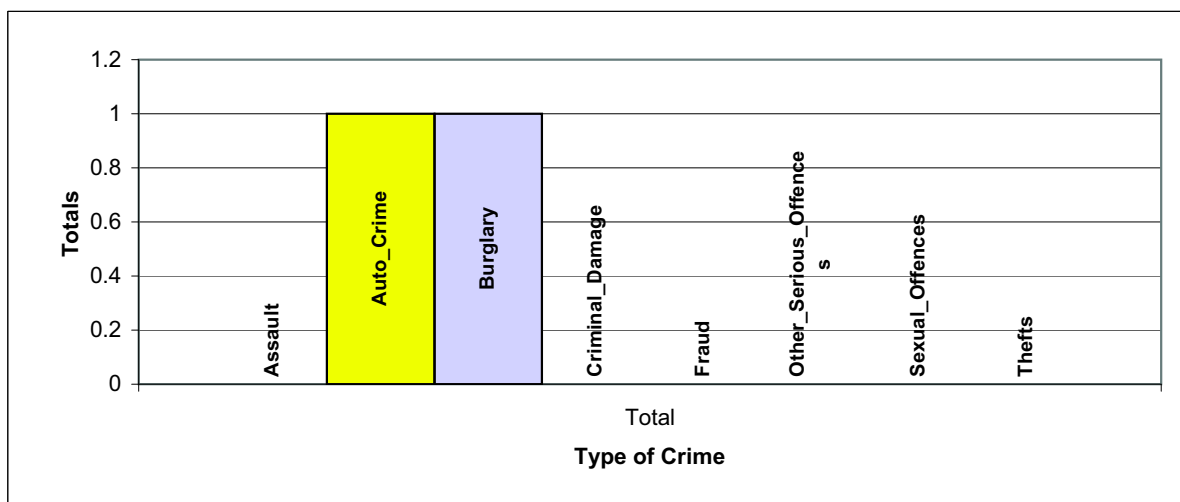


Crime Statistics

Crime Analysis Study Area:	=	Stamford Street West - Garfield Terrace
Planning Application Reference:	=	
Size of Study Area from Application	=	Please See Map
Study Period Start:	=	01/10/2008
Study Period End:	=	30/09/2009
Date Study Completed	=	15/10/2009
Number of Months in Study Period	=	12
Geocoding Accuracy Rate	=	95%

Crime Group	Total
Assault	0
Auto_Crime	1
Burglary	1
Criminal_Damage	0
Fraud	0
Other_Serious_Offences	0
Sexual_Offences	0
Thefts	0
Grand Total	2

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



A Table of Crime by Crime Group and then Crime Type

EVENT_GROUP	HO_DESCRIPTION	Total
AUTO_CRIME	VEHICLE INTERFERENCE	1
BURGLARY	BURGLARY IN A DWELLING	1
Grand Total		2

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

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

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

Crime Day	Total
Mon	0
Tue	0
Wed	0
Thu	1
Fri	0
Sat	1
Sun	0
Grand Total	2

Grand Total

2

Expected Average Crime per Month =

0.17

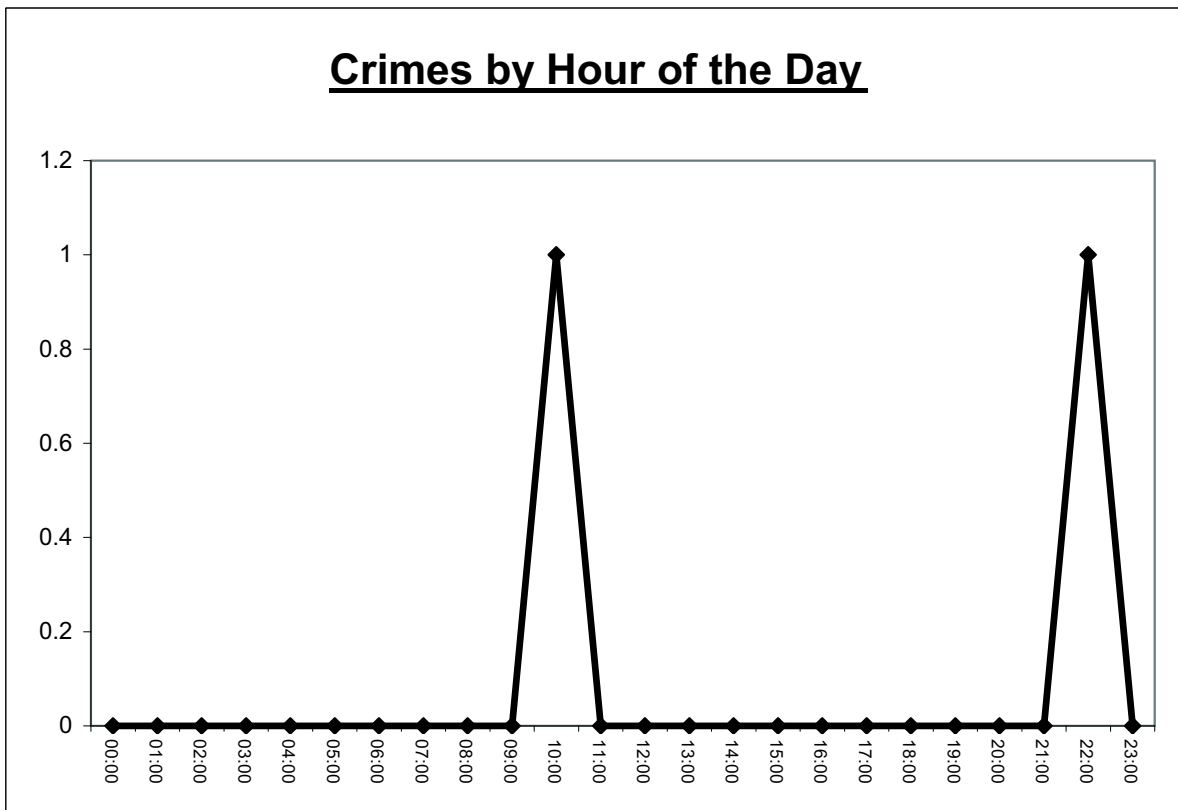
Expected Average Crime per Day =

0.29

A Table of Crime by Hour of the Day in the Study Area

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

Crimes by Hour of the Day

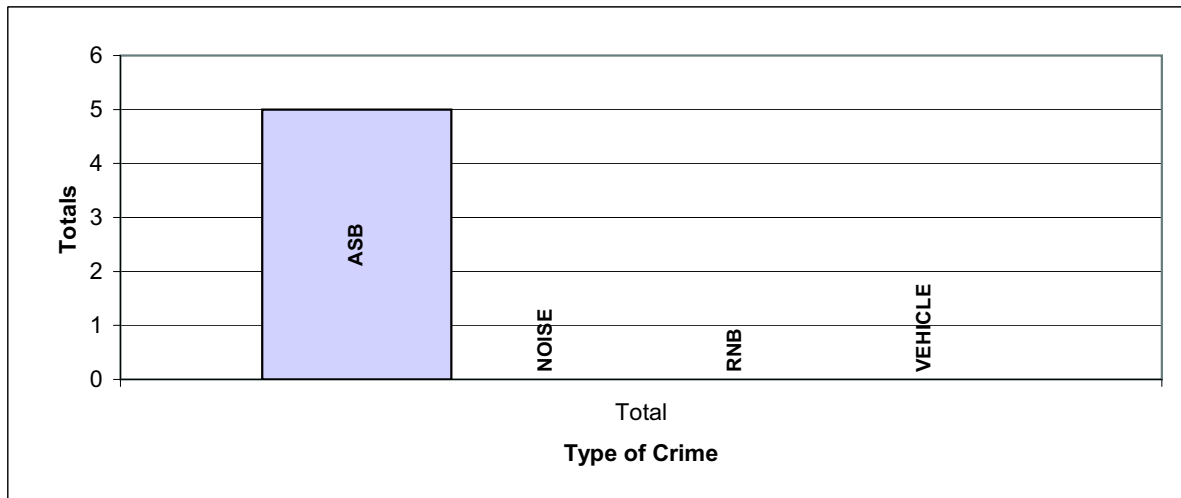


NYP ASB General Incidents Report

ASB Analysis Study Area:	=	Stamford Street West - Garfield Terrace
Planning Application Reference:	=	
Size of Study Area from Application	=	Please See Map
Study Period Start:	=	01/10/2008
Study Period End:	=	30/09/2009
Date Study Completed	=	15/10/2009
Number of Months in Study Period	=	12
Geocoding Accuracy Rate	=	95%

ASB Incident Group	Total
ASB	5
NOISE	0
RNB	0
VEHICLE	0
Grand Total	5

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



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

A Table of ASB by ASB Group and then Incident Heading

EVENT_GROUP	INCIDENT_HEADING	Total
ASB	VEHNUISAN	5
Grand Total		5

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

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

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

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

Day	Total
Mon	1
Tue	0
Wed	0
Thu	0
Fri	1
Sat	2
Sun	1
Grand Total	5

Grand Total

5

Expected Average Incidents per Month =

0.42

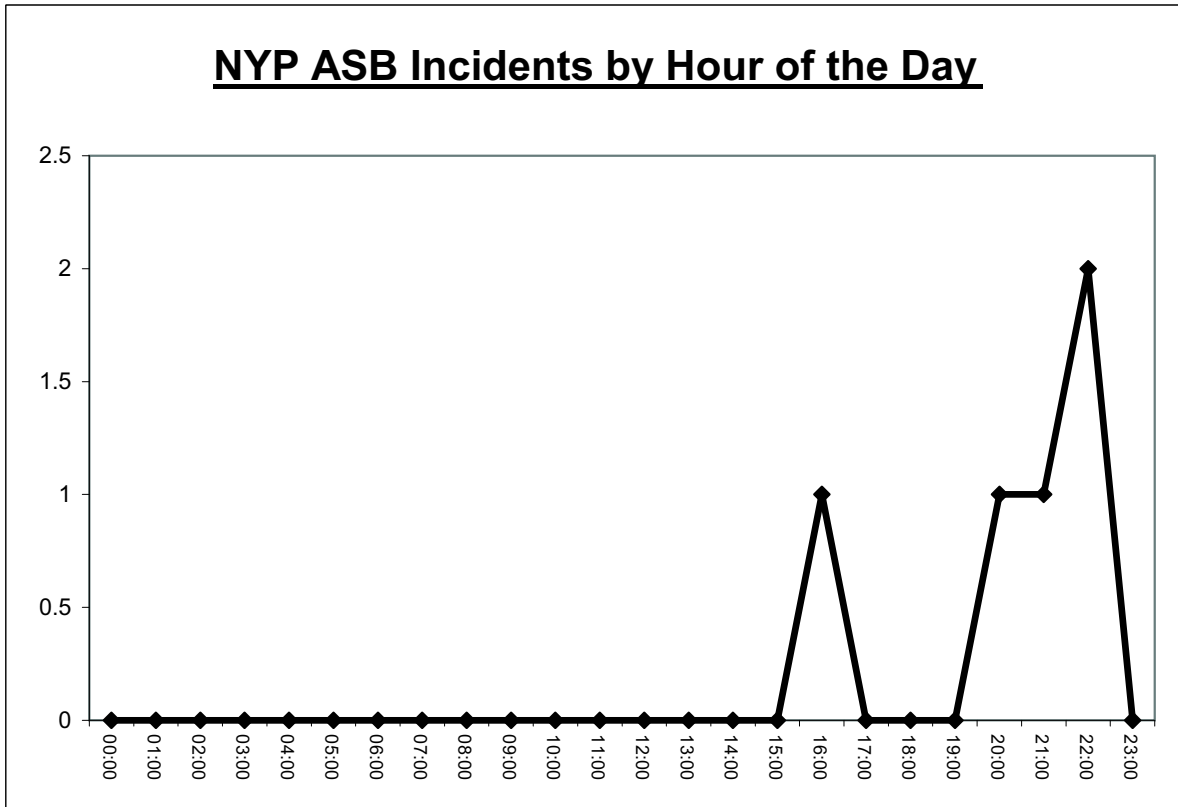
Expected Average Incidents per Day =

0.71

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

	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	2	0	5

NYP ASB Incidents by Hour of the Day



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Annex 5 Holgate (Leeman Road Area) Summary of Residents Responses

Ref No	Comments
--------	----------

Received from Ramblers	Generally we cannot support Gating Orders without sight of the statistics purporting to satisfy the legislative requirements.
------------------------	---

Bismarck Street/Garnet Terrace

1 response received

1)	I strongly object to plans to gate. The reasons are to prevent crime – this does not reflect the level of crime or ASB on Garnet Terrace alleyway. I am also very unhappy about the refuse collection. At the moment it works well. Chaos will ensue if bags are left in central collection point, with cats and vermin and the stench. As a taxpayer I feel the money would be better spent on leisure facilities. It would cause inconvenience to access at rear of property if gates were fitted.
----	--

Bright Street/Kingsland Terrace

5 responses received

2)	My objections are set out below; I am not convinced that alleygating is the solution to security. I recognised that it is my responsibility to improve the security of my property. I wish the council would stop using the gating at Clifton as a reason to gate here. At the Jubilee Pub meeting certain residents and the police officer expressed strongly their views in favour of gating. They seem to see it as an answer to all their problems, and were not prepared to listen to any others. The meeting was not conducted in an orderly fashion, there was no more than 30 residents there. Cllr Alexander made no effort to ensure all views were heard. The Council has not, in my opinion, maintained a neutral stance on this matter. News of the alleygating scheme has been eclipsed by waste collection changes. No one will be able to keep track of who has PIN code making it insecure. Advice on home security from a PC or PCSO would help. Why wasn't actual crime figures given on letter? In my opinion money spent on gates would be better used on street lighting, Neighbourhood Watch, window/shed locks.
3)	Concern over position of gates. Site visit conducted and position agreed.
4)	Object to having gates attached to my boundary wall. I also object to gates situated near to rear of my property for security ie climbing onto gates and over the wall. I also object to bins/bags placed at front.
5)	I write to object to the proposed Gating Order for Bright Street, Leeman Road, I do not want to have to take my wheelie bin and put it outside/near the gates on a dark/cold winters evening especially when the alleyway is so badly lit. I am a dog owner/cyclist so the back of my property is used frequently, so I feel the gating would be a nuisance. The gating could be off putting to property owners whether selling/buying as they could imply that this is not a desirable neighbourhood to live in, and that we have problems with security/burglaries. Have been advised wheelie bins are actually going to be bin bags which is even worse.

6)	<p>The gating order has come to my attention as a shared freeholder of a property in Bright Street. Whilst the gating order itself is probably a fair idea, the issue of rubbish collection is beyond comprehension. Is your duty of care to residents or employees? Once refuse is disposed of outside a property it would be a reasonable expectation not to have to bring it through the house/living room again in order for collection to be made from the pavement. Bright Street pavements are very narrow and residents would then be required to wade through bags of rubbish to get to work. In addition parents with pushchairs will be required to push their young families up against these smelly bags, which more than likely will have been torn open by the numerous cats, rats and foxes living in the area.</p> <p>Around 150 years or so ago the Victorians provided a back alley for utility purposes eg removal of waste (in all forms). It seems to be a retrograde step to expect residents particularly the elderly and the infirm to transfer rubbish to the pavement when rear access to the properties has served them well for so long. The issue of key holding/gate code security is apparent, but in view of the fact that several hundred people will have the number anyway, are you telling us that these employees are not considered responsible enough to have access. If so why are they being employed to do a job at your ratepayers expense?</p> <p>I humbly suggest that your plan regarding the collection of refuse is irresponsible, third rate and third world.</p>
----	---

Carnot Street/Rosebery Street

2 responses received

7)	<p>I very much object to the gating order. Not happy with bins at the front, obstructing wheelchairs, prams, we will have to walk on road. Don't want to wheel bins down alleyway and then wheel them back. No bin is going to pass through my house. Make all houses as secure as mine. Fed up with this happening, with no voting for it, say a dozen at the pub meeting it is undemocratic.</p>
8)	<p>I write to register my concern at this proposition. Having read your letter I am still unclear at to why this proposition has been made – I was not aware that our area is a high crime area at all – I have lived at this property since 1992 and have heard of no incidents specifically – the nature of the area has changed in that a lot of properties have been bought by people who now rent out the properties without much discrimination! Having said that our street is quiet and the new tenants soon fit in. Psychologically I am unhappy at what will be “being locked in” to my property from the rear access – a gate with a code locks in as well as locks out! It will not deter burglars. Our properties have minimum 6ft walls over which they presumably scale – the gate will be the same? Also, as you point out, it will create problems re bin collection – bags have been suggested – is this not going back to “before (inappropriate*) wheelie bins? (from the point of view of recycling). Front door collection is a possible good idea if the appropriate containers are provided (preferably for recycling purposes) but more importantly if the containers are returned to the appropriate house – I have had 3 blue bags for paper collection and have given up, taking my recycling myself – more wasted tax money! I personally have difficulty seeing the advantage of this scheme – also, in times of the river in flood, would these gates be removed? An important point I feel – I really am not happy about restricted access.</p>

Hanover Street East/Stamford Street East

	No comments received
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Hanover Street West/Stamford Street East

	No comments received
--	----------------------

Rosebery Street/Swinerton Avenue

1 response received

9)	Concerned about access for bike.
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Salisbury Terrace/Bromley Street

1 response received

10)	It appears Council has not taken on board concerns about waste proposals. Collection from front of properties is not practical for this style of property in this area. Rubbish some of which will be 14 days old will have to be taken through the house. Rubbish left at front is unsightly and dangerous given width of pavements. Letter is unclear about type of receptacles for recyclables and other waste. These will be left lying around all day after bin collections. I ask that the Council give this matter their urgent attention and offer a solution which takes on board residents concerns rather than imposing a policy which will have a significantly detrimental impact on this residential community.
-----	---

Stamford Street East/Garfield Terrace East

2 responses received

11)	A number of my neighbours including me refused to attend meeting at Leeman Pub as venue unsuitable for public meeting. Lack of sense regarding waste collection. Met Cllr Alexander who suggested I bring wheelie bin through house over carpets. Rented properties means PIN code given to many – not secure. I need access for bikes, so how would I get through piles of rubbish at ends of gates? I have discussed proposals with neighbours and ask we are consulted on any future actions.
12)	Would you please let me know the actual voting numbers for Stamford Street East.

Stamford Street East/Garfield Terrace West

1 response received

13)	Objects to gate.
-----	------------------

Stamford Street West/Garfield Terrace

1 response received

14)	I would like to object to the Alleygating near Stamford St West. I am not convinced I can still get my car in my backyard. Also I would need some proof that the whole would not devalue my flat.
-----	---

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Decision Session
Executive Member for City Strategy

1 December 2009

Report of the Director of City Strategy

Public Rights of Way – Proposal to restrict public rights over the alleyway between St Paul’s Terrace and Railway Terrace, Holgate Ward, York

Summary

1. This report considers the proposal to gate the alleyway between St Paul’s Terrace and Railway Terrace, Holgate Ward in order to help prevent crime and antisocial behaviour (ASB) associated with it (Annex 1 – Location Plan).

Recommendation

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

Reason: In order that public rights over the alleyway be restricted under S129A, Highways Act 1980 so that crime and anti-social behaviour associated with the route can be reduced.

Background

3. This is part of the Council’s continuing scheme to restrict public access over rear alleyways which are subject to incidents of crime and ASB using Gating Orders. In order that an alleyway can be considered for a Gating Order it must be demonstrated that it meets all the requirements of the legislation (see Annex 2).
4. Requests have been received from residents and Councillors to gate this alleyway so that crime and ASB associated with it can be reduced. Crime and ASB statistics produced by Safer York Partnership covering a period from 01/10/2008 to 30/09/2009, show that this alleyway is a ‘high crime’ area (see Annex 3).
5. The implementation of Alleygating on rear alleyways in other parts of the city has shown a significant reduction in crime and ASB since gates were installed. These results have been encouraging and show that Alleygating

can significantly reduce crime in an area and improve the quality of life for those residents living alongside problem alleys.

Consultation

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

Ward Councillors

8. Cllr J Alexander: The local Councillors have received requests for alleygating along St Paul's Terrace and Railway Terrace due to burglaries. It would be beneficial for this scheme to go ahead.

Cllr D Bowgett: No comments received

Cllr S Crisp: No comments received

Group Spokesperson(s)

9. Cllr Stephen Galloway: No comments received

Cllr Ruth Potter: I am unable to comment without any details of what is proposed

Cllr Ian Gillies: No comments received

Cllr Andy D'Agorne: No comments received

10. No formal objections have been received regarding the proposed Gating Order. One resident has requested that the width of the entrance into the alley at the south end be kept as wide as possible (and no less than 74cm) should a gate be installed to allow access for his motorbike, as he stores it in his back yard for safe keeping. Access from the north end of the alley is possible, however it is a longer route to use.

Options

11. Option A. Do nothing and not progress the request to make a Gating Order to restrict public access along the alleyway. This option is not recommended.
12. Option B. Authorise the making a Gating Order to restrict public use of the alleyway. This option is recommended.

Analysis

13. Option A. This option would leave the alleyway open for use by the public and the incidents of crime and ASB are therefore likely to continue at their current level.
14. Option B. This option would allow the alleyway to be gated and therefore use by the public will be restricted.
15. Should the alleyway be closed, the alternative route as shown on the Location Plan (Annex 1) is considered to be convenient.
16. Only those residents living in properties which are adjacent to or adjoining the restricted route will be given a Personal Identification Numbers in order to access the gates, along with emergency services and utilities who may need to access their apparatus.
17. Residents of St Paul's Terrace and Railway Terrace already present their waste in bin bags at the front of their properties so waste collection arrangements will not change should the Gating Order be approved and gates installed.

Corporate Priorities

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

Implications

Financial

19. There are no financial implications associated with Option A. Legal costs (advertising) of approximately £425 have already been paid. (This scheme was advertised along with 10 other proposals in Holgate Ward at a cost of £4684). Supply and fit of a single gate with lock is approximately £700 and it is estimated that the cost of this scheme will be in the region of £1350. All funding for the gates to be provided by Neighbourhood Services.
20. The authority is responsible for maintenance of gates installed using Gating Orders.

Human Resources (HR)

21. To be delivered using existing staffing resources.

Equalities

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

Legal

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

Crime and Disorder

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

Information Technology (IT)

- 26. There are no Information Technology implications.

Property

- 27. There are no Property implications.

Risk Management

- 28. In compliance with the council's Risk Management Strategy, there are no risks associated with Option A but there is a low risk (Financial – see paragraphs 19 and 20) associated with Option B.

Contact Details

Author:

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

Chief Officer Responsible for the report:

Damon Copperthwaite
Assistant Director
(City Development and Transport)

**Report
Approved**



Date 17 November 2009

Wards Affected:

Holgate Ward

All

For further information please contact the author of the report.

Background Papers:

Highways Act 1980

Crime and Disorder Act 1998

Countryside and Rights of Way Act 2000

Clean Neighbourhoods and Environment Act 2005 & the Home Office Guidance relating to the making of Gating Orders 2006

The Highways Act 1980 (Gating Orders) (England) Regulations 2006 (SI 2006 No 537)

City of York Council Gating Order Policy Document

A step-by-step guide to gating problem alleys: Section 2 of the Clean Neighbourhoods and Environment Act 2005 (Home Office – October 2008)

- Annexes:**
- 1) Location Plan with alternative routes
 - 2) Summary of Legislative Requirements and Home Office Guidance for Gating Orders
 - 3) Crime and Anti-Social Behaviour Statistics

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Annex 1

Plan 1 – St Paul’s Terrace/Railway Terrace

The alley which starts from Point A at the side of No 1 Railway Terrace, terminating at Point B to the side of No 1 Wilton Rise, as shown by a bold continuous line on the Order map.

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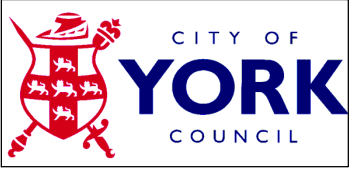
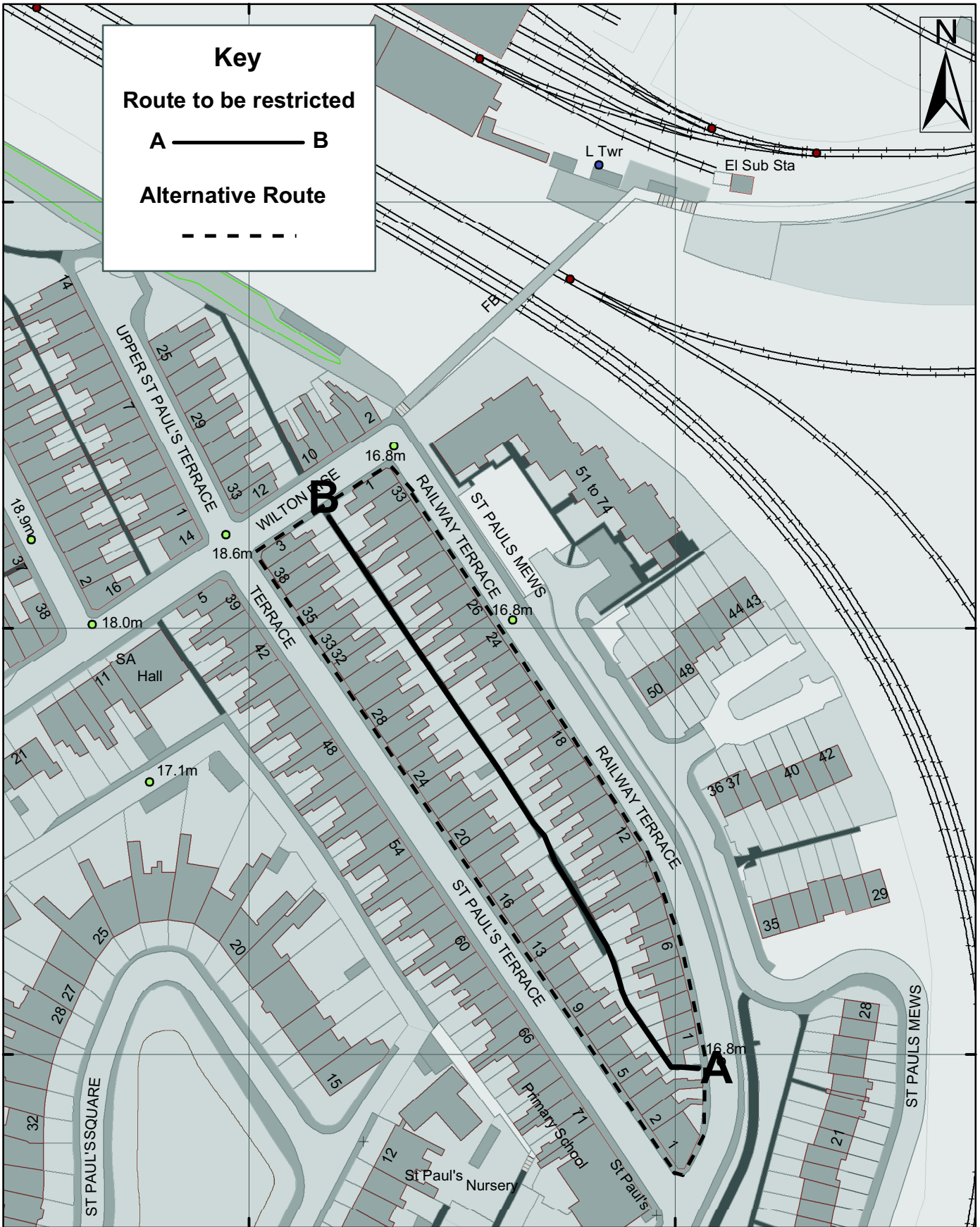
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Key

Route to be restricted
A ————— **B**

Alternative Route
 - - - - -



Highways Act 1980 s129A
St Paul's Terrace / Railway Terrace Gating Order 2009

Scale 1:1,250	Drawn By: EM	Date: 05/08/09
Public Rights of Way	Reference: Grid Ref SE5951	Drawing No.

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

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Annex 2

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

1. Section 129A of the Highways Act 1980 (as amended) by the Clean Neighbourhoods and Environment Act 2005 (CNE) allows local authorities to make Gating Orders to restrict public access over any relevant highway (as defined by S129A(5)) to reduce and prevent crime and anti-social behaviour. In order that a highway can be considered for a Gating Order, it must be demonstrated that it meets all of the following legislative requirements:
 - a) Premises adjoining or adjacent to the highway are affected by crime or anti-social behaviour;
 - b) The existence of the highway is facilitating the persistent commission of criminal offences or anti-social behaviour; and
 - c) It is in all circumstances expedient to make the order for the purposes of reducing crime or anti-social behaviour. This means that the following has to be considered:
 - (i) The likely effect of making the order on the occupiers of premises adjoining or adjacent to the highway;
 - (ii) The likely effect of making the order on other persons in the locality; and
 - (iii) In a case where the highway constitutes a through route, the availability of a reasonably convenient alternative route.
2. Home Office Guidance 2006 suggests that the council should give consideration as to whether there are alternative interventions that may be more appropriate to combat crime and anti-social behaviour before considering the use of a Gating Order. Alternative methods of crime prevention carried out in the St Paul's Terrace area to date are patrolling, offender-based operations and media campaigns to raise awareness about securing premises.
3. Although a Gating Order restricts public use over a route, its highway status is retained, thus making it possible to revoke or review the need for the Order. Home Office Guidance 2006 recommends that this review be carried out on an annual basis.
4. Access along a route which is restricted by a Gating Order is given to residents adjacent to or adjoining the restricted route (HA1980 S129B (3)) and anyone who has a private right of access over it (Gating Orders can only be made to restrict Public Rights of Way).

5. Any person may apply to the High Court for the purpose of questioning the validity of a Gating Order on the ground that-
- (i) the Council had no power to make it; or
 - (ii) any requirement under the legislation was not complied with in relation to it.

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

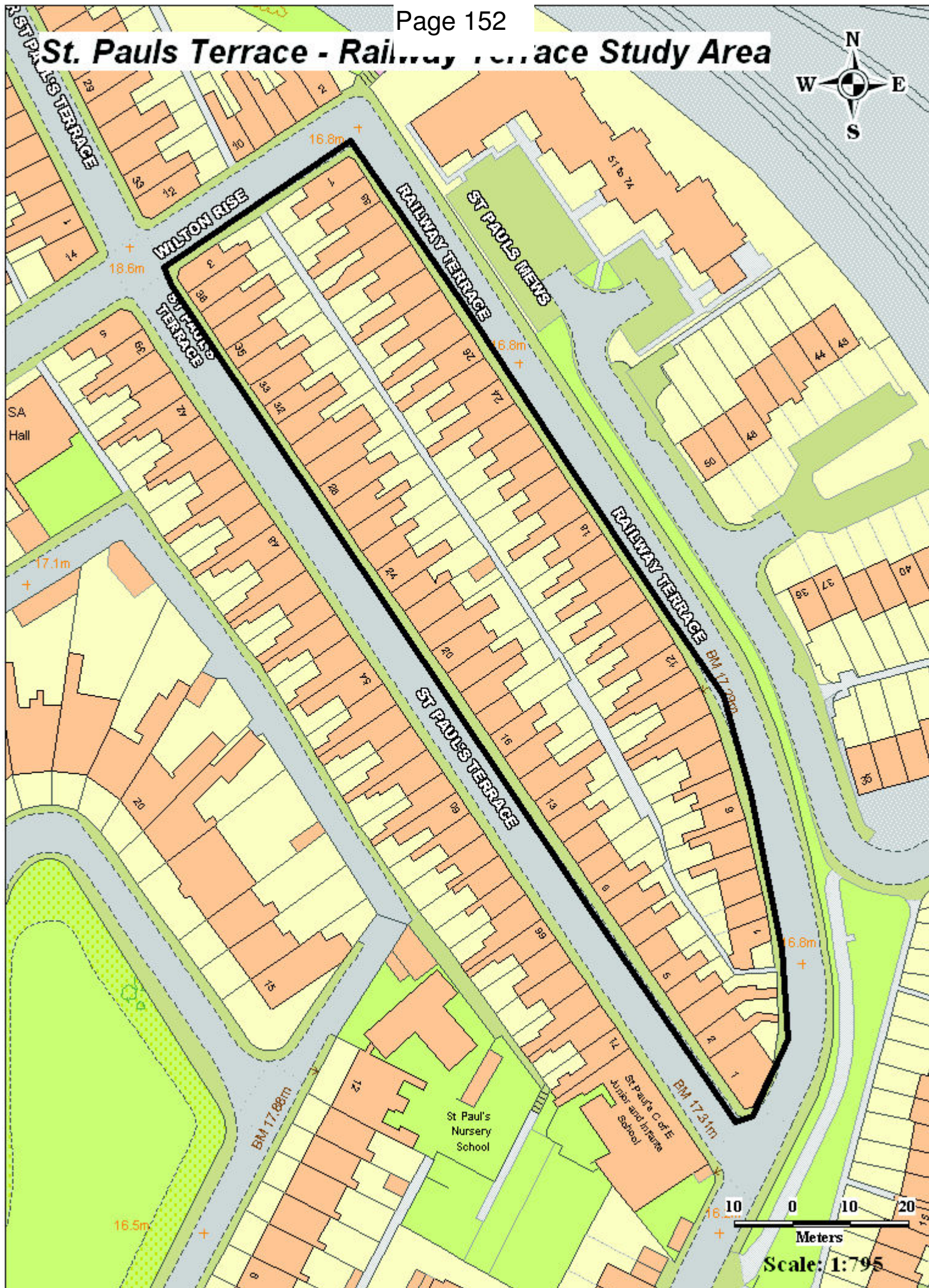
ANNEX 3

St. Pauls Terrace

Crime and Anti-social Behaviour
Reports

October 2008 to September 2009

St. Pauls Terrace - Railway Terrace Study Area



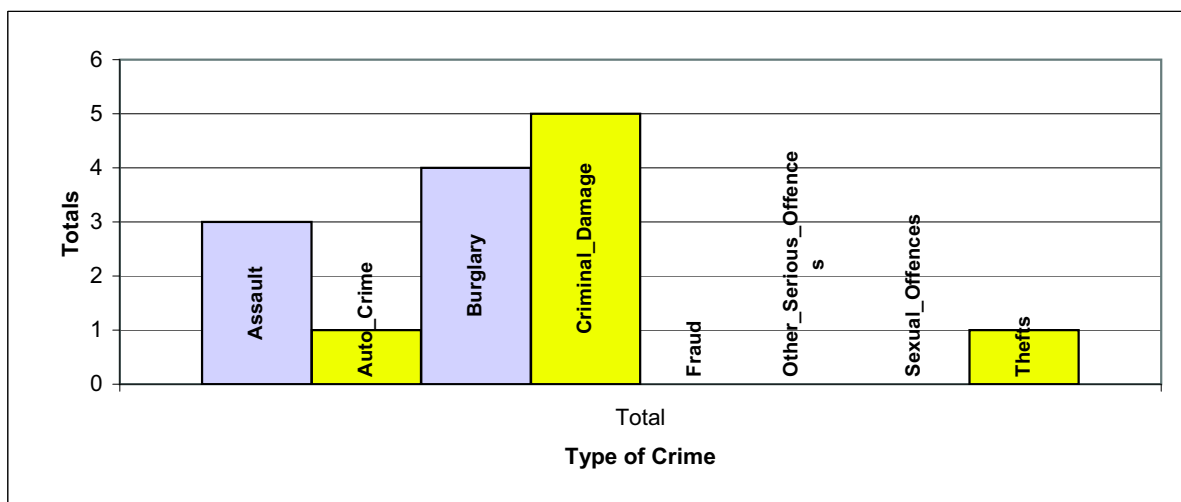
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Crime Statistics

Crime Analysis Study Area:	=	St Pauls Terrace - Railway Terrace
Planning Application Reference:	=	
Size of Study Area from Application	=	Please see Map
Study Period Start:	=	01/10/2008
Study Period End:	=	30/09/2009
Date Study Completed	=	15/10/2009
Number of Months in Study Period	=	12
Geocoding Accuracy Rate	=	95%

Crime Group	Total
Assault	3
Auto_Crime	1
Burglary	4
Criminal_Damage	5
Fraud	0
Other_Serious_Offences	0
Sexual_Offences	0
Thefts	1
Grand Total	14

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



A Table of Crime by Crime Group and then Crime Type

EVENT_GROUP	HO_DESCRIPTION	Total
ASSAULT	COMMON ASSAULT ETC.	2
	OTHER WOUNDING ETC.	1
AUTO_CRIME	THEFT FROM VEHICLE	1
BURGLARY	BURGLARY IN A DWELLING	4
CRIMINAL_DAMAGE	CRIMINAL DAMAGE TO DWELLINGS	5
THEFTS	THEFT OF PEDAL CYCLE	1
Grand Total		14

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

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

Month	Total
Jul	0
Aug	1
Sep	0
Oct	2
Nov	2
Dec	1

Crime Day	Total
Mon	2
Tue	3
Wed	2
Thu	2
Fri	0
Sat	3
Sun	2
Grand Total	14

Grand Total

14

Expected Average Crime per Month =

1.17

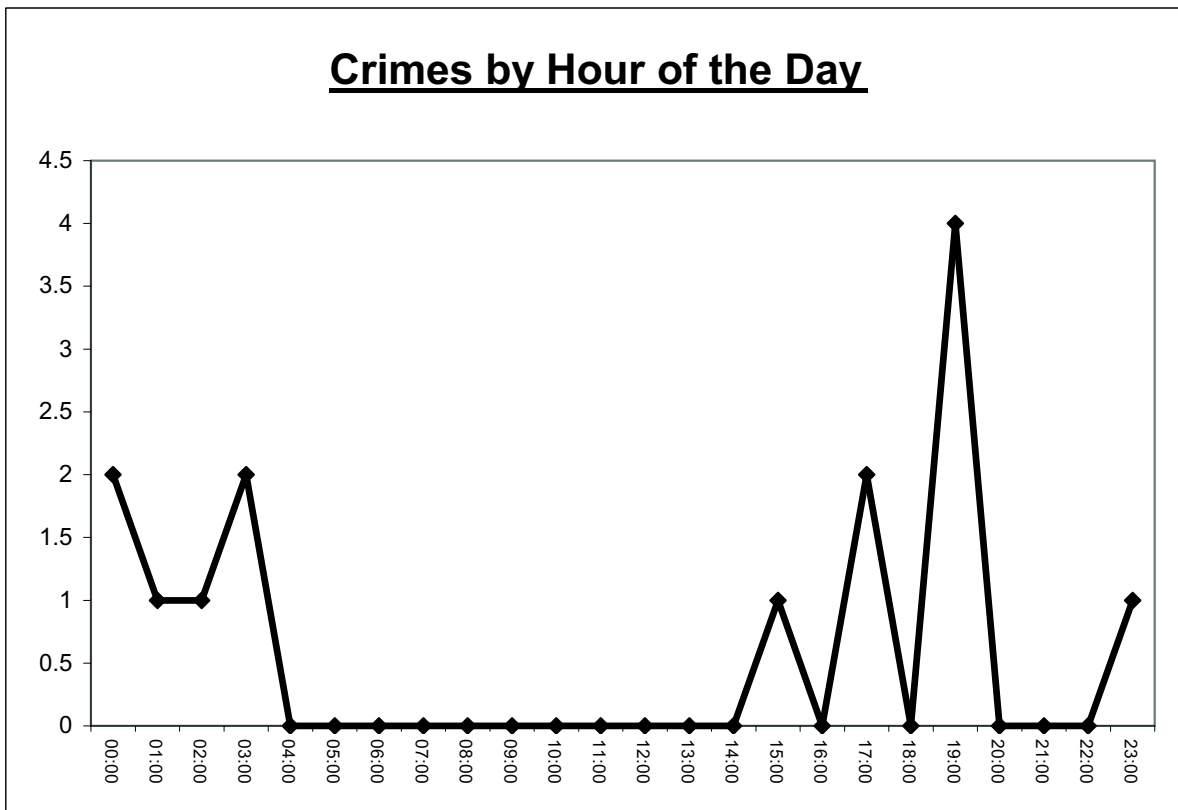
Expected Average Crime per Day =

2

A Table of Crime by Hour of the Day in the Study Area

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

Crimes by Hour of the Day

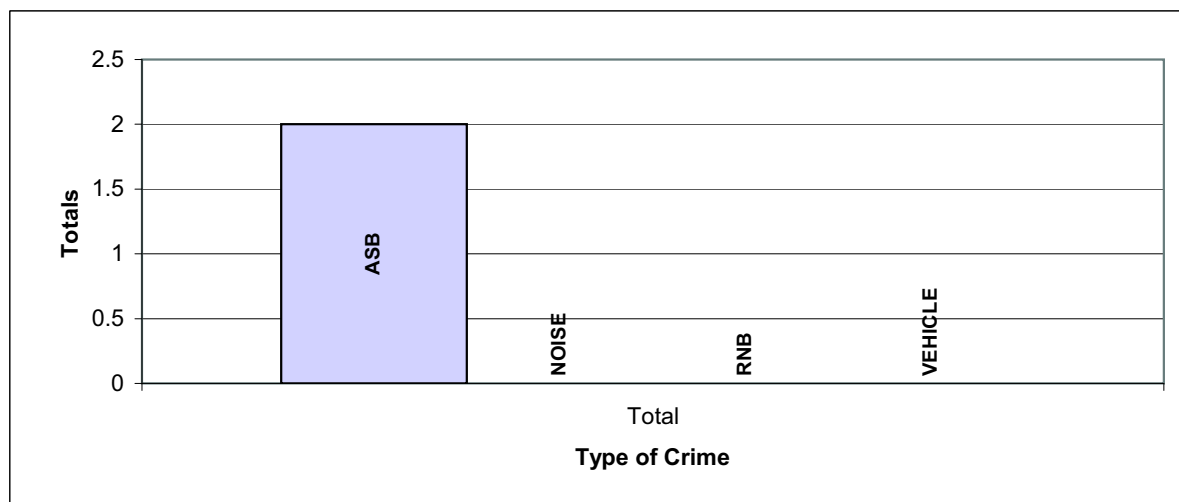


NYP ASB General Incidents Report

ASB Analysis Study Area:	=	St Pauls Terrace - Railway Terrace
Planning Application Reference:	=	
Size of Study Area from Application	=	Please See Map
Study Period Start:	=	01/10/2008
Study Period End:	=	30/09/2009
Date Study Completed	=	15/10/2009
Number of Months in Study Period	=	12
Geocoding Accuracy Rate	=	95%

ASB Incident Group	Total
ASB	2
NOISE	0
RNB	0
VEHICLE	0
Grand Total	2

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



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

A Table of ASB by ASB Group and then Incident Heading

EVENT_GROUP	INCIDENT_HEADING	Total
ASB	ABANDONED	1
	NEIGHBOUR	1
Grand Total		2

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

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

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

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

Day	Total
Mon	1
Tue	0
Wed	0
Thu	0
Fri	0
Sat	1
Sun	0
Grand Total	2

Grand Total

2

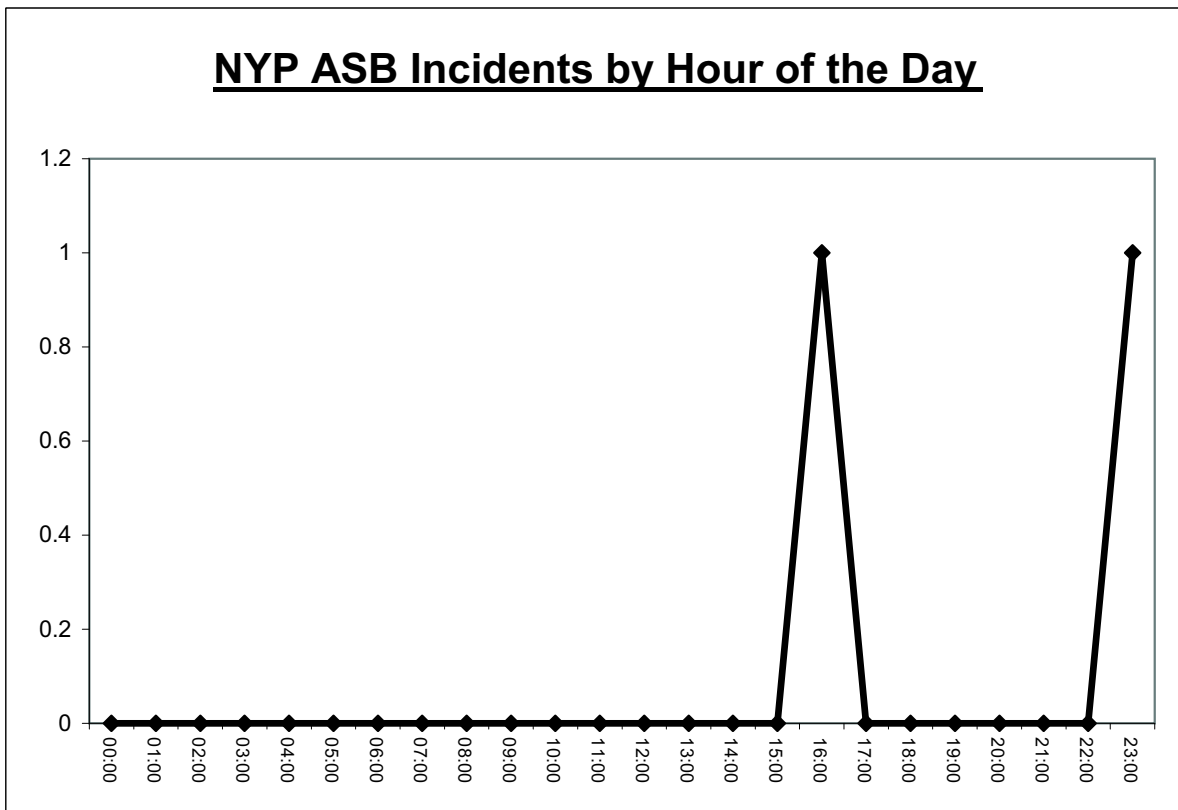
Expected Average Incidents per Month = **0.17**

Expected Average Incidents per Day = **0.29**

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

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

NYP ASB Incidents by Hour of the Day





Decision Session
Executive Member for City Strategy

1 December 2009

Report of the Director of City Strategy

Public Rights of Way – Proposal to restrict public rights over 7 alleyways in the Southbank area of Micklegate Ward, York

Summary

1. This report considers the proposal to gate 7 alleyways in the Southbank area of Micklegate Ward in order to help prevent crime and antisocial behaviour (ASB) associated with these alleys (Annex 1 – Description and Location Plans of Alleys).

Recommendation

2. It is recommended that the Executive Member approves **Option C** and authorises the Director of City Strategy to instruct the Head of Civic, Democratic and Legal Services to make Gating Orders over 6 routes, (excluding Balmoral Terrace) in accordance with Section 129A of the Highways Act 1980, as amended. Waste collection will change from the rear of properties to the front of properties using bags on all alleyways.

Reason: In order that public rights over the alleyways can be restricted under S129A, Highways Act 1980 so that crime and anti-social behaviour associated with the routes can be reduced.

Background

3. This is part of the Council's continuing scheme to restrict public access over rear alleyways which are subject to incidents of crime and ASB using Gating Orders. In order that an alleyway can be considered for a Gating Order it must be demonstrated that it meets all the requirements of the legislation (see Annex 2).
4. The scheme has been put forward by Safer York Partnership so that crime and ASB associated with the alleys in question can be reduced. Crime and ASB statistics produced by Safer York Partnership covering a period from 01/10/2008 to 30/09/2009, show each of these alleyways facilitate crime and ASB (see Annexes 3 and 4). Gating these alleys will not only prevent public access to the rear of properties, but also help to reduce the number of escape routes available to criminals.

5. The implementation of Alleygating on rear alleyways in other parts of the city has shown a significant reduction in crime and ASB since gates were installed. These results have been encouraging and show that Alleygating can significantly reduce crime in an area and improve the quality of life for those residents living alongside problem alleys.
6. With regards to waste collection, the Council's Waste Services do not enter gated alleys. This is in order to maintain the maximum level of security possible for the rear of properties. Where gates are installed on back lanes elsewhere in the city, front door collection is already in operation.
7. Currently, waste is presented in bags in the Southbank area and these are collected from the rear alleyways. If Gating Orders are made and gates installed, the waste will be presented in bags at the front of properties.

Consultation

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

Ward Councillors

11. Cllr S Fraser: No comments received
Cllr J Gunnell: No comments received
Cllr D Merrett: How can we sensibly comment on the basis of this notice without seeing what the public have said and what officer draft recommendations are? As you know we are supportive of alleygating subject to local residents support, but on individual schemes its often the detail that matters, so we need that information.

Group Spokesperson(s)

12. Cllr Stephen Galloway: No comments received

Cllr Ruth Potter: I am unable to comment without any details of what is proposed

Cllr Ian Gillies: No comments received

Cllr Andy D'Agorne: No comments received

13. Six formal objections have been received regarding the proposals, four objections were received to the installation of the gates and the remaining 2 objections were to the changes in waste collection. See Annex 5 for a summary of their comments.
14. Of the above 4 objections 3 were received from Balmoral Terrace, all relating to the gates themselves and their positioning.
15. Two objections were received from Scarcroft Hill, one relating to waste collection and one to the installation of gates. A site visit with the Council blacksmith and residents was undertaken to determine the optimum location for the gate. The positioning of the gate at the front of the alley, next to a low wall, will require extra security measures in the form of railings/fence. The works for this have been detailed by a council Structural Engineer. Agreement is being sought with the property owner as to the works needed and subsequent maintenance. The outcome of this will be presented as an update at the meeting.
16. A Gating Order may be made by the Council even if there are objections to it, as long as the Council is satisfied that the Order meets all the requirements of the legislation as detailed in Annex 2.

Options

17. Option A. Do not authorise the making of the 7 Gating Orders. This option is not recommended.
18. Option B. Authorise the making of all 7 Gating Orders to restrict public use of the alleyways, changing waste collection from the rear of properties to the front of properties using bags. This option is not recommended.
19. Option C. Authorise the making of 6 Gating Orders, excluding Balmoral Terrace, to restrict public use of the alleyways. Waste collection will change from the rear of properties to the front of properties using bags on all alleys. This option is recommended.

Analysis

20. Option A. This option would leave all the alleyways open for use by the public and the incidents of crime and ASB are therefore likely to continue at their current level.
21. Option B. This option would allow all the alleyways to be gated and therefore use by the public will be restricted.

22. Option C. This option would allow 6 of the alleyways to be gated thereby restricting public use over these, but would exclude Balmoral Terrace and so leave this open for public use. This is due to objections received regarding the position of the gate. In order to continue with the gating of this alleyway, another draft order would have to be published in the Press, on site and on the council's website and further formal consultation carried out. Due to the statutory timescales involved with re-advertising the order it will not be able to be included in this year's scheme. However, an amended scheme could be considered in the next financial year.
23. Should the alleyways be closed, the alternative routes, as shown on the Location Plans (Annex 1) are considered to be convenient.
24. Only those residents living in properties which are adjacent to or adjoining each restricted route will be given a Personal Identification Number in order to access the gates, along with emergency services and utilities who may need to access their apparatus.
25. Both Options B and C will require waste collection arrangements to change from the rear of properties to the front of properties.

Corporate Priorities

26. The recommended option ties in with the council's Corporate Strategy, Priority Statement No5 to make York "a safer city with low crime rates and high opinions of the city's safety record".

Implications

Financial

27. There are no financial implications associated with Option A. Legal costs (advertising) of approximately £2,500 have already been paid by Safer York Partnership. Supply and fit of a double gate with lock is approximately £975 and it is estimated that the cost of this scheme will be in the region of £15,550. All funding for the installation of the gates is to be supplied by Safer York Partnership.
 28. Additionally, due to the workload involved to achieve the legal process of this scheme this financial year (along with the two schemes in Holgate Ward), an extra £10,000 has been supplied by Neighbourhood Services for extra staffing.
 29. The authority is responsible for maintenance of gates installed using Gating Orders.
- #### **Human Resources (HR)**
30. To be delivered using existing staffing resources.

Equalities

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

Legal

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

Crime and Disorder

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

Information Technology (IT)

35. There are no Information Technology implications.

Property

36. There are no Property implications.

Other

Transport Planning Unit

37. Accessibility and road safety are two of the government's key priorities for transport policy and many of the policies in the Local Transport Plan have been adopted to improve these. The stopping-up of existing routes which currently act as short-cuts will reduce accessibility levels for users and potential diversion routes may be less safe for some users such as young children if they involve walking longer distances along busier roads, this has the potential to act as a disincentive for them to walk or cycle to school.
38. The health implications of the order should be considered as Gating Orders could potentially encourage the use of cars if the alternatives are too long or lack pedestrianised sections. This should be balanced against health impacts facing pedestrians from the ongoing crime or ASB in the alleyway. (Paragraph 12 – Home Office Guidance relating to the making of Gating Orders 2006).

39. The Council's Walking & Cycling Officer has expressed concerns over residents having to put rubbish on front pavements as this will restrict the available footway width, and may force people to walk on the carriageway which has road safety issues. The reduced width will impact on those with prams, pushchairs, wheelchairs and mobility scooters. The visually impaired may also struggle to safely negotiate the cluttered footway. The provision of heavy duty bin bags should be considered. This should reduce the instances of split and punctured bags, which would otherwise lead to spillage of rubbish.

Risk Management

40. In compliance with the council's Risk Management Strategy, there are no risks associated with Option A but there is a low risk (Financial – see paragraphs 27, 28 and 29) associated with Options B and C.

Contact Details

Author:

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Officer
Network Management (City
Development and Transport)
Tel: (01904) 551338

Chief Officer Responsible for the report:

Damon Copperthwaite
Assistant Director
(City Development and Transport)

**Report
Approved**



Date 17 November 2009

Wards Affected:

Micklegate Ward

All

For further information please contact the author of the report.

Background Papers:

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

- Annexes:**
- 1) Description and Location Plans of Alleys with Alternative Routes
 - 2) Summary of Legislative Requirements and Home Office Guidance for Gating Orders
 - 3) Summary of Crime and Anti-Social Behaviour Statistics for each Alleyway
 - 4) Crime and Anti-Social Behaviour Reports
 - 5) Summary of Residents Responses – Formal Consultation

Annex 1

Plan 1 – Balmoral Terrace

The alley which starts from Point A at the rear of No 49 Balmoral Terrace, to Point B at the rear of No 1 Balmoral Terrace, as shown by a bold continuous line on the Order map.

Plan 2 – Kensington Street/Montague Street

The alley (A-C-B) which starts from Point A at the side of No 2 Kensington Street, to Point B at the side of No 1a Montague Street, then the route (C-E-D) commencing from Point C directly behind No 30 Balmoral Terrace to Point D at the rear of No 68 Kensington Street, then the route (E-F) commencing from the rear of 62 Kensington Street to Point E at the side of No 41 Montague Street, as shown by a bold continuous line on the Order map.

Plan 3 – Knavesmire Crescent

The alley which starts at Point A from the rear of No 12 Knavesmire Crescent, continuing through Point B, then through Point C, to Point D at the side of No 54 Albemarle Road. Also from the aforementioned Point B continuing to Point E at the rear of the Knavesmire Hotel. Also from the aforementioned Point C continuing, through point G to Point F to the rear of No 40 Albemarle Road. Also from the aforementioned Point G continuing to Point H at the rear of No 6 Knavesmire Crescent, as shown by a bold continuous line on the Order map.

Plan 4 – Lower Ebor Street

The alley which starts from Point A at the side of No 10 Lower Ebor Street, continuing in a northerly direction and then in an easterly direction and then in a south-easterly direction to Point B at the side of No 68 Lower Ebor Street, as shown by a bold continuous line on the Order map.

Plan 5 – Ruby Street/Hubert Street

The alley which starts from Point A at the side of No 1 Hubert Street, to Point B and terminating at Point C to the side of No 2 Ruby Street. And also from the aforementioned Point B terminating at Point D to the rear of No 12 Ruby Street, as shown by a bold continuous line on the Order map.

Plan 6 – Scarcroft Hill

The alley which starts from Point A to the rear of No 9 Albemarle Road, continuing to the rear of No 1 Albemarle Road, then terminating at Point B to the rear of No 14 Scarcroft Hill, as shown by a bold continuous line on the Order map.

Plan 7 – Trafalgar Street/Kensington Street

The alley which starts from Point A to the rear of No 50 Balmoral Terrace, continuing to the rear of No 67 Kensington Street to Point B at the side of No 76 Trafalgar Street, as shown by a bold continuous line on the Order map.

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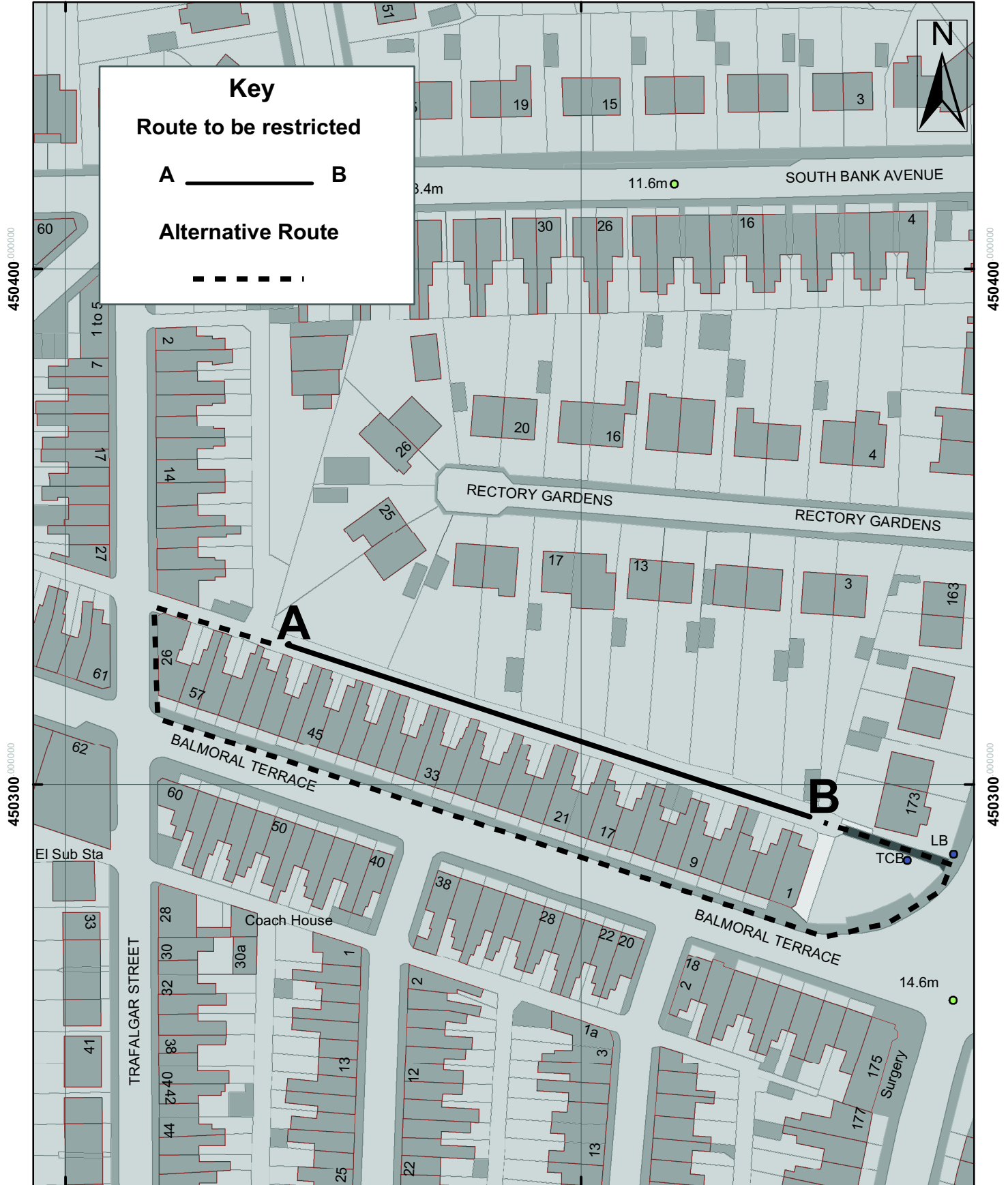
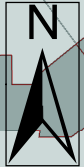
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Key

Route to be restricted

A ————— B

Alternative Route



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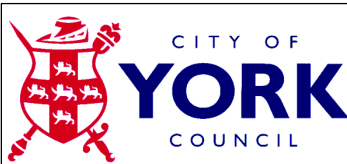
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9 St. Leonards Place, York, YO1 2ET
Telephone: 01904 613161

Highways Act 1980 s129A
Balmoral Terrace Gating Order 2009

Plan 1

Scale 1:1,000	Drawn By: EM	Date: 05/08/09
Public Rights of Way	Reference: Grid Ref SE 5950	Drawing No.

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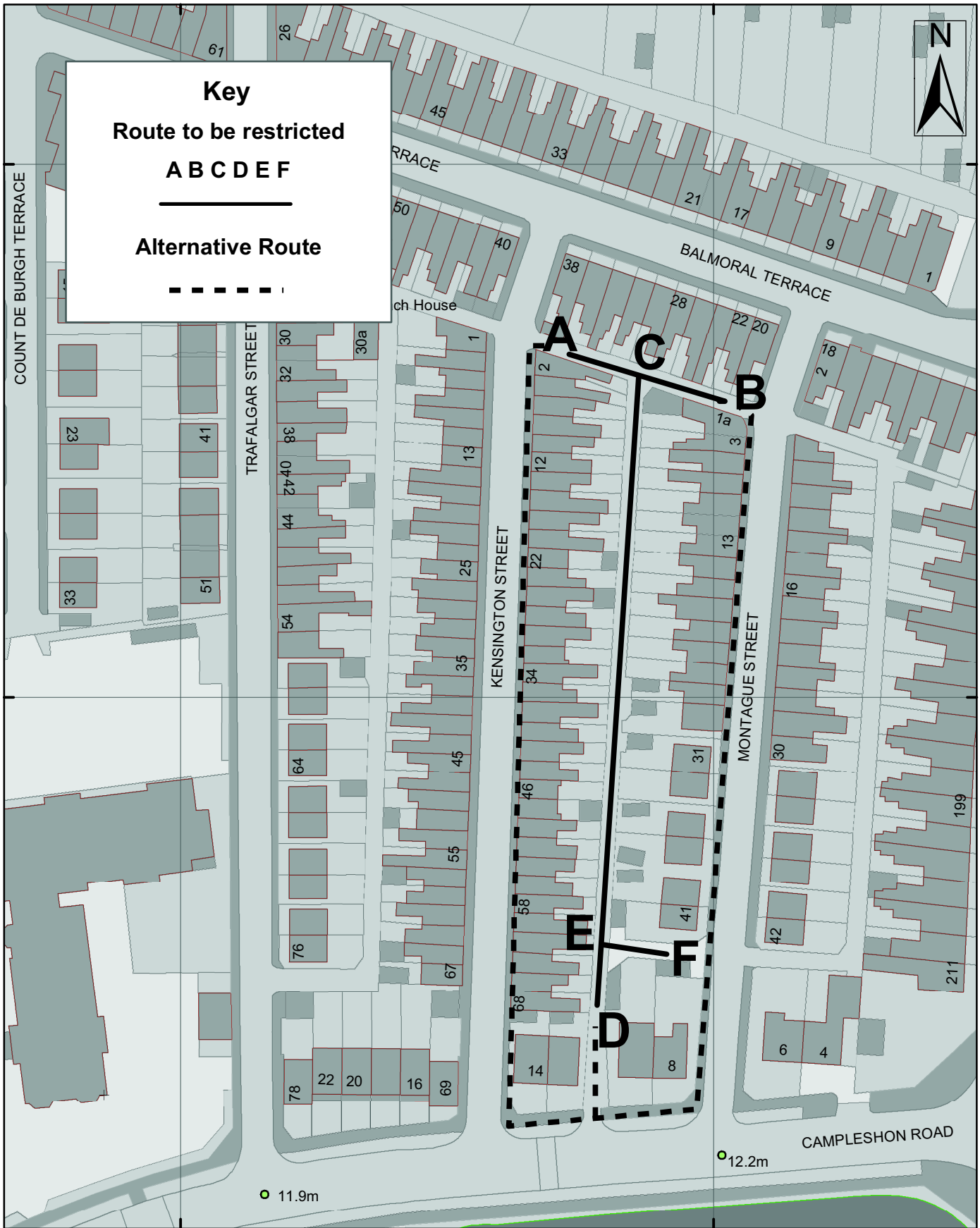
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450200 000000

459900 000000

460000 000000



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Highways Act 1980 s129A
Kensington Street / Montague Street Gating Order 2009

Plan 2

Scale 1:1,000	Drawn By: EM	Date: 05/08/09
Public Rights of Way	Reference: Grid Ref SE 5950	Drawing No.

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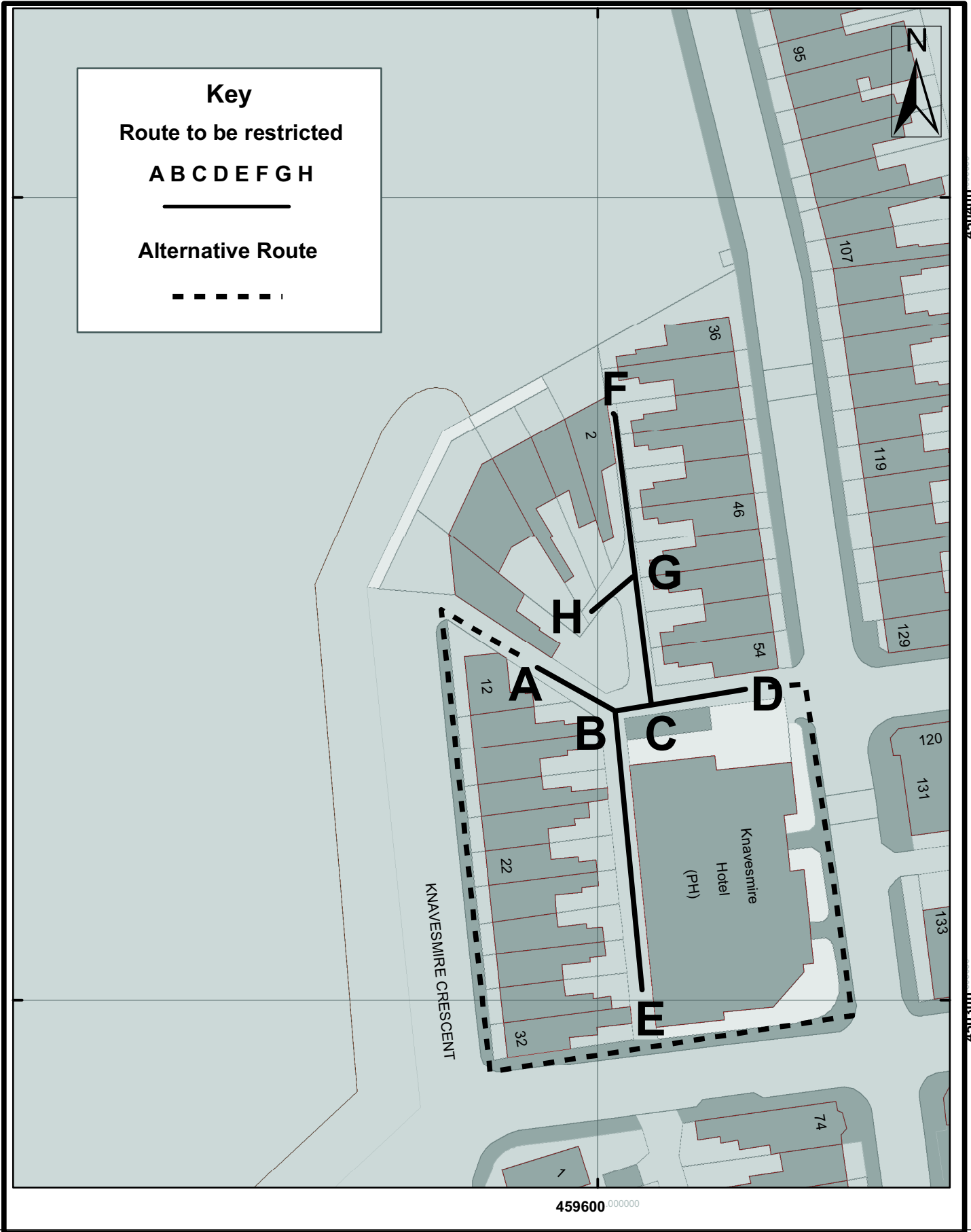
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Key

Route to be restricted
A B C D E F G H

—————

Alternative Route
 - - - - -



459600 000000



Highways Act 1980 s120A Plan 3
Knavesmire Crescent Gating Order 2009

Scale 1:640	Drawn By: EM	Date: 05/08/09
Public Rights of Way	Reference: Grid Ref SE 5950	Drawing No.

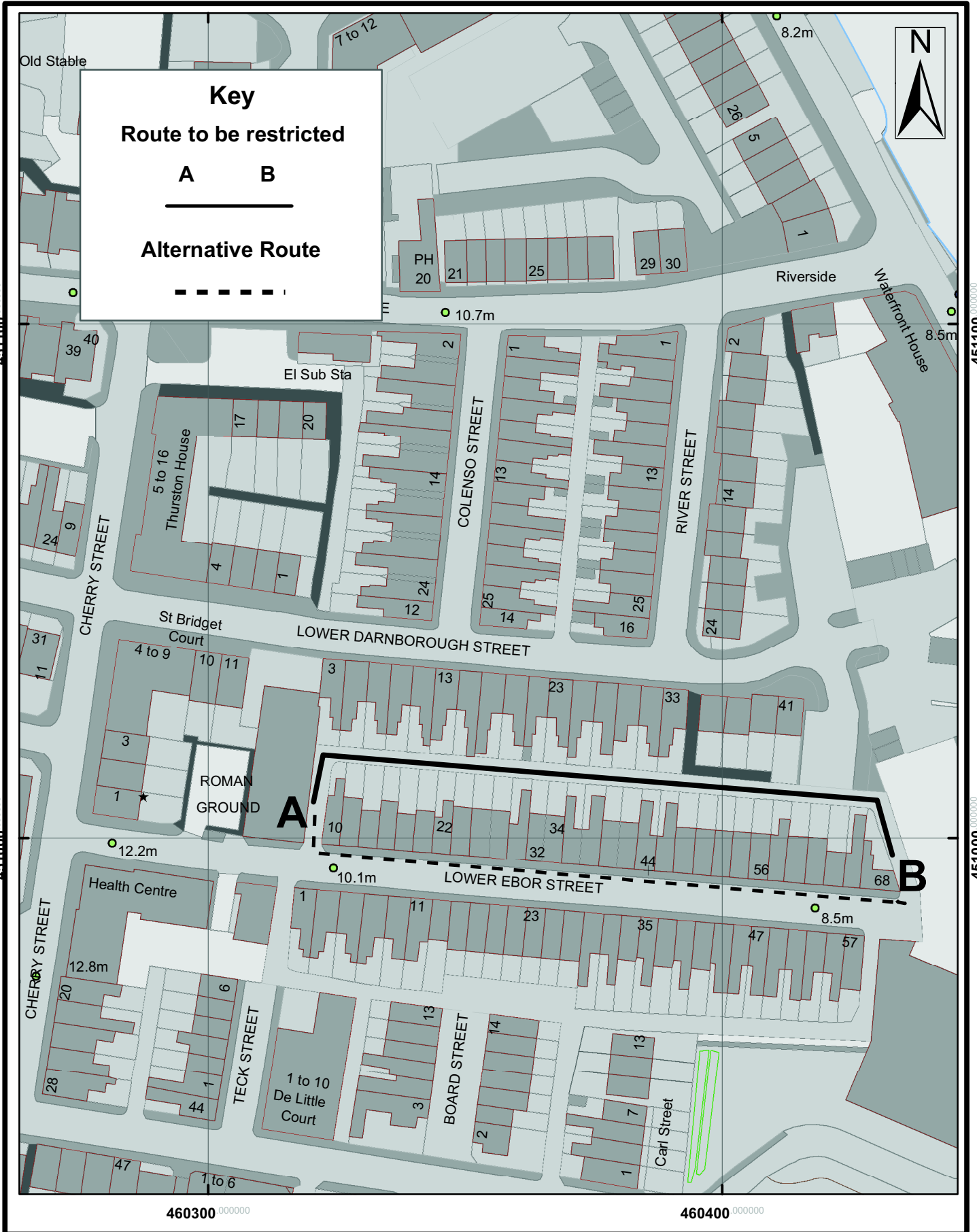
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460300 000000

460400 000000



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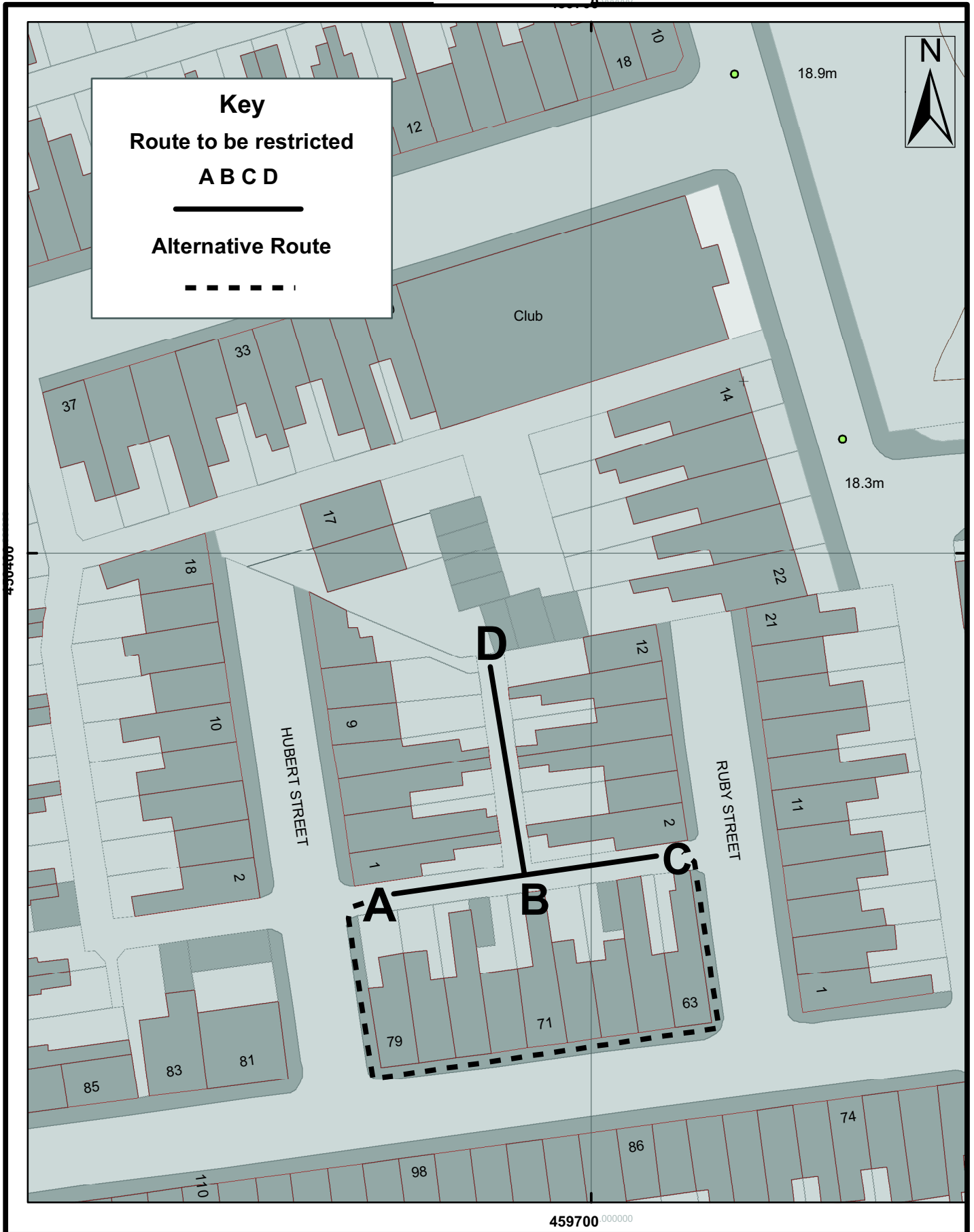
Highways Act 1980 s129A
Lower Ebor Street Gating Order 2009

Plan 4

Scale 1:1,000	Drawn By: EM	Date: 05/08/09
Public Rights of Way	Reference: Grid Ref SE 6051	Drawing No.

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Highways Act 1980 s129A **Plan 5**
Ruby Street / Hubert Street Gating Order 2009

Scale 1:512	Drawn By: EM	Date: 05/08/09
Public Rights of Way	Reference: Grid Ref SE 5950	Drawing No.

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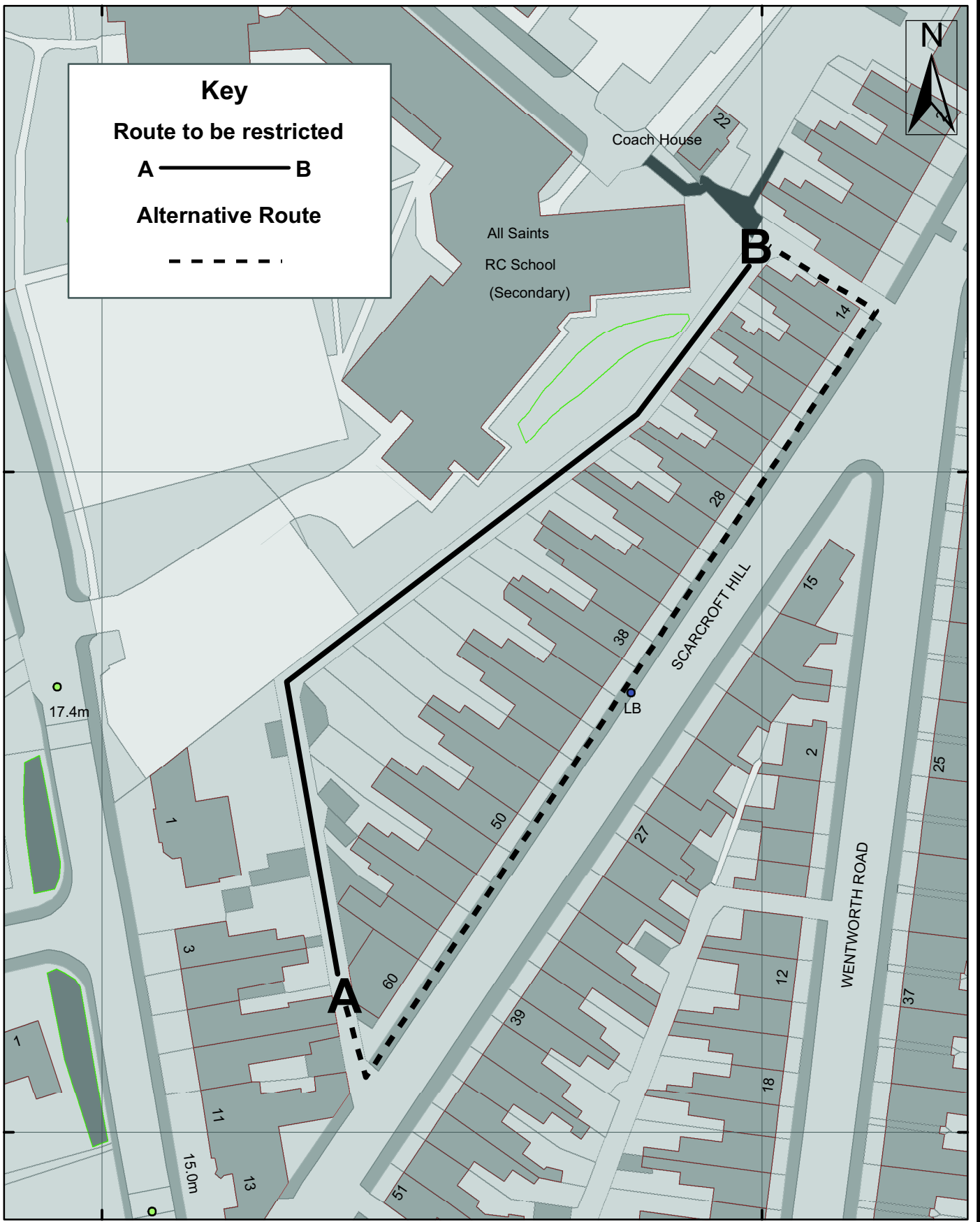
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459600 000000

Key

Route to be restricted
A ——— B

Alternative Route
- - - - -



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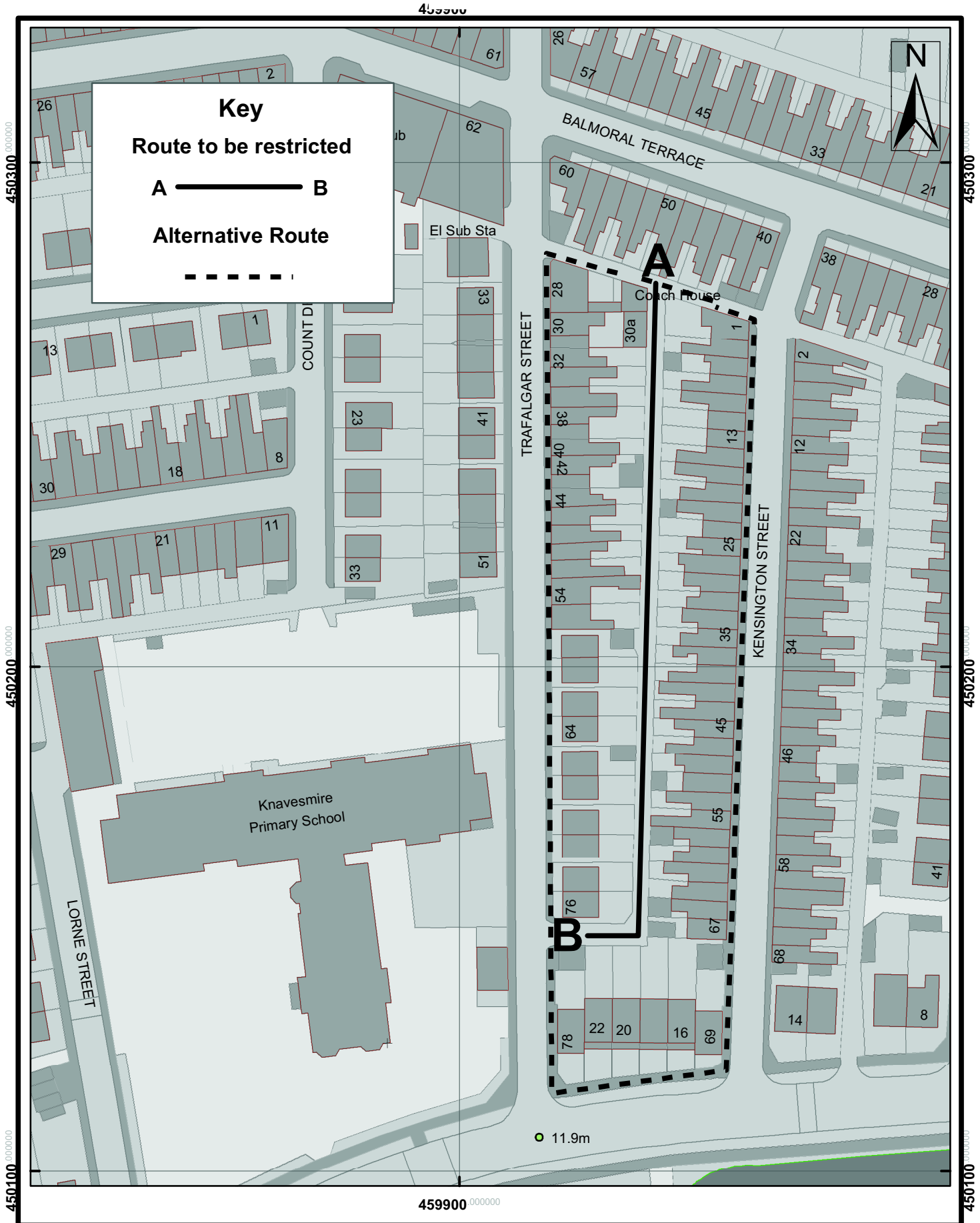
Highways Act 1980 s129A **Plan 6**
Scarcroft Hill (West) Gating Order 2009

Scale 1:800	Drawn By: EM	Date: 05/08/09
Public Rights of Way	Reference: Grid Ref SE 5950	Drawing No.

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Highways Act 1980 s129A
Trafalgar Street / Kensington Street Gating Order 2009

Plan 7

Scale 1:1,000	Drawn By: EM	Date: 05/08/09
Public Rights of Way	Reference: Grid Ref SE 5950	Drawing No.

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Annex 2

Summary of Legislative Requirements and Home Office Guidance for proposed Gating Orders

1. Section 129A of the Highways Act 1980 (as amended) by the Clean Neighbourhoods and Environment Act 2005 (CNE) allows local authorities to make Gating Orders to restrict public access over any relevant highway (as defined by S129A(5)) to reduce and prevent crime and anti-social behaviour. In order that a highway can be considered for a Gating Order, it must be demonstrated that it meets all of the following legislative requirements:
 - a) Premises adjoining or adjacent to the highway are affected by crime or anti-social behaviour;
 - b) The existence of the highway is facilitating the persistent commission of criminal offences or anti-social behaviour; and
 - c) It is in all circumstances expedient to make the order for the purposes of reducing crime or anti-social behaviour. This means that the following has to be considered:
 - (i) The likely effect of making the order on the occupiers of premises adjoining or adjacent to the highway;
 - (ii) The likely effect of making the order on other persons in the locality; and
 - (iii) In a case where the highway constitutes a through route, the availability of a reasonably convenient alternative route.
2. Home Office Guidance 2006 suggests that the council should give consideration as to whether there are alternative interventions that may be more appropriate to combat crime and anti-social behaviour before considering the use of a Gating Order. Alternative methods of crime prevention carried out in the Southbank area to date are patrolling, offender-based operations and media campaigns to raise awareness about securing premises.
3. Although a Gating Order restricts public use over a route, its highway status is retained, thus making it possible to revoke or review the need for the Order. Home Office Guidance 2006 recommends that this review be carried out on an annual basis.
4. Access along a route which is restricted by a Gating Order is given to residents adjacent to or adjoining the restricted route (HA1980 S129B (3)) and anyone who has a private right of access over it (Gating Orders can only be made to restrict Public Rights of Way).

5. Any person may apply to the High Court for the purpose of questioning the validity of a Gating Order on the ground that-
 - (i) the Council had no power to make it; or
 - (ii) any requirement under the legislation was not complied with in relation to it.

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

Annex 3

Summary of Crime and Anti-Social Behaviour Reports Southbank

	October 2008 to September 2009		
	Crime Reports	ASB Reports	Other recorded ASB (CYC and NYFRS)
Balmoral Terrace			
Kensington Street – Montague Street	13	18	
Knavesmire Crescent	6	19	
Lower Ebor Street	3	2	
Ruby Street – Hubert Street	2	0	
Scarcroft Hill	14	3	
Trafalgar Street – Kensington Street	7	6	

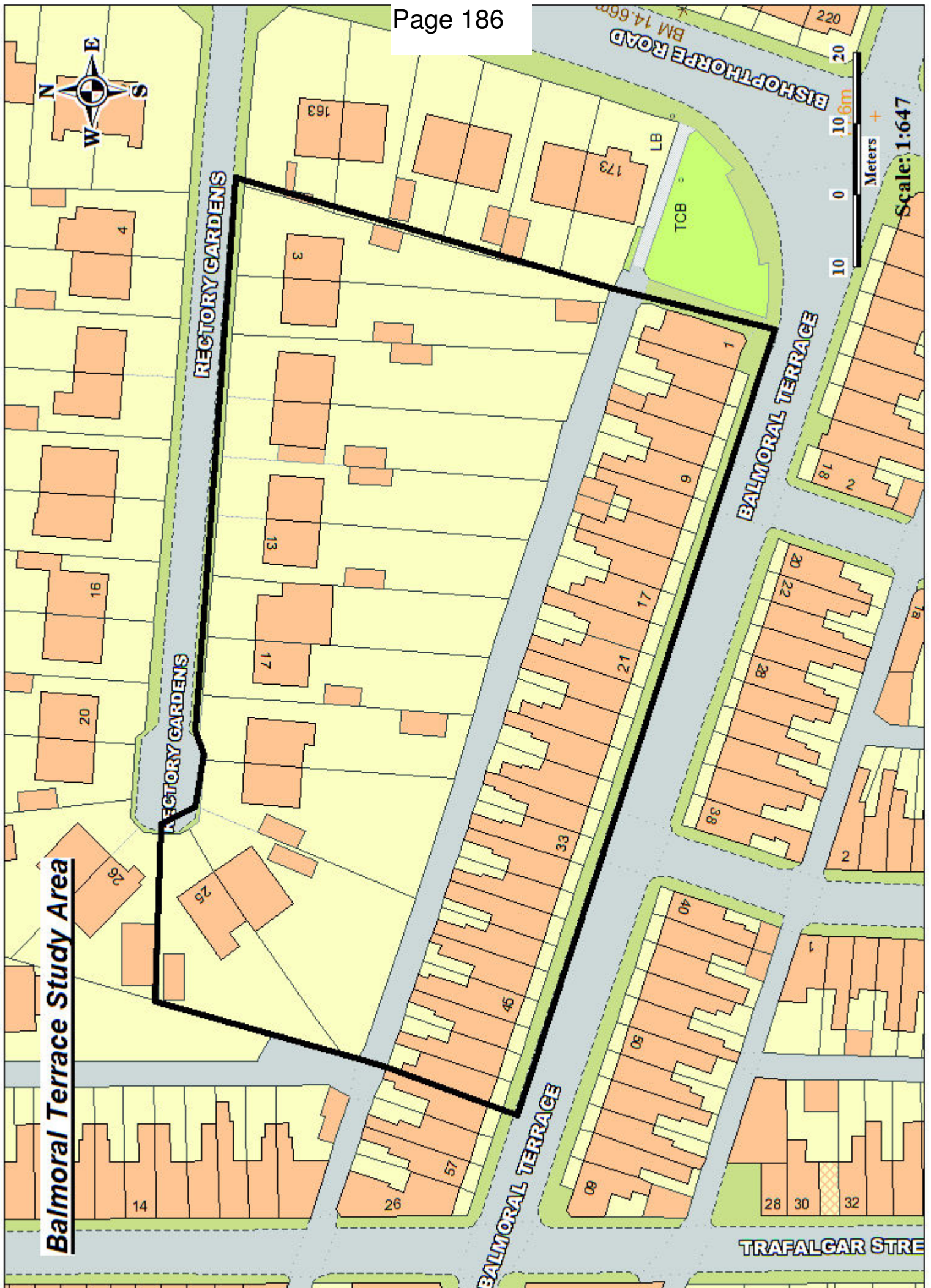
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ANNEX 4

Southbank

Crime and Anti-social Behaviour
Reports

October 2008 to September 2009



Balmoral Terrace Study Area

RECTORY GARDENS

BALMORAL TERRACE

BALMORAL TERRACE

TRAFALGAR STREET

0 10 20
Meters +
Scale: 1:647

BISHOP THORPE ROAD
BM 14.6m

TCB

LB

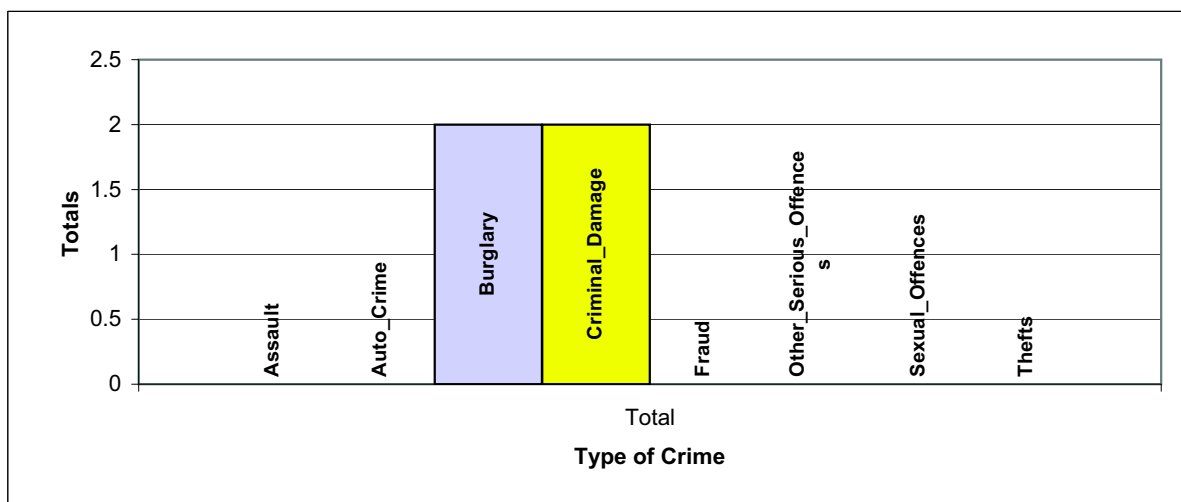
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Crime Statistics

Crime Analysis Study Area:	=	Balmoral Terrace Study Area
Planning Application Reference:	=	
Size of Study Area from Application	=	Please see map
Study Period Start:	=	01/10/2008
Study Period End:	=	30/09/2009
Date Study Completed	=	22/10/2009
Number of Months in Study Period	=	12
Geocoding Accuracy Rate	=	95%

Crime Group	Total
Assault	0
Auto_Crime	0
Burglary	2
Criminal_Damage	2
Fraud	0
Other_Serious_Offences	0
Sexual_Offences	0
Thefts	0
Grand Total	4

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



A Table of Crime by Crime Group and then Crime Type

EVENT_GROUP	HO_DESCRIPTION	Total
BURGLARY	BURGLARY IN A BUILDING OTHER THAN A DWELLING	2
CRIMINAL_DAMAGE	CRIMINAL DAMAGE TO DWELLINGS	1
	CRIMINAL DAMAGE TO VEHICLES	1
Grand Total		4

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

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

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

Crime Day	Total
Mon	0
Tue	0
Wed	2
Thu	0
Fri	0
Sat	0
Sun	2
Grand Total	4

Grand Total

4

Expected Average Crime per Month =

0.33

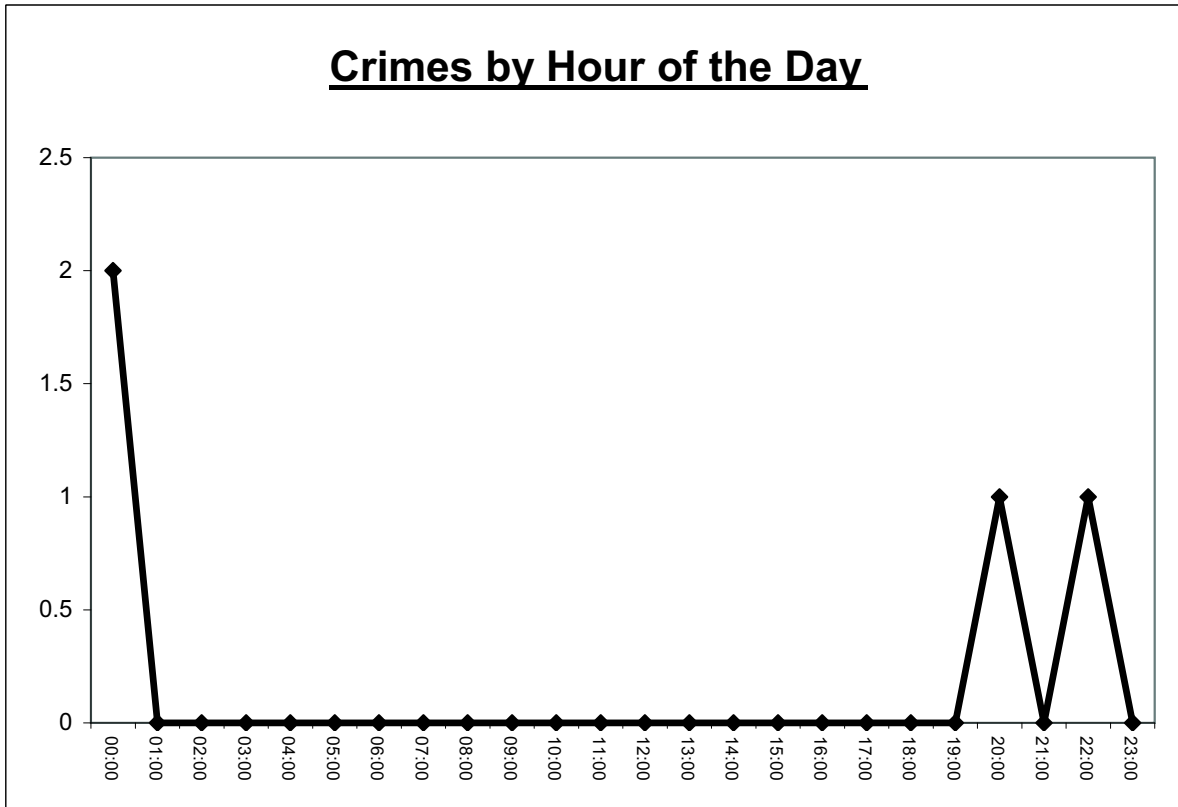
Expected Average Crime per Day =

0.57

A Table of Crime by Hour of the Day in the Study Area

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

Crimes by Hour of the Day

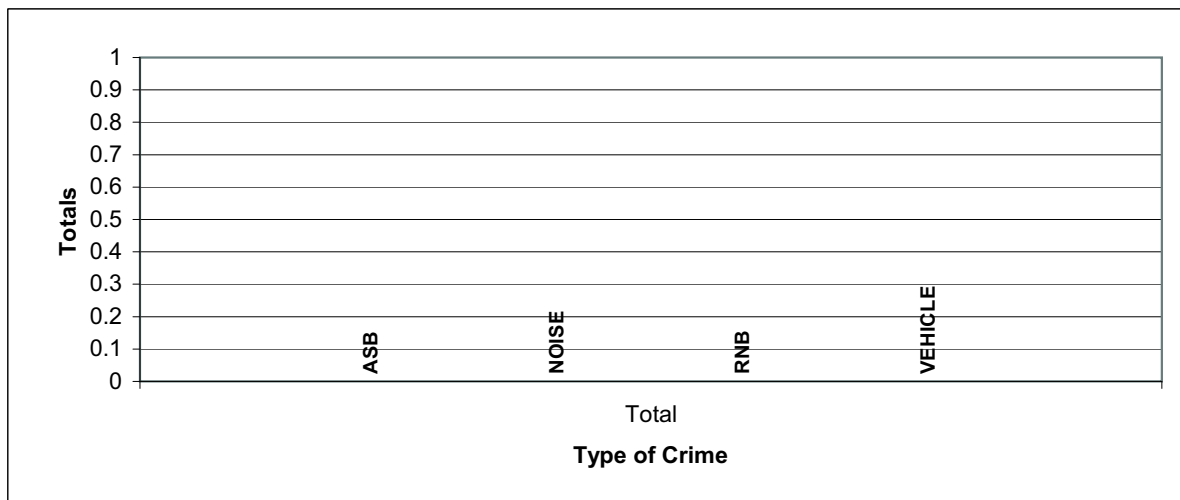


NYP ASB General Incidents Report

ASB Analysis Study Area:	=	Balmoral Terrace Study Area
Planning Application Reference:	=	
Size of Study Area from Application	=	Please see map
Study Period Start:	=	01/10/2008
Study Period End:	=	30/09/2009
Date Study Completed	=	15/10/2009
Number of Months in Study Period	=	12
Geocoding Accuracy Rate	=	95%

ASB Incident Group	Total
ASB	0
NOISE	0
RNB	0
VEHICLE	0
Grand Total	0

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



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

A Table of ASB by ASB Group and then Incident Heading

No records

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

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

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

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

Day	Total
Mon	0
Tue	0
Wed	0
Thu	0
Fri	0
Sat	0
Sun	0
Grand Total	0

Grand Total

0

Expected Average Incidents per Month =

0

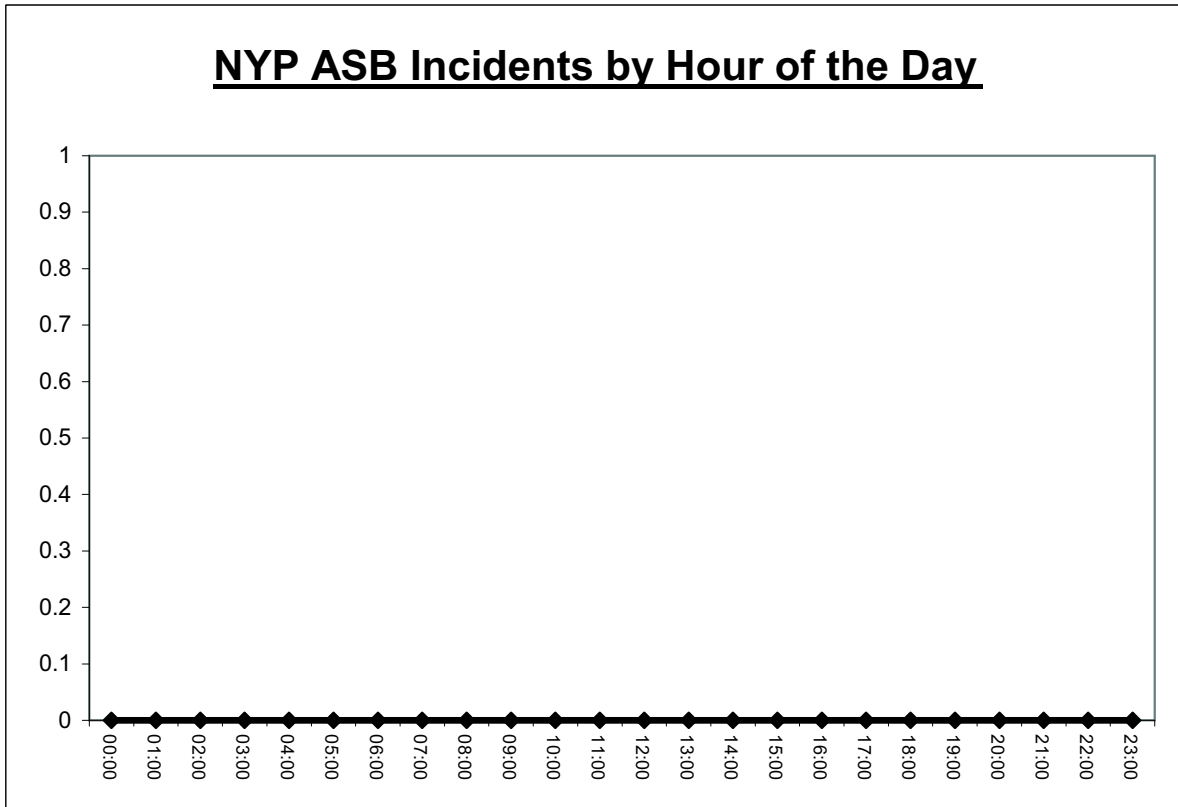
Expected Average Incidents per Day =

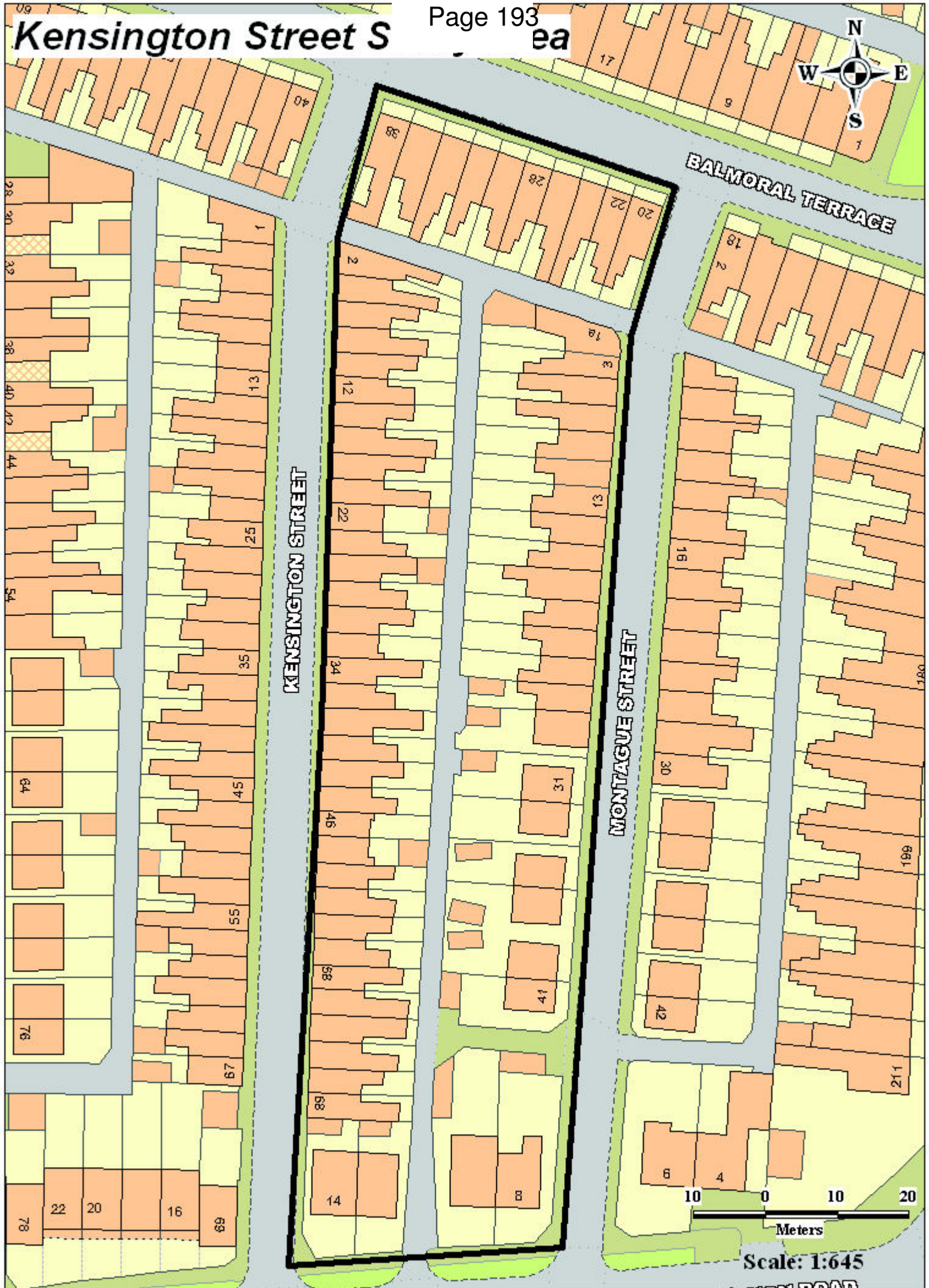
0

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

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

NYP ASB Incidents by Hour of the Day



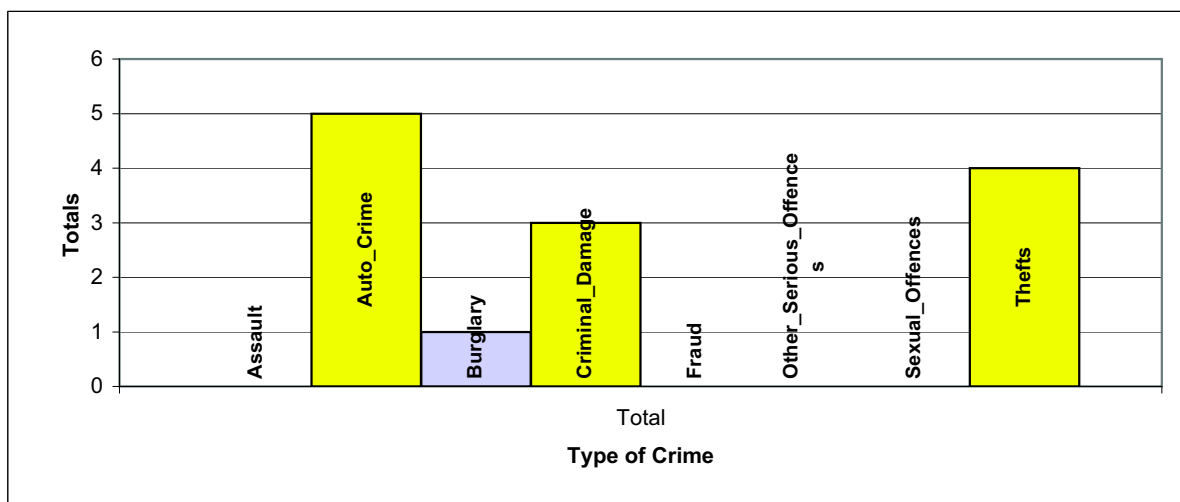


Crime Statistics

Crime Analysis Study Area:	=	Kensington Street
Planning Application Reference:	=	
Size of Study Area from Application	=	Please see map
Study Period Start:	=	01/10/2008
Study Period End:	=	30/09/2009
Date Study Completed	=	15/10/2009
Number of Months in Study Period	=	12
Geocoding Accuracy Rate	=	95%

Crime Group	Total
Assault	0
Auto_Crime	5
Burglary	1
Criminal_Damage	3
Fraud	0
Other_Serious_Offences	0
Sexual_Offences	0
Thefts	4
Grand Total	13

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



A Table of Crime by Crime Group and then Crime Type

EVENT_GROUP	HO_DESCRIPTION	Total
AUTO_CRIME	THEFT FROM VEHICLE	1
	VEHICLE INTERFERENCE	4
BURGLARY	BURGLARY IN A BUILDING OTHER THAN A DWELLING	1
CRIMINAL_DAMAGE	CRIMINAL DAMAGE OTHER	1
	CRIMINAL DAMAGE TO VEHICLES	2
THEFTS	OTHER THEFT OR UNAUTHORISED TAKING	1
	THEFT OF PEDAL CYCLE	3
Grand Total		13

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

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

Month	Total
Jul	0
Aug	1
Sep	1
Oct	1
Nov	2
Dec	3

Crime Day	Total
Mon	3
Tue	0
Wed	2
Thu	1
Fri	2
Sat	4
Sun	1
Grand Total	13

Grand Total

13

Expected Average Crime per Month =

1.08

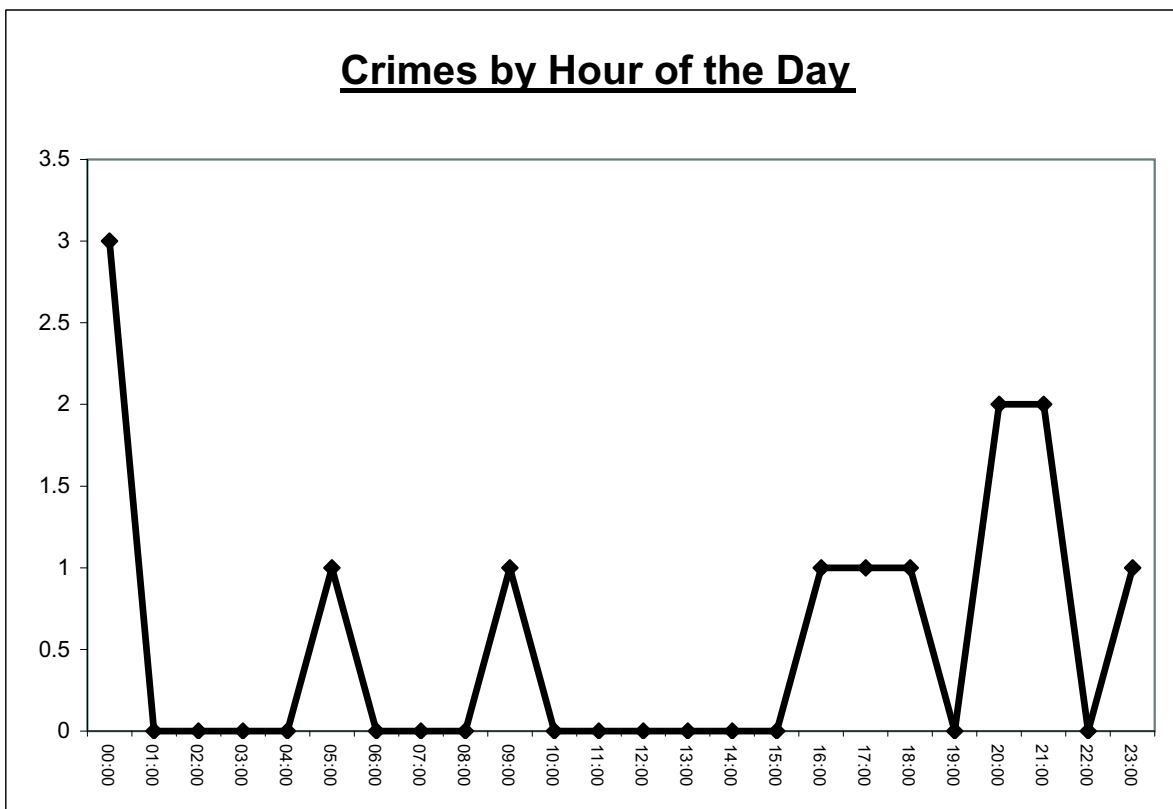
Expected Average Crime per Day =

1.86

A Table of Crime by Hour of the Day in the Study Area

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Total	3	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	1	1	0	2	2	0	1	13

Crimes by Hour of the Day

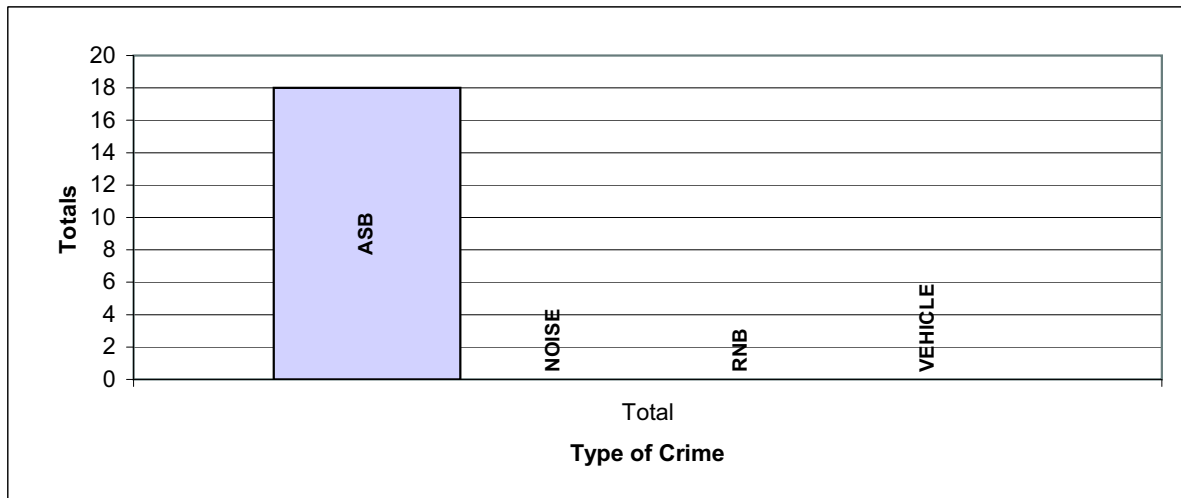


NYP ASB General Incidents Report

ASB Analysis Study Area:	=	Kensington Street
Planning Application Reference:	=	
Size of Study Area from Application	=	Please see map
Study Period Start:	=	01/10/2008
Study Period End:	=	30/09/2009
Date Study Completed	=	15/10/2009
Number of Months in Study Period	=	12
Geocoding Accuracy Rate	=	95%

ASB Incident Group	Total
ASB	18
NOISE	0
RNB	0
VEHICLE	0
Grand Total	18

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



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

A Table of ASB by ASB Group and then Incident Heading

EVENT_GROUP	INCIDENT_HEADING	Total
ASB	BEHAVIOUR	9
	COMMS	5
	NEIGHBOUR	4
Grand Total		18

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

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

Month	Total
Jan	0
Feb	0
Mar	0
Apr	4
May	2
Jun	6

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

Day	Total
Mon	1
Tue	3
Wed	5
Thu	5
Fri	0
Sat	3
Sun	1
Grand Total	18

Grand Total

18

Expected Average Incidents per Month =

1.5

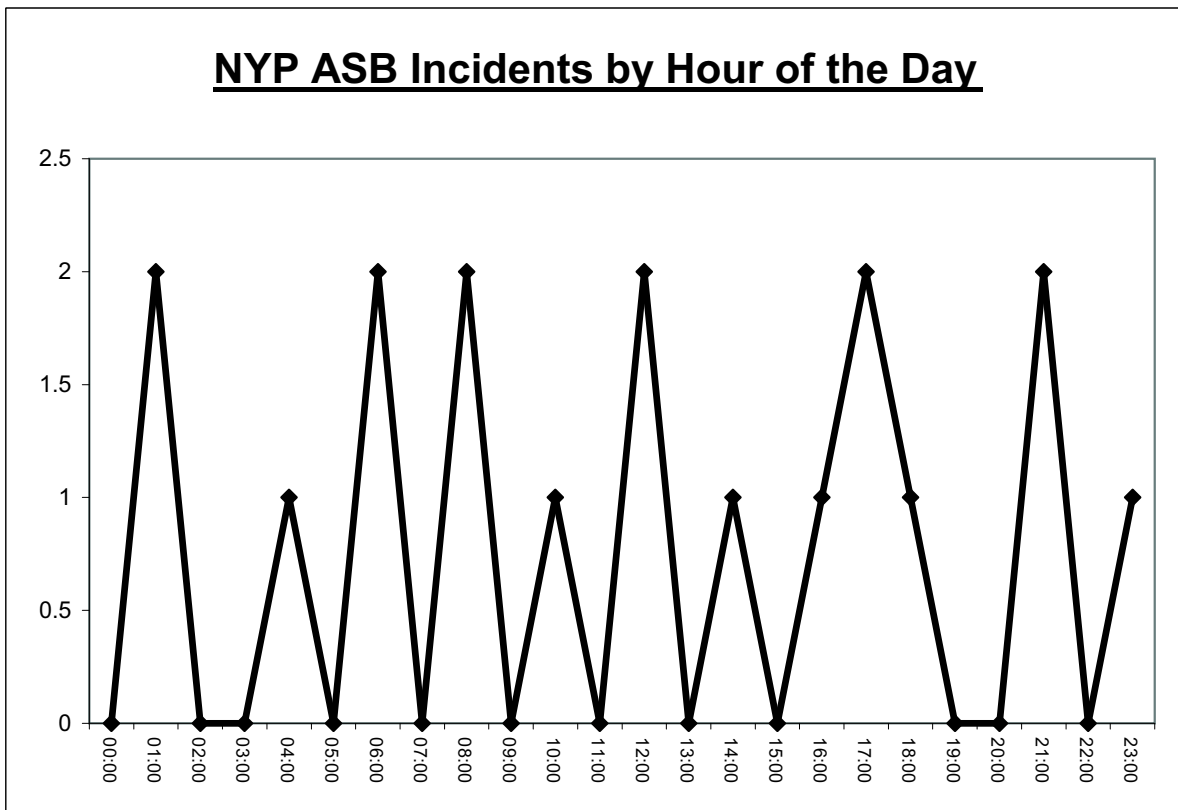
Expected Average Incidents per Day =

2.57

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

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Total	0	2	0	0	1	0	2	0	2	0	1	0	2	0	1	0	1	2	1	0	0	2	0	1	18

NYP ASB Incidents by Hour of the Day



Knavesmire Crescent Study Area



KNAVESMIRE CRESCENT

Knavesmire
Hotel
(PH)



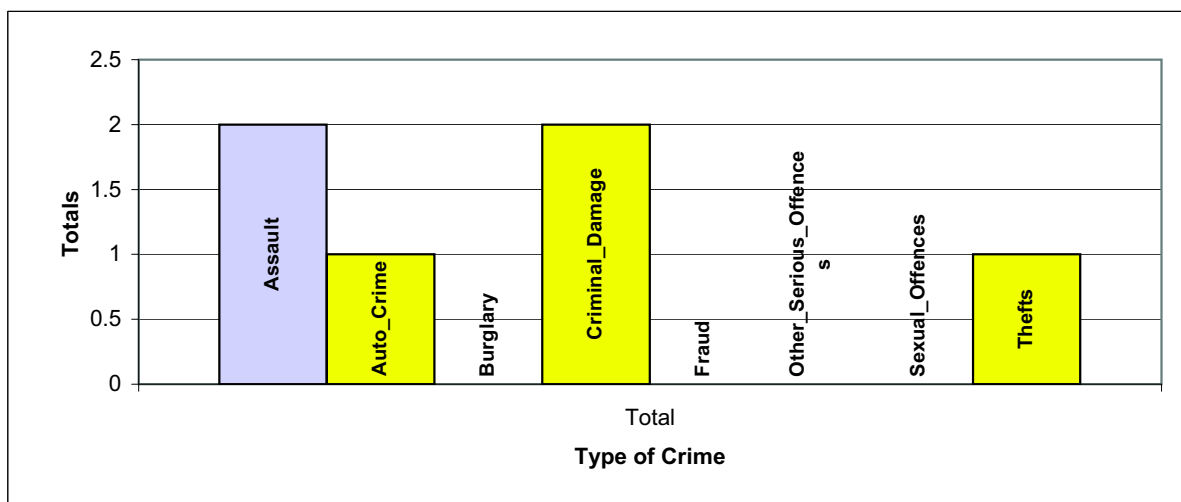
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Crime Statistics

Crime Analysis Study Area:	=	Knavesmire Crescent
Planning Application Reference:	=	
Size of Study Area from Application	=	Please see map
Study Period Start:	=	01/10/2008
Study Period End:	=	30/09/2009
Date Study Completed	=	15/10/2009
Number of Months in Study Period	=	12
Geocoding Accuracy Rate	=	95%

Crime Group	Total
Assault	2
Auto_Crime	1
Burglary	0
Criminal_Damage	2
Fraud	0
Other_Serious_Offences	0
Sexual_Offences	0
Thefts	1
Grand Total	6

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



A Table of Crime by Crime Group and then Crime Type

EVENT_GROUP	HO_DESCRIPTION	Total
ASSAULT	ACTUAL BODILY HARM AND OTHER INJURY	1
	ASSAULT WITHOUT INJURY	1
AUTO_CRIME	THEFT FROM VEHICLE	1
CRIMINAL_DAMAGE	CRIMINAL DAMAGE TO DWELLINGS	1
	CRIMINAL DAMAGE TO VEHICLES	1
THEFTS	OTHER THEFT OR UNAUTHORISED TAKING	1
Grand Total		6

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

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

Month	Total
Jul	0
Aug	0
Sep	0
Oct	0
Nov	2
Dec	0

Crime Day	Total
Mon	1
Tue	0
Wed	0
Thu	0
Fri	1
Sat	2
Sun	2
Grand Total	6

Grand Total

6

Expected Average Crime per Month =

0.5

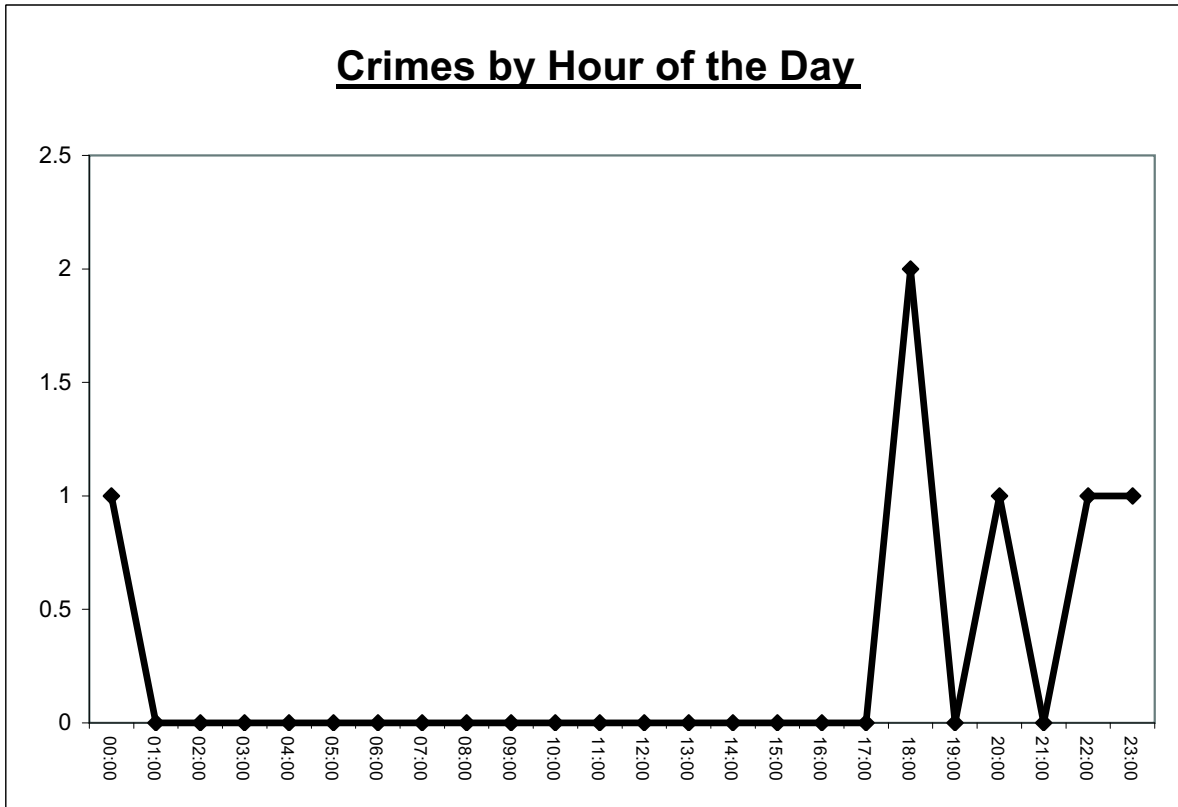
Expected Average Crime per Day =

0.86

A Table of Crime by Hour of the Day in the Study Area

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

Crimes by Hour of the Day

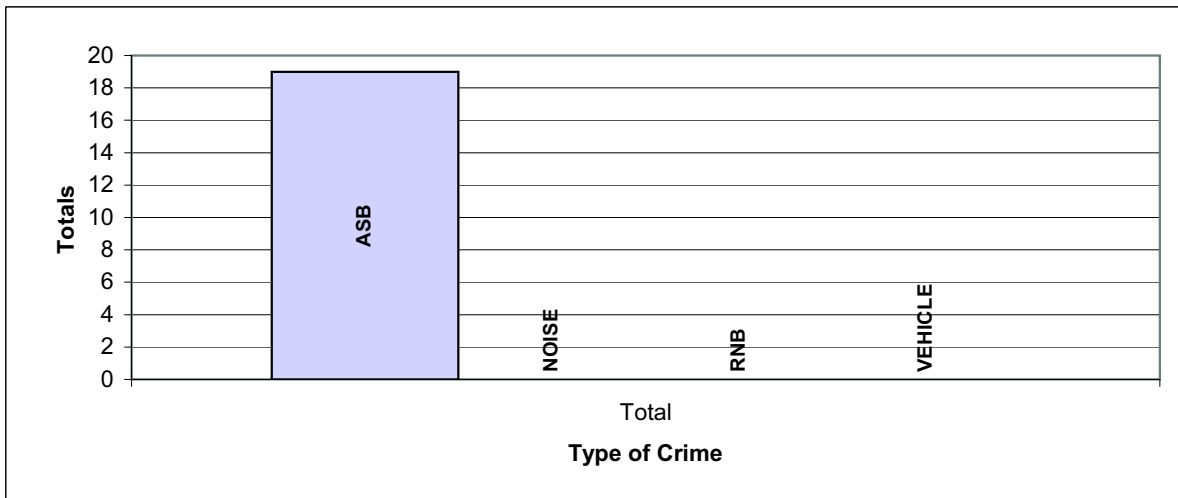


NYP ASB General Incidents Report

ASB Analysis Study Area:	=	Knivesmire Crescent
Planning Application Reference:	=	
Size of Study Area from Application	=	Please see map
Study Period Start:	=	01/10/2008
Study Period End:	=	30/09/2009
Date Study Completed	=	15/10/2009
Number of Months in Study Period	=	12
Geocoding Accuracy Rate	=	95%

ASB Incident Group	Total
ASB	19
NOISE	0
RNB	0
VEHICLE	0
Grand Total	19

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



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

A Table of ASB by ASB Group and then Incident Heading

EVENT_GROUP	INCIDENT_HEADING	Total
ASB	BEHAVIOUR	16
	DRINKING	1
	VEHNUISAN	2
Grand Total		19

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

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

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

Month	Total
Jul	4
Aug	4
Sep	3
Oct	1
Nov	1
Dec	0

Day	Total
Mon	2
Tue	2
Wed	2
Thu	0
Fri	7
Sat	2
Sun	4
Grand Total	19

Grand Total

19

Expected Average Incidents per Month =

1.58

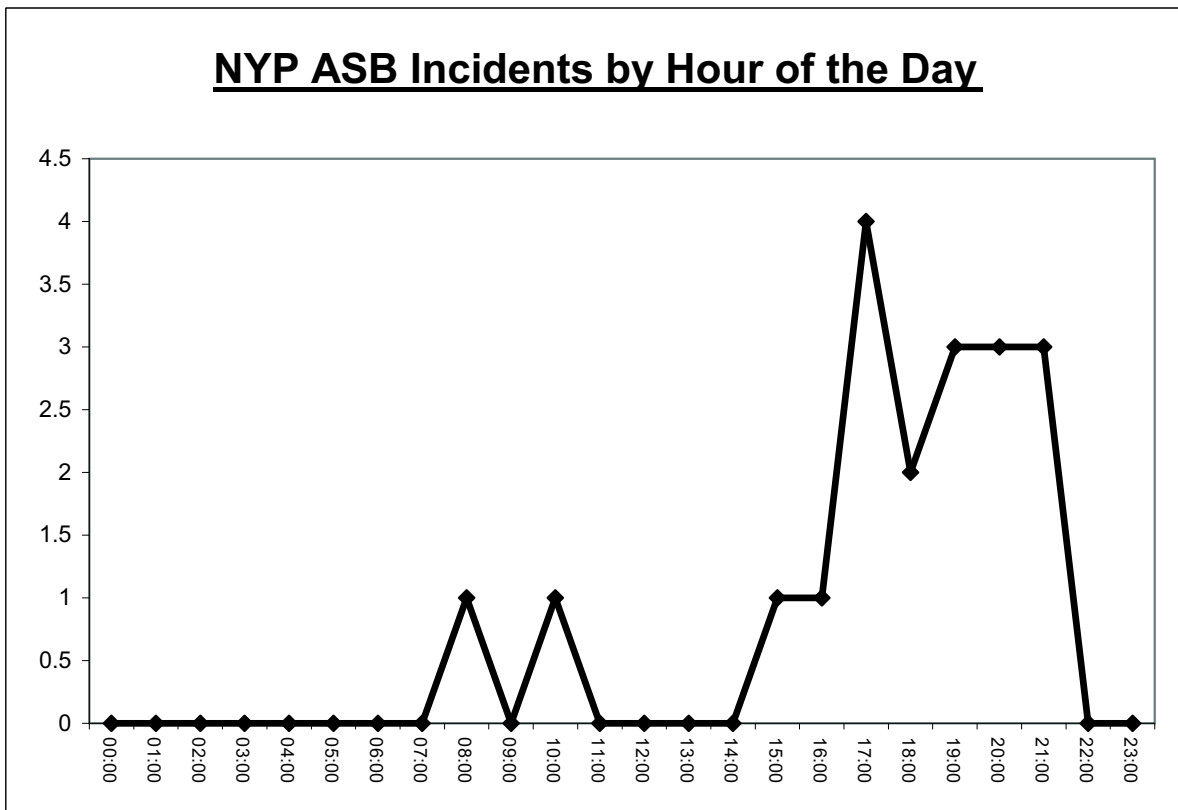
Expected Average Incidents per Day =

2.71

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

	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
Total	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	1	4	2	3	3	3	0	0	19

NYP ASB Incidents by Hour of the Day





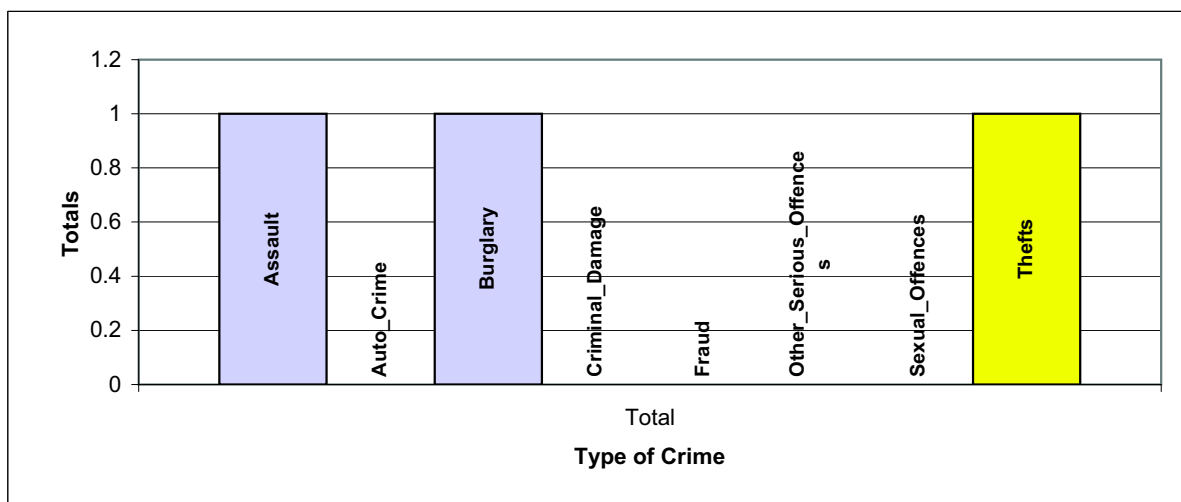
Lower Ebor Street Study Area

Crime Statistics

Crime Analysis Study Area:	=	Lower Ebor Street
Planning Application Reference:	=	
Size of Study Area from Application	=	Please see map
Study Period Start:	=	01/10/2008
Study Period End:	=	30/09/2009
Date Study Completed	=	15/10/2009
Number of Months in Study Period	=	12
Geocoding Accuracy Rate	=	95%

Crime Group	Total
Assault	1
Auto_Crime	0
Burglary	1
Criminal_Damage	0
Fraud	0
Other_Serious_Offences	0
Sexual_Offences	0
Thefts	1
Grand Total	3

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



A Table of Crime by Crime Group and then Crime Type

EVENT_GROUP	HO_DESCRIPTION	Total
ASSAULT	ASSAULT WITHOUT INJURY	1
BURGLARY	BURGLARY IN A DWELLING	1
THEFTS	THEFT OF PEDAL CYCLE	1
Grand Total		3

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

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

Month	Total
Jul	0
Aug	0
Sep	0
Oct	0
Nov	2
Dec	1

Crime Day	Total
Mon	1
Tue	2
Wed	0
Thu	0
Fri	0
Sat	0
Sun	0
Grand Total	3

Grand Total

3

Expected Average Crime per Month =

0.25

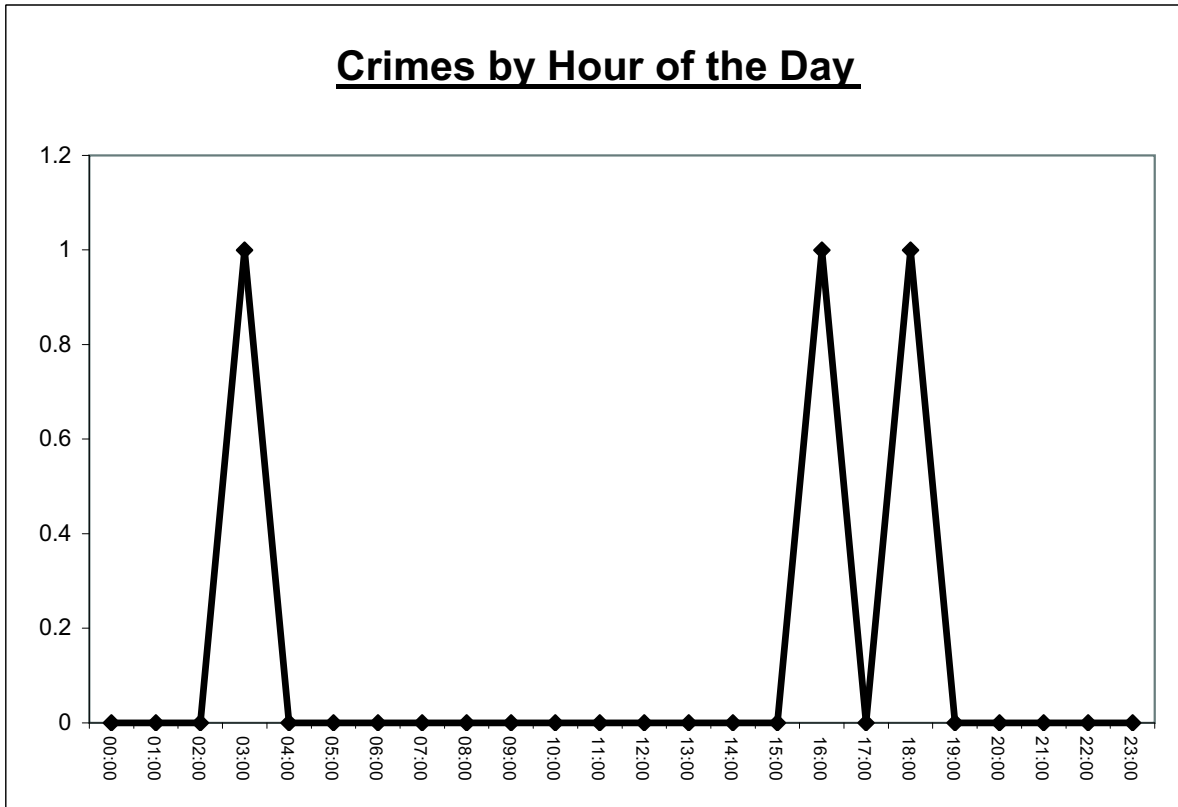
Expected Average Crime per Day =

0.43

A Table of Crime by Hour of the Day in the Study Area

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

Crimes by Hour of the Day

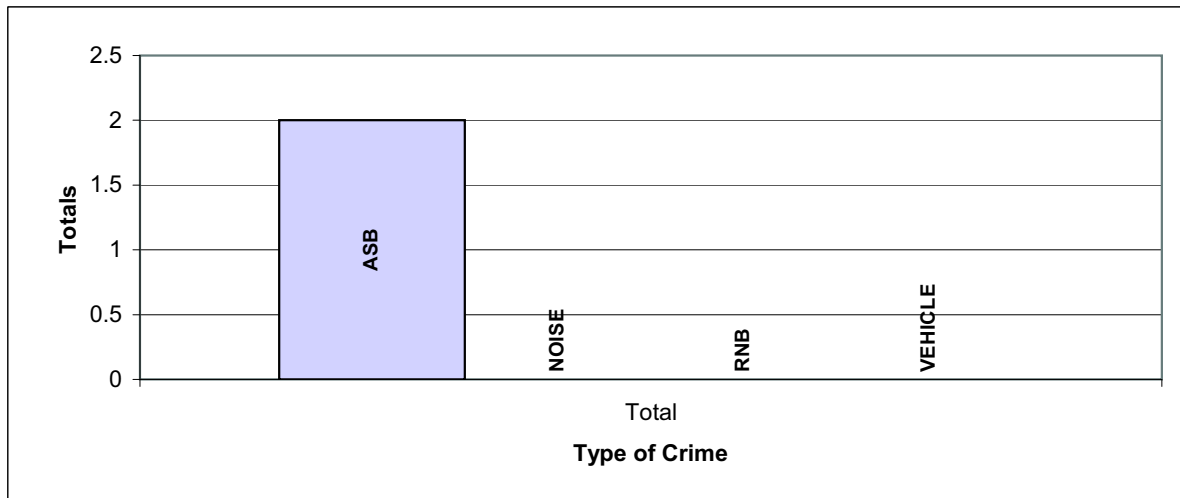


NYP ASB General Incidents Report

ASB Analysis Study Area:	=	Lower Ebor Street
Planning Application Reference:	=	
Size of Study Area from Application	=	Please see map
Study Period Start:	=	01/10/2008
Study Period End:	=	30/09/2009
Date Study Completed	=	15/10/2009
Number of Months in Study Period	=	12
Geocoding Accuracy Rate	=	95%

ASB Incident Group	Total
ASB	2
NOISE	0
RNB	0
VEHICLE	0
Grand Total	2

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



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

A Table of ASB by ASB Group and then Incident Heading

EVENT_GROUP	INCIDENT_HEADING	Total
ASB	BEHAVIOUR	1
	COMMS	1
Grand Total		2

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

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

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

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

Day	Total
Mon	0
Tue	1
Wed	1
Thu	0
Fri	0
Sat	0
Sun	0
Grand Total	2

Grand Total

2

Expected Average Incidents per Month =

0.17

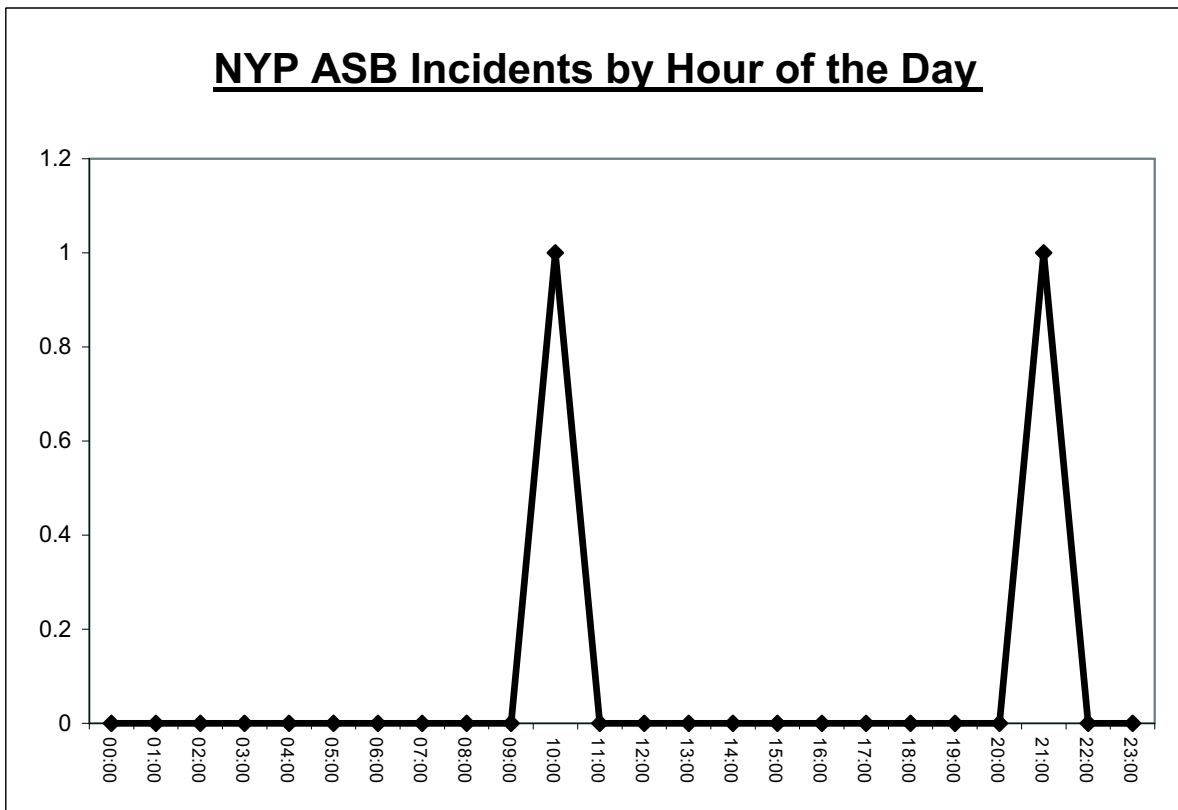
Expected Average Incidents per Day =

0.29

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

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

NYP ASB Incidents by Hour of the Day

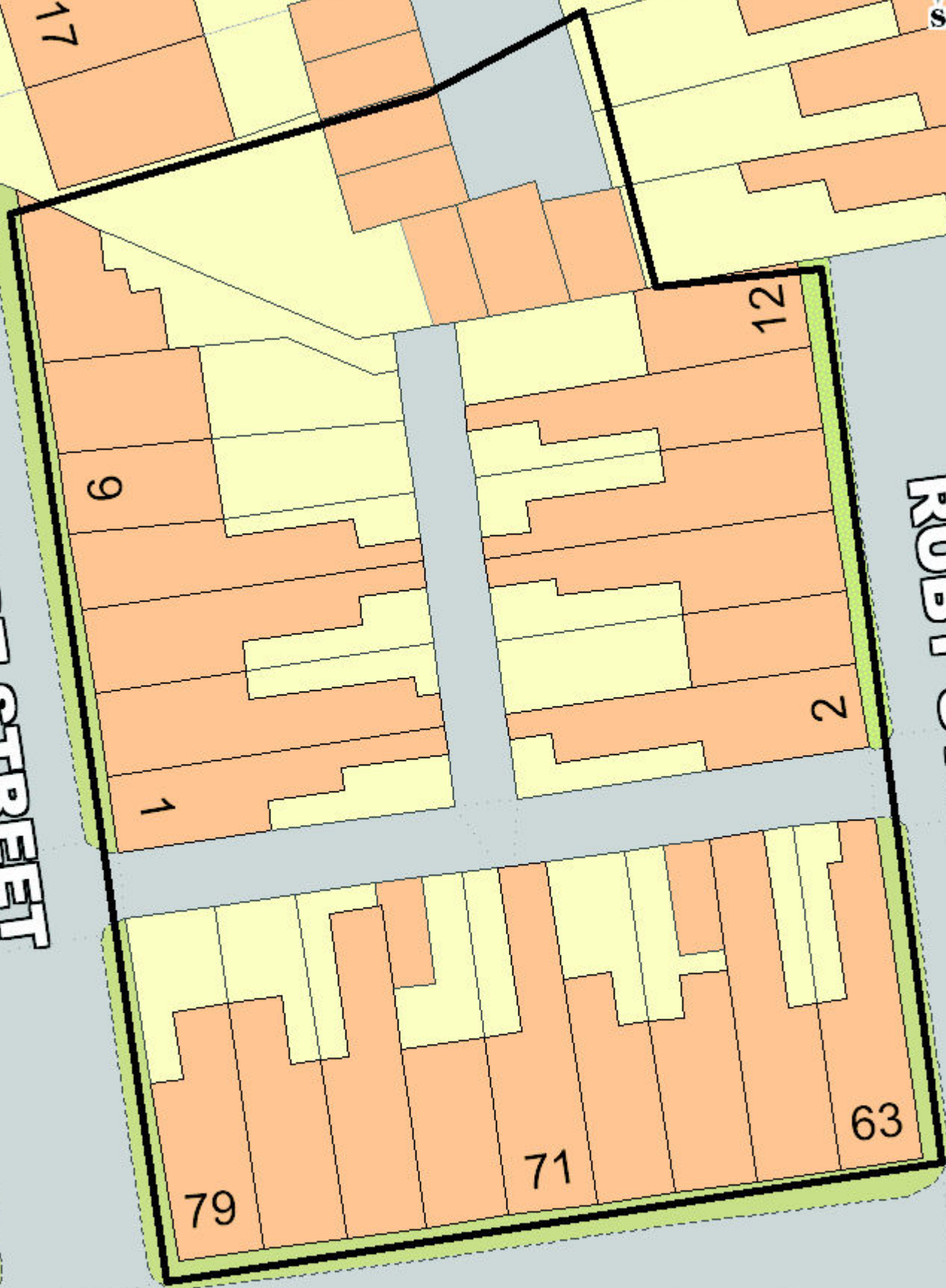


Ruby Street Study Area



HUBBERT STREET

RUBY STREET



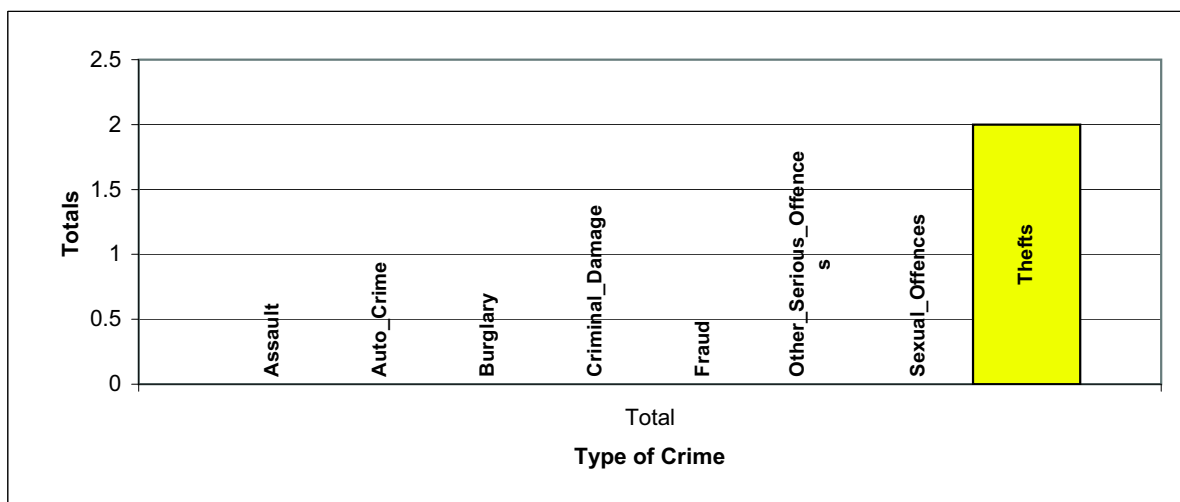
Scale: 1:249

Crime Statistics

Crime Analysis Study Area:	=	Ruby Street
Planning Application Reference:	=	
Size of Study Area from Application	=	Please see map
Study Period Start:	=	01/10/2008
Study Period End:	=	30/09/2009
Date Study Completed	=	15/10/2009
Number of Months in Study Period	=	12
Geocoding Accuracy Rate	=	95%

Crime Group	Total
Assault	0
Auto_Crime	0
Burglary	0
Criminal_Damage	0
Fraud	0
Other_Serious_Offences	0
Sexual_Offences	0
Thefts	2
Grand Total	2

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



A Table of Crime by Crime Group and then Crime Type

EVENT_GROUP	HO_DESCRIPTION	Total
THEFTS	OTHER THEFT OR UNAUTHORISED TAKING	1
	THEFT OF PEDAL CYCLE	1
Grand Total		2

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

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

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

Crime Day	Total
Mon	0
Tue	0
Wed	0
Thu	0
Fri	1
Sat	0
Sun	1
Grand Total	2

Grand Total

2

Expected Average Crime per Month =

0.17

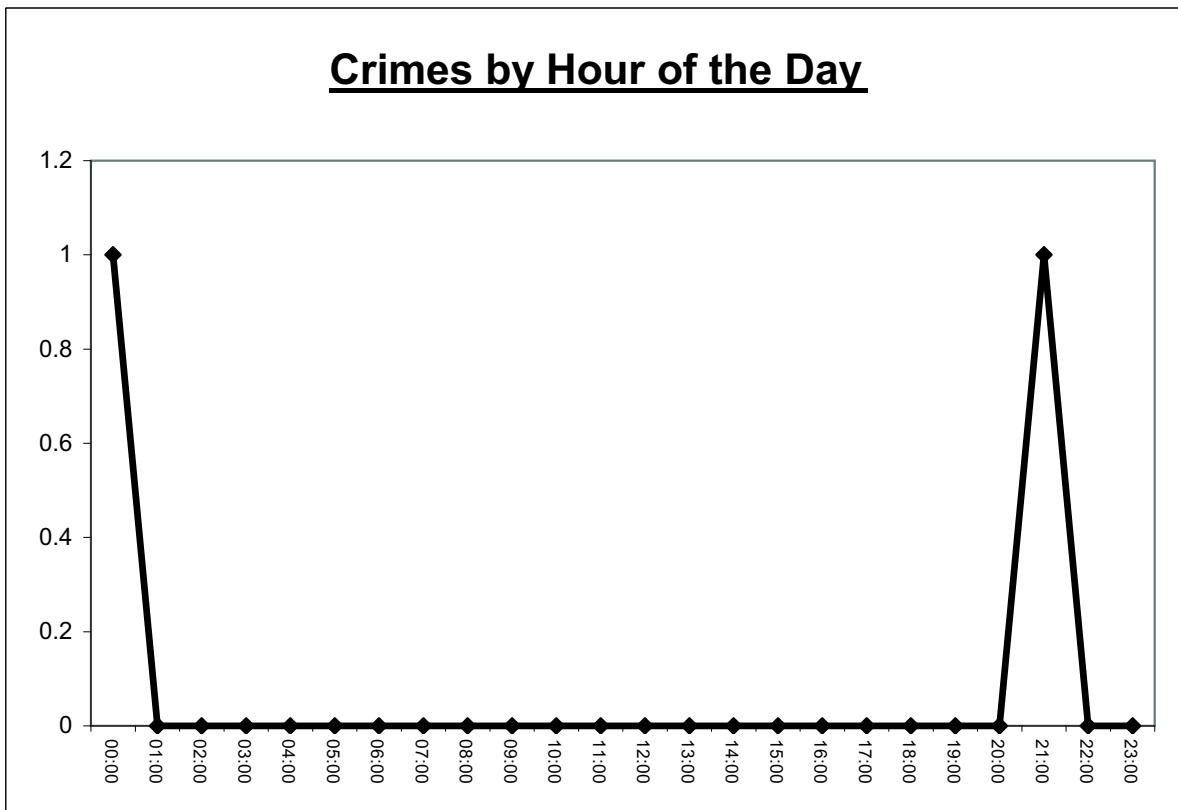
Expected Average Crime per Day =

0.29

A Table of Crime by Hour of the Day in the Study Area

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

Crimes by Hour of the Day

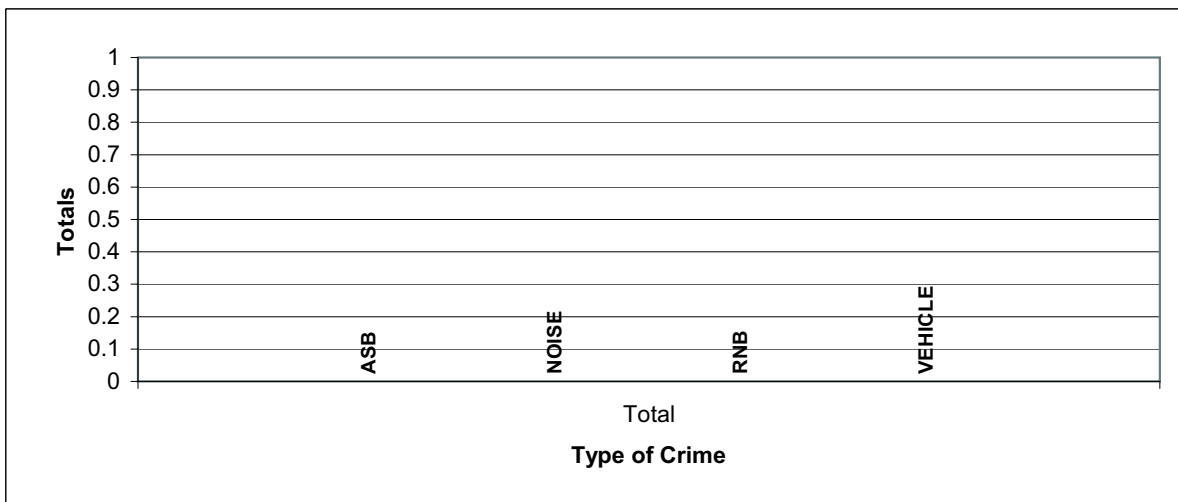


NYP ASB General Incidents Report

ASB Analysis Study Area:	=	Ruby Street
Planning Application Reference:	=	
Size of Study Area from Application	=	Please see map
Study Period Start:	=	01/10/2008
Study Period End:	=	30/09/2009
Date Study Completed	=	15/10/2009
Number of Months in Study Period	=	12
Geocoding Accuracy Rate	=	95%

ASB Incident Group	Total
ASB	0
NOISE	0
RNB	0
VEHICLE	0
Grand Total	0

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



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

A Table of ASB by ASB Group and then Incident Heading

No records

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

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

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

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

Day	Total
Mon	0
Tue	0
Wed	0
Thu	0
Fri	0
Sat	0
Sun	0
Grand Total	0

Grand Total

0

Expected Average Incidents per Month =

0

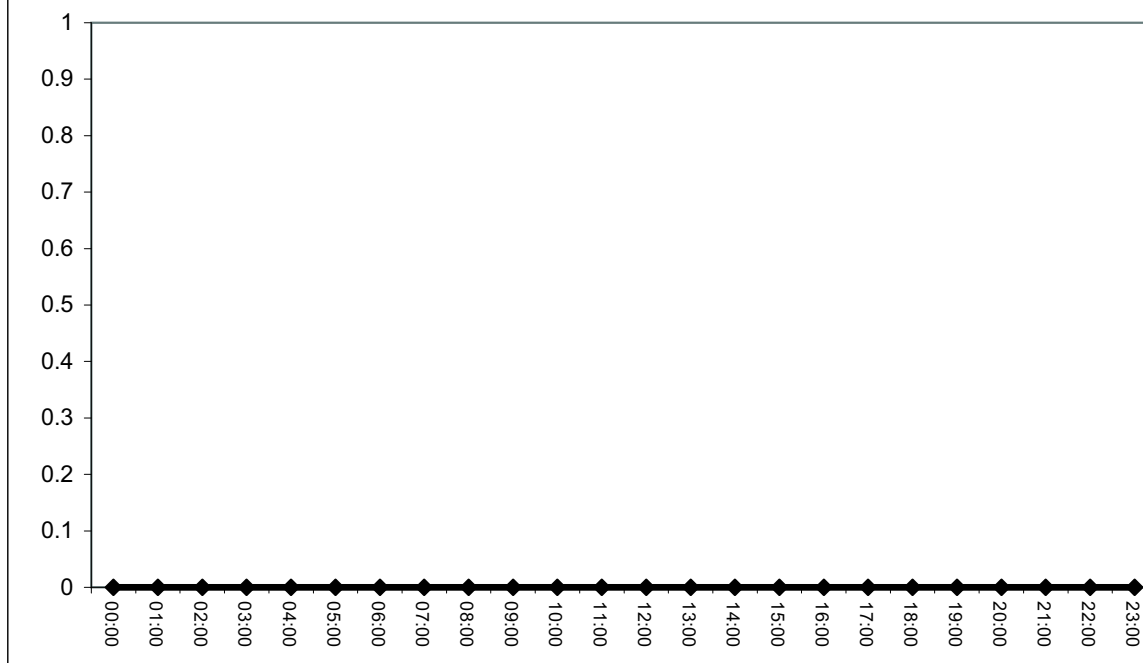
Expected Average Incidents per Day =

0

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

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

NYP ASB Incidents by Hour of the Day



Scarcroft Hill Study Area



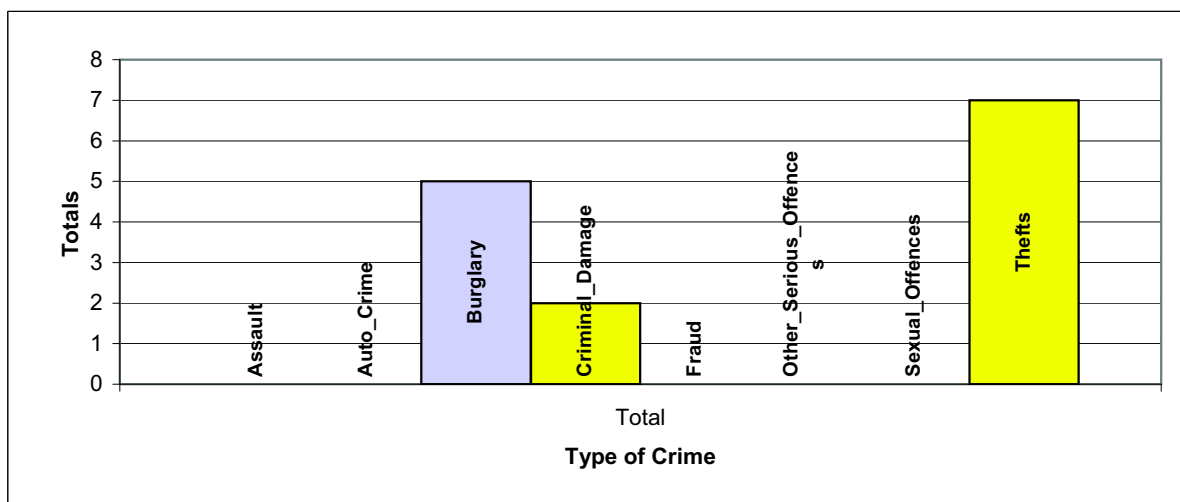
Meters
Scale: 1:1,044

Crime Statistics

Crime Analysis Study Area:	=	Scarcroft Hill
Planning Application Reference:	=	
Size of Study Area from Application	=	Please see map
Study Period Start:	=	01/10/2008
Study Period End:	=	30/09/2009
Date Study Completed	=	15/10/2009
Number of Months in Study Period	=	12
Geocoding Accuracy Rate	=	95%

Crime Group	Total
Assault	0
Auto_Crime	0
Burglary	5
Criminal_Damage	2
Fraud	0
Other_Serious_Offences	0
Sexual_Offences	0
Thefts	7
Grand Total	14

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



A Table of Crime by Crime Group and then Crime Type

EVENT_GROUP	HO_DESCRIPTION	Total
BURGLARY	ATTEMPTED BURGLARY IN A BUILDING OTHER THAN A DW	1
	ATTEMPTED BURGLARY IN A DWELLING	2
	BURGLARY IN A DWELLING	2
CRIMINAL_DAMAGE	CRIMINAL DAMAGE TO OTHER BUILDINGS	1
	CRIMINAL DAMAGE TO VEHICLES	1
THEFTS	OTHER THEFT OR UNAUTHORISED TAKING	7
Grand Total		14

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

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

Month	Total
Jul	0
Aug	2
Sep	2
Oct	2
Nov	1
Dec	1

Crime Day	Total
Mon	0
Tue	3
Wed	2
Thu	4
Fri	1
Sat	3
Sun	1
Grand Total	14

Grand Total

14

Expected Average Crime per Month =

1.17

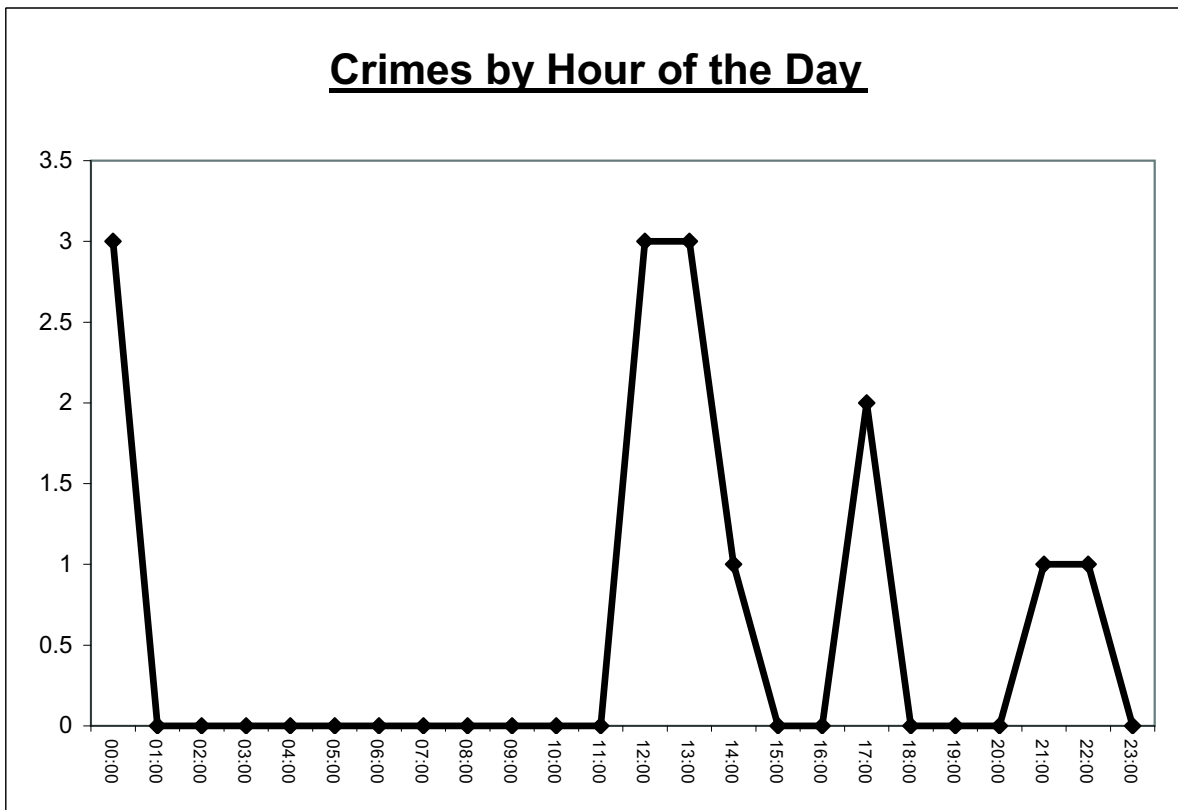
Expected Average Crime per Day =

2

A Table of Crime by Hour of the Day in the Study Area

	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
Total	3	0	0	0	0	0	0	0	0	0	0	0	3	3	1	0	0	2	0	0	0	1	1	0	14

Crimes by Hour of the Day

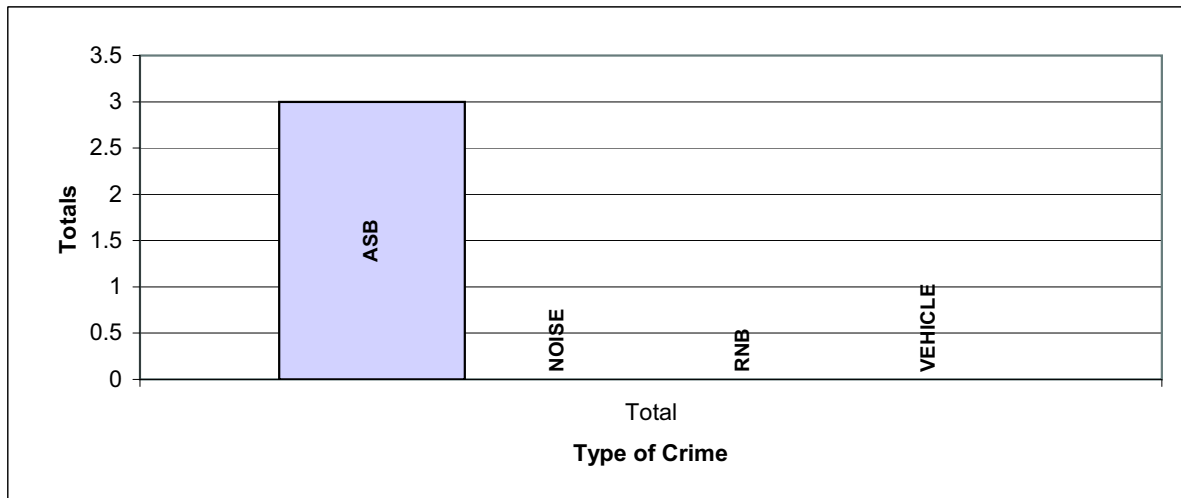


NYP ASB General Incidents Report

ASB Analysis Study Area:	=	Scarcroft Hill
Planning Application Reference:	=	
Size of Study Area from Application	=	Please see map
Study Period Start:	=	01/10/2008
Study Period End:	=	30/09/2009
Date Study Completed	=	15/10/2009
Number of Months in Study Period	=	12
Geocoding Accuracy Rate	=	95%

ASB Incident Group	Total
ASB	3
NOISE	0
RNB	0
VEHICLE	0
Grand Total	3

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



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

A Table of ASB by ASB Group and then Incident Heading

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

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

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

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

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

Day	Total
Mon	1
Tue	0
Wed	1
Thu	1
Fri	0
Sat	0
Sun	0
Grand Total	3

Grand Total

3

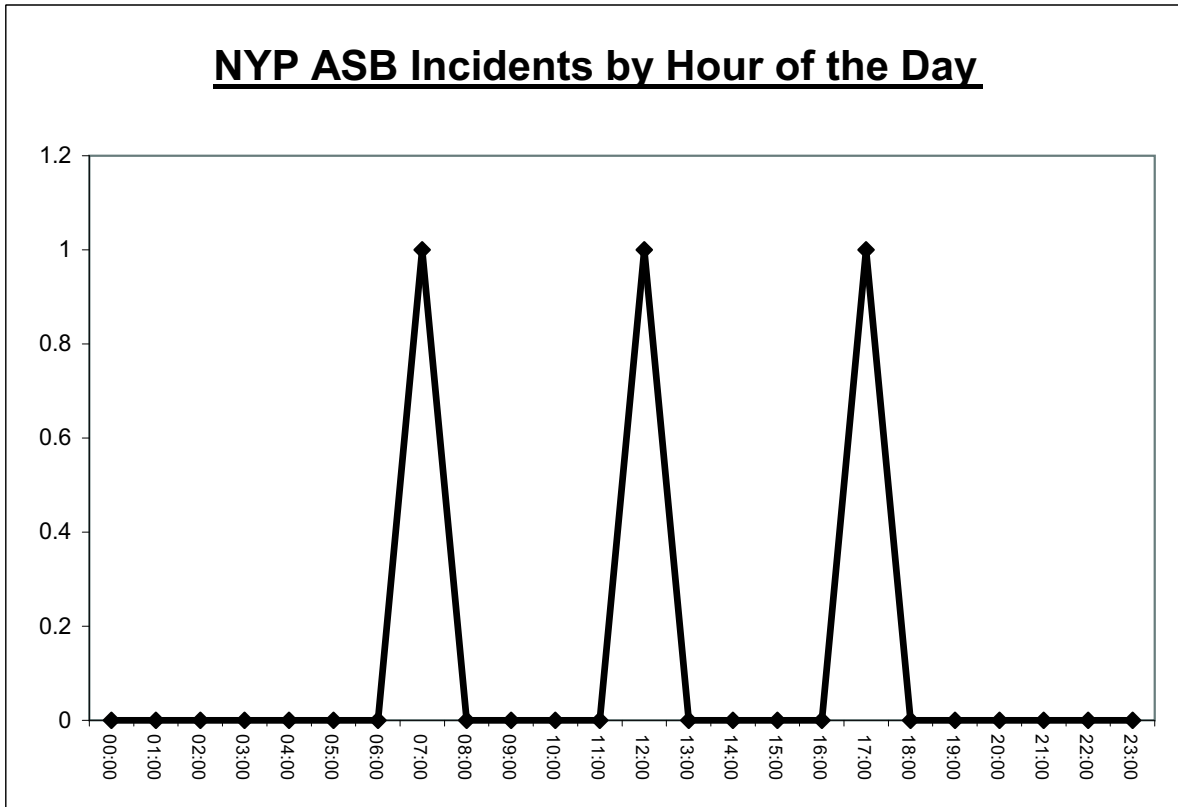
Expected Average Incidents per Month = **0.25**

Expected Average Incidents per Day = **0.43**

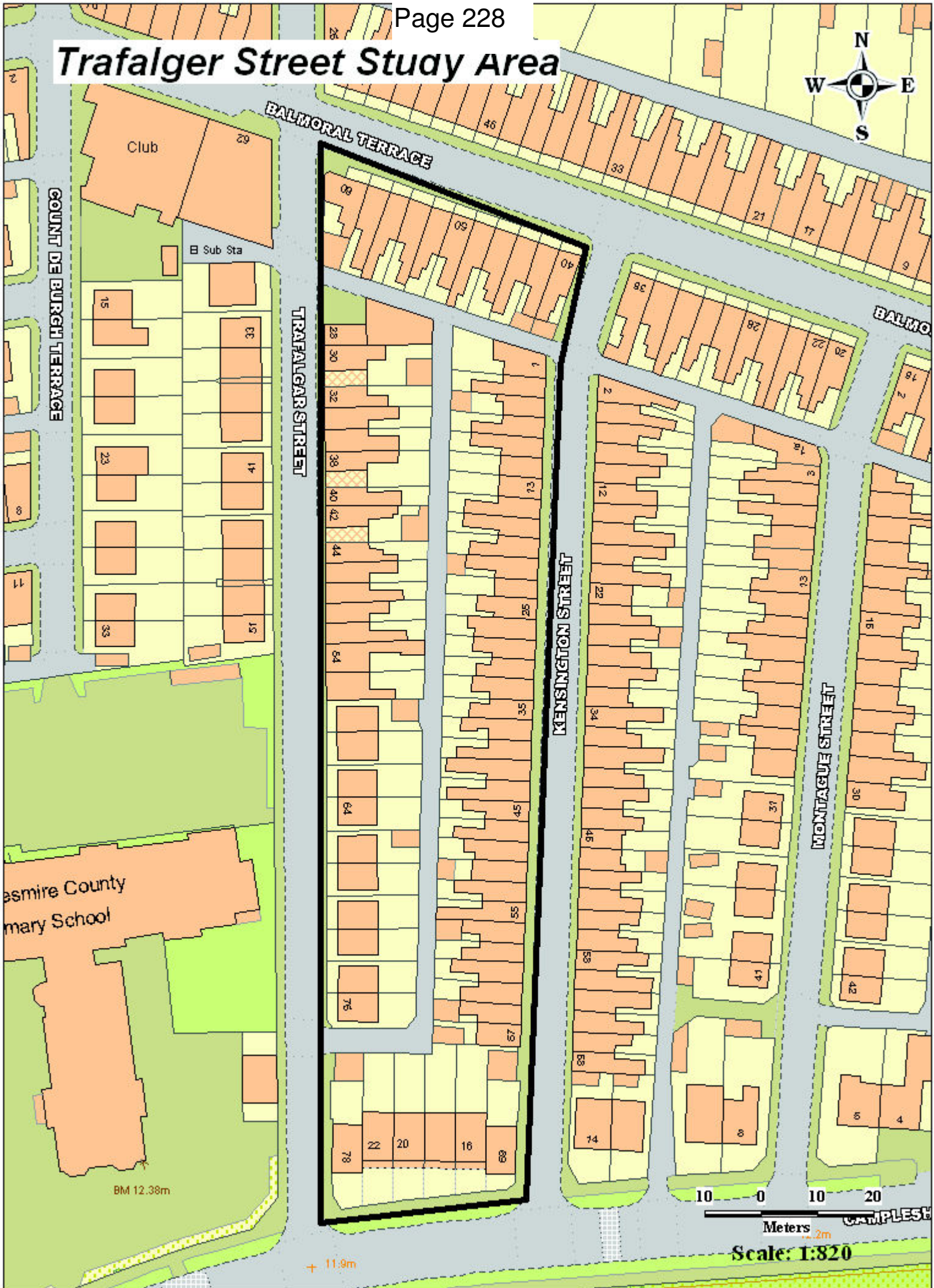
A Table of NYP ASB Incidents by Hour of the Day in the Study Area

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

NYP ASB Incidents by Hour of the Day



Trafalger Street Study Area



Scale: 1:820

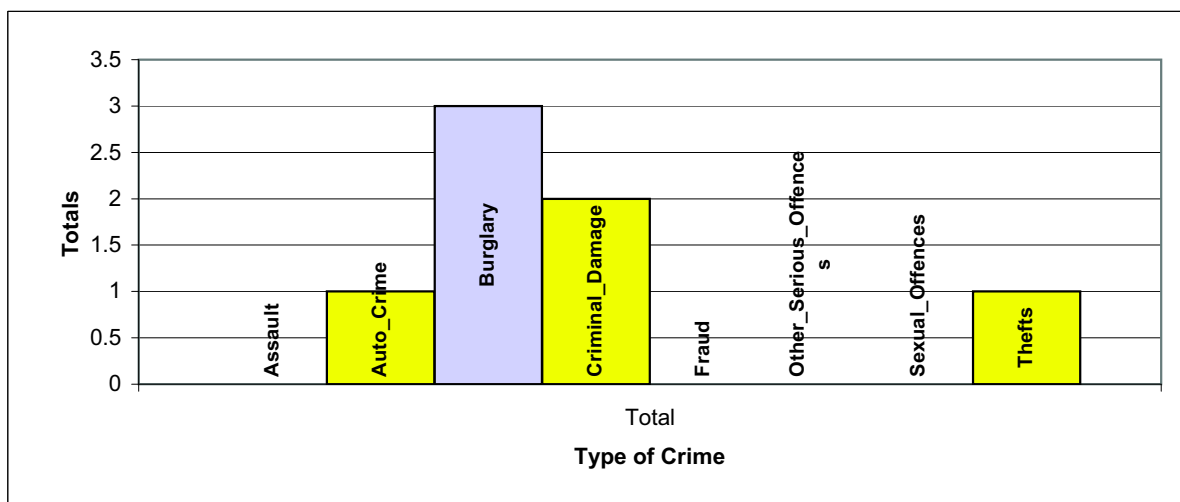
CAMPLES

Crime Statistics

Crime Analysis Study Area:	=	Trafalger Street
Planning Application Reference:	=	
Size of Study Area from Application	=	Please see map
Study Period Start:	=	01/10/2008
Study Period End:	=	30/09/2009
Date Study Completed	=	15/10/2009
Number of Months in Study Period	=	12
Geocoding Accuracy Rate	=	95%

Crime Group	Total
Assault	0
Auto_Crime	1
Burglary	3
Criminal_Damage	2
Fraud	0
Other_Serious_Offences	0
Sexual_Offences	0
Thefts	1
Grand Total	7

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



A Table of Crime by Crime Group and then Crime Type

EVENT_GROUP	HO_DESCRIPTION	Total
AUTO_CRIME	VEHICLE INTERFERENCE	1
BURGLARY	BURGLARY IN A BUILDING OTHER THAN A DWELLING	1
	BURGLARY IN A DWELLING	2
CRIMINAL_DAMAGE	CRIMINAL DAMAGE OTHER	2
THEFTS	THEFT OF PEDAL CYCLE	1
Grand Total		7

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

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

Month	Total
Jul	0
Aug	1
Sep	0
Oct	1
Nov	0
Dec	2

Crime Day	Total
Mon	2
Tue	1
Wed	1
Thu	1
Fri	0
Sat	1
Sun	1
Grand Total	7

Grand Total

7

Expected Average Crime per Month =

0.58

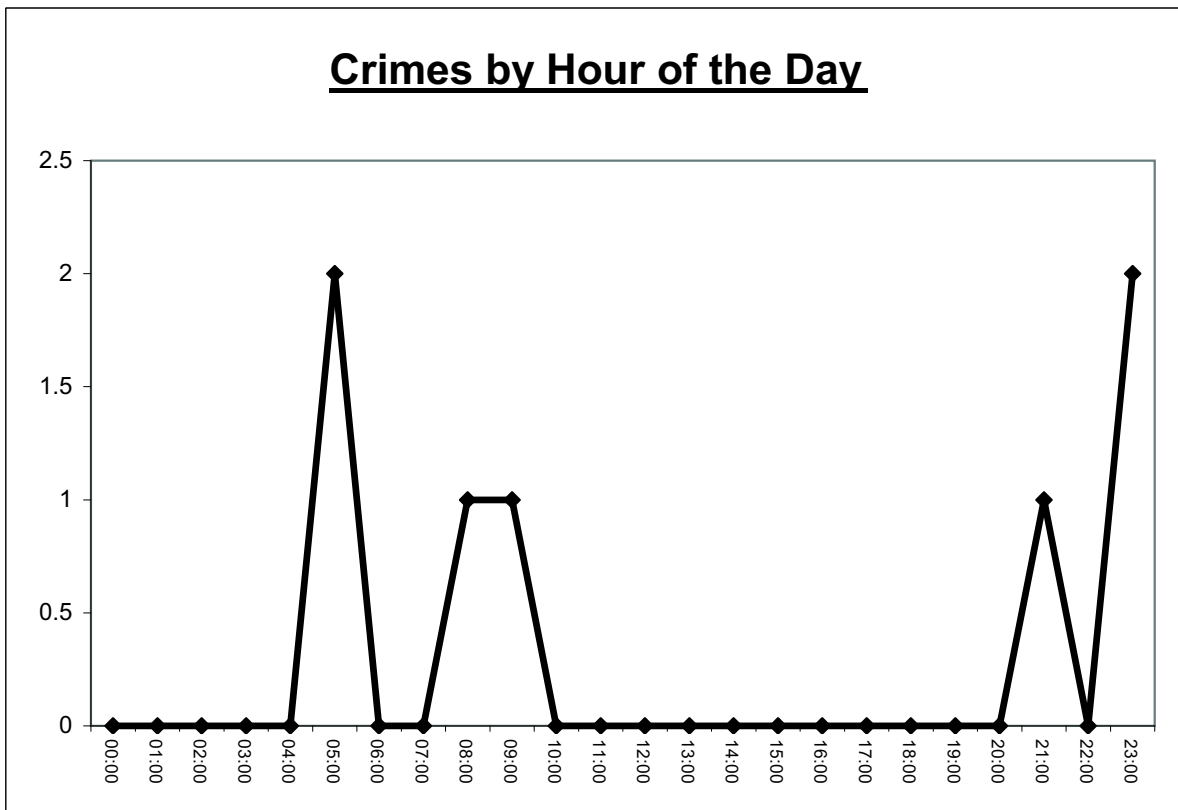
Expected Average Crime per Day =

1

A Table of Crime by Hour of the Day in the Study Area

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

Crimes by Hour of the Day

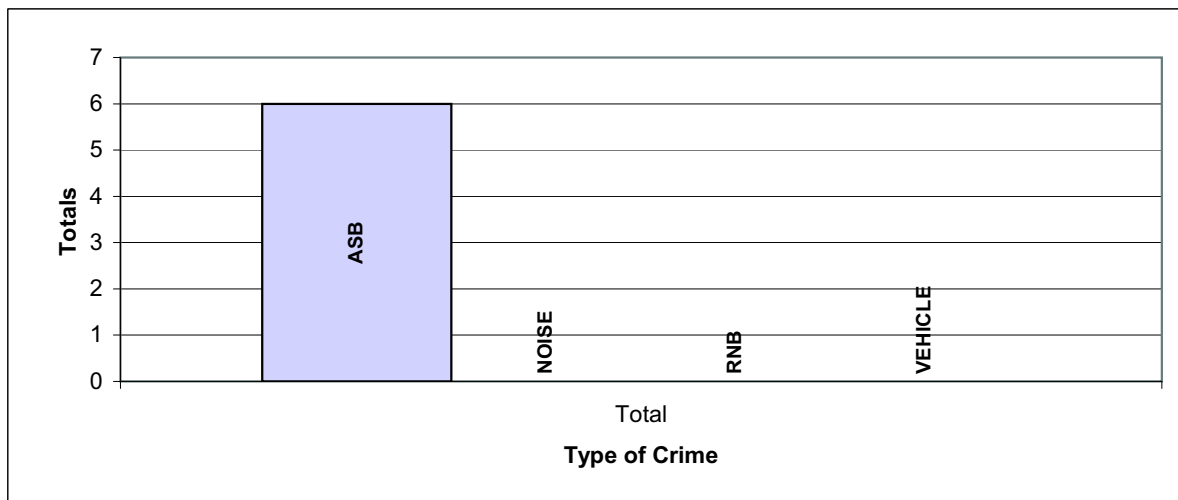


NYP ASB General Incidents Report

ASB Analysis Study Area:	=	Trafalger Street
Planning Application Reference:	=	
Size of Study Area from Application	=	Please see map
Study Period Start:	=	01/10/2008
Study Period End:	=	30/09/2009
Date Study Completed	=	15/10/2009
Number of Months in Study Period	=	12
Geocoding Accuracy Rate	=	95%

ASB Incident Group	Total
ASB	6
NOISE	0
RNB	0
VEHICLE	0
Grand Total	6

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



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

A Table of ASB by ASB Group and then Incident Heading

EVENT_GROUP	INCIDENT_HEADING	Total
ASB	BEHAVIOUR	6
Grand Total		6

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

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

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

Month	Total
Jul	1
Aug	1
Sep	2
Oct	0
Nov	1
Dec	0

Day	Total
Mon	0
Tue	1
Wed	1
Thu	2
Fri	1
Sat	1
Sun	0
Grand Total	6

Grand Total

6

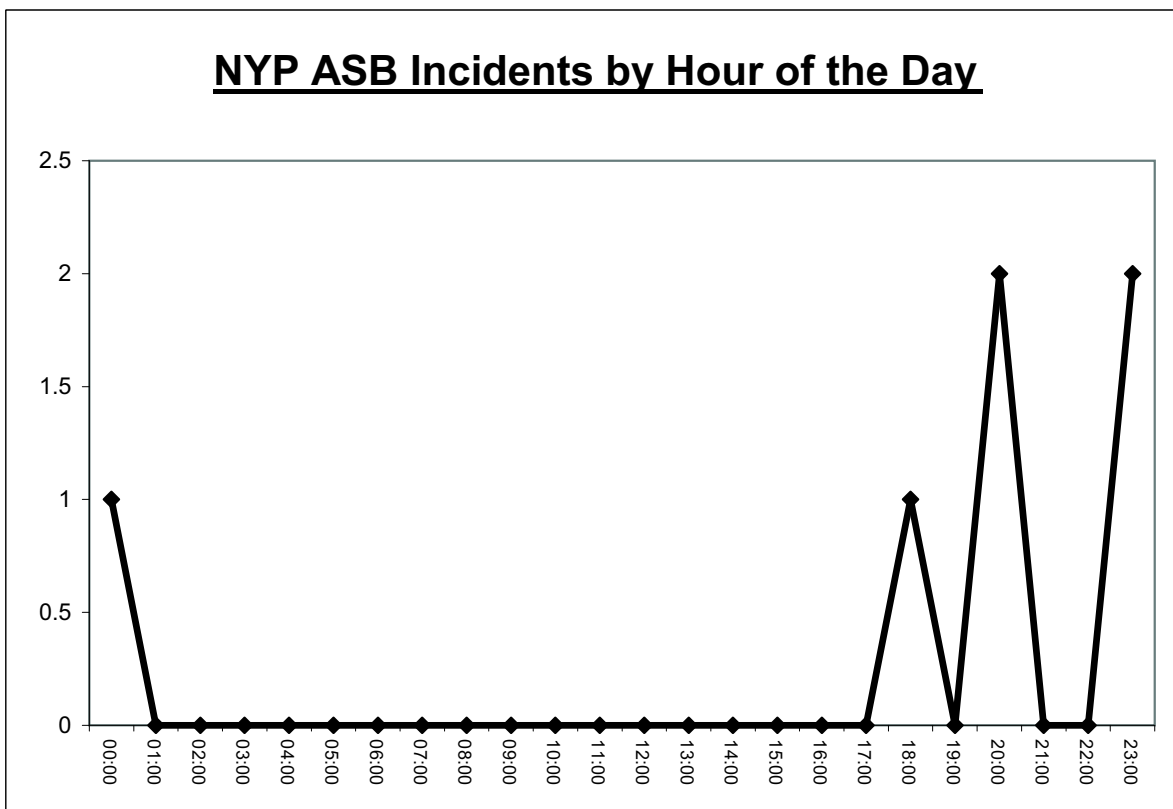
Expected Average Incidents per Month = **0.5**

Expected Average Incidents per Day = **0.86**

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

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

NYP ASB Incidents by Hour of the Day



Annex 5 Southbank Summary of Resident Responses

Ref No	Comment
Received from the Ramblers	Generally we cannot support Gating Orders without sight of the statistics purporting to satisfy the legislative requirements.

Balmoral Terrace

3 responses received

1)	Disgust and disappointment at being outside the gated area. Feel vulnerable and a target for vandals and rubbish dumping.
2)	Requested site visit, did not want gates attached to his fence. Feels gate position is wrong, as most of criminal activity is on Trafalgar Court.
3)	Wish to keep vehicular access to my garage at rear of my property. I would object if gating was likely to restrict access.

Kensington Street/Montague Street

	No comments received
--	----------------------

Knavesmire Crescent

	No comments received
--	----------------------

Lower Ebor Street

	No comments received
--	----------------------

Ruby Street/Huby Street

	No comments received
--	----------------------

Scarcroft Hill

3 responses received

4)	(Email sent to Councillors) I'm delighted the even side of Scarcroft Hill is now being considered for alleygating. I suffered attempted break in in broad daylight, my wife was in the house at the time. Both my immediate neighbours have also suffered break ins. Although no guarantee, I'm sure alleygates would be a positive deterrent.
5)	While I favour the proposal of introducing gating order to make the area safer, I strongly object to the idea that we have to leave the waste in bags in front of the properties to be collected by the binmen. This I regard as highly unhygienic, unsightly and inconvenient. If the gating order is to go ahead, then the revised method of rubbish collection cannot be that we leave rubbish bags in front of the house. The rubbish collection professionals must be given access to the back alley to collect the rubbish. Outside the front means taking the rubbish back through the house and depositing it in the front. It creates hazard to children and people going to school and work in the morning. Even in the present system, when we leave rubbish at the back, there are often bits and pieces of rubbish fall out on the road and back alley when binmen collect the waste and throw them into the rubbish collecting van. If residents go on holiday do you want black bags out in the road for a few days? By all means, do introduce alleygating to reduce crime rate, but please do not do that by sacrificing the very efficient present method of rubbish collection – do give the waste collection professionals access to the back alley.
6)	I object to gating of alleyway because I am unaware of any serious crime problems on my road in relation to the back alley. I am unhappy about the extra problems I will encounter when I leave by my back door which I do regularly. If gate was installed on alley after my rear entrance I would not object.

Trafalgar Street/Kensington Street

1 response received

7)	I think alleygating is a good idea! I would just like to query rubbish. Rubbish collecting at front could lead to; Rubbish left out overnight for morning collection, restriction of footpaths, rubbish may be left in road, due to narrow footpaths smell of rubbish bags could permeate front rooms, looks awful. Don't see why gating should affect rubbish. Surely the staff collecting rubbish are under "anyone who requires legitimate access to the back of properties".
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Decision Session
Executive Member for City Strategy**1 December 2009**

Report of the Director of City Strategy

20mph speed limits on residential roads in York**Summary**

1. To advise the Executive Member of the development of a set of criteria for responding to petitions and requests for 20mph speed limits and the work undertaken by council and North Yorkshire Police officers to look at criteria for identifying, prioritising and monitoring an additional 20mph trial site within York, including the associated costs.

Recommendations

2. The Executive Member for City Strategy is recommended to:
 - a) Adopt the criteria and process for responding to petitions and requests
 - b) Request that officers prioritise the list of streets arising from petitions and requests and report it through the Officer In Consultation process to progress any further schemes.
 - c) Implement the 20mph speed limit in the South Bank area subject to speed data complying with the DfT guidance.

Reason: To enable a consistent response to petitions to be progressed.

Background

3. In April 2008 a petition was received requesting a 20mph speed limit on seven streets in Fishergate. A report was presented to Members at the Executive Member Advisory Panel meeting (EMAP) on 14th July 2008 and a recommendation was passed to introduce a 20mph trial site. The trial was delayed due to ongoing discussion around the consultation with residents and implementing a scheme within a conservation area but is currently in the process of being implemented. The Traffic Regulation Order will come into effect on the 30th November 2009 and the signs are programmed to be erected at this time.
4. Subsequently a number of petitions were received requesting 20mph speed limits in areas across York as well as petitions requesting a citywide 20mph

speed limit and these were reported back to Members at the EMAP meeting in June 2009. Further action was deferred at that time as the Executive Member had instructed officers to undertake a trial in York (Fishergate). Officers were requested to progress a set of criteria for addressing petitions and requests for 20mph speed limits and bring that back to Members.

5. Following on from the requests that were received Council officers and officers from the North Yorkshire Police have developed criteria for identifying, prioritising and monitoring proposals for additional sites.
6. Five petitions were presented at Council on 9th July 2009 requesting 20mph on streets across York. The first petition relates to Newlands Drive and is signed by 77 residents; the second relates to Nunmill Street and is signed by 40 residents; the third relates to Scarcroft Hill and is signed by 44 residents; the fourth relates to Lidgett Grove and is signed by 13 residents and the fifth petition is a request for a city-wide 20mph and is signed by 65 residents.
7. A further five petitions were presented at Council on 15th October 2009 and relate to Ouseburn Avenue signed by 22 residents; Millgates, signed by 27 residents, Holly Bank area signed by 107 residents, Viking Road signed by 13 residents and Low Poppleton Road, signed by 8 residents (note that this is not the same as households).

York 20mph speed limits

8. A limited amount of capital funding (£30,000) has been made available to deliver additional 20mph sites within York. In order to identify where that funding should be allocated CYC officers have been working in partnership with North Yorkshire Police to use casualty data to identify criteria to assist in distinguishing areas that would benefit from a 20mph speed limit. As a result of this work a number of requests for 20mph speed limits were submitted to the Council during the summer, these have been plotted and are shown in annex A.
9. It is acknowledged that a 20mph speed limit may have wider benefits than purely casualty reduction e.g. quieter for residents, encourage more pedestrian and cyclist activity, sends a message to motorists that other road users are using the space. The primary focus in identifying criteria for further 20mph sites has remained casualty reduction because casualty reduction is one of the key Local Area Agreement Targets (NI 47, reduction in Killed and Seriously Injured KSI) that this council has chosen to be measured against. Casualty reduction is also a principal objective of the Council's Local Transport Plan (LTP) and its Road Safety Strategy. The proposed government road safety strategy which has recently been consulted on 'Making Britain's Roads the Safest in the World: A safer Way' sets casualty reduction as the main focus for action and spending and sets more challenging targets for casualty reduction over the next 10 years. Future Council road safety policy will need to take account of this and set speed issues within the overall context of casualty reduction rather than an issue to be dealt with separately.

10. A reduction in speed brings a number of benefits; reduced accidents and reduced level of injury when accidents occur, these benefits are proven. Wider benefits may include improved quality of life, encouragement of walking and cycling, reduced noise pollution, improved environment for residents. These benefits are difficult to quantify and have not yet been evaluated by pilot studies elsewhere in the country or by DfT.
11. One disbenefit to consider is that there will be an increase in signage and possibly poles as a result of any scheme as the current guidance states that terminal signs are required, together with repeater signs at (approximately) every 300 metres (with subsequent on-going maintenance costs – not included in this report). This will particularly impact on conservation areas and a report considering street clutter was considered by the Executive Member for City Strategy at the Decision Session meeting on 20 October 2009.

Criteria for Prioritisation of petitions and requests

12. Officers were requested to put in place a set of criteria for responding to petitions and requests for 20mph speed limits and the criteria for monitoring the success or otherwise of the reduced speed limit. The streets will then be prioritised against this criteria:
 - At least 50% of households within the street have signed the petition
 - The occurrence of an injury accident during the previous three years, of any severity or road user
 - Average speed on the road must be 24mph or below
 - The road must be a 'residential' or 'mixed priority' road within the context of the speed management plan (see paragraph 14 below)
 - Where wider benefits associated with increasing walking and cycling could be expected e.g. cycle facilities are available or planned.
13. Criteria for monitoring a site are:
 - Number of injury accidents
 - Traffic speeds
 - Traffic flows
 - Cycle data (where appropriate)

Accident data, traffic speed and flow and other appropriate data will be monitored 12 months after the implementation of any scheme to establish how successful the scheme has been.
14. The Council has a Speed Management Plan, which was developed in consultation with key road user groups, such as the emergency services. This sets out a framework for future traffic calming schemes and is based on defining three categories of road, as set out below.

- **Traffic Routes** - these are the main road into and around the city that are important strategic routes for the emergency services and bus operations. Generally we do not put vertical measures (bumps/humps) on these roads.
 - **Mixed Priority**- these are roads that are still important for getting around the city but tend to be more residential in nature. Here we aim to target traffic calming measures in key areas, for example near schools or local shops.
 - **Residential** - these are residential areas where the safety of residents is considered to take priority. Therefore traffic calming can be introduced in such streets whenever the necessary finance is available and the proposal carries the support of the majority of local residents.
15. A number of petitions and requests for 20mph speed limit have been received into the Council. These cover a total of 69 roads across York. Officers will apply the criteria set out in paragraph 11 and bring a report through the Officer In Consultation process setting out the prioritised list of streets and associated costs of delivering the highest priority schemes. Where all other factors are equal, those requests supported by the highest proportion of households in a street/area will be assessed first. Petitions will be reported back to Members through the Decision Session meetings. Delivery of schemes will be dependant on funding being identified. Consultation with residents will also need to be undertaken before a Traffic Regulation Order could be advertised and implemented.
16. The Police are supportive of 20mph regardless of the 'before' speed so long as it is a scheme concerned with casualty reduction, which is where they need to aim their resources. The current proposal is that only roads with 'before' speeds of 24mph or below would be included, however, if a request or petition is implemented that includes a street that does not comply with the guidance but it would be surrounded by roads with a 20mph speed limit, then on those occasions it would be included within the scheme.
17. Where a 20mph speed limit is implemented and complaints are received that traffic is travelling above the speed limit, in the first instance these roads would be referred through the speed review process to determine what other measures may be appropriate. This would be brought back to Members as part of the 6 monthly speed review report. This is particularly relevant where the average 'before' speed is above 24mph, as it cannot be assumed that the Police would provide enforcement. Physical measures other than signing have not been costed as part of this report.
18. In some instances a scheme may provide better value for money through the provision of traffic calming. DfT have carried out a small comparison study of 20mph speed limits with 20mph zones (traffic calmed) looking at effectiveness of reducing traffic speed and casualties. It is evident that 20mph zones are more effective in reducing casualties and traffic speeds. This is likely to be attributable to the greater reductions in average speed (typically 9mph) achieved by traffic calmed 20mph zones. A table comparing results between 20mph limits and 20mph zones is contained in annex B. Where it is considered

that traffic calming should be introduced this will be brought back to Members for a decision.

Partnership working to identify a suitable trial site

19. Casualty data for the previous 10 years has been plotted and is shown in annex C to give an indication of the general spread of locations. Analysis of the 2008 casualty data suggests that approximately 11% of casualties occur on residential roads (i.e. not category A and B). It is also acknowledged that pedestrians and cyclists are the most vulnerable road users and accidents involving these user groups exhibit a more random pattern rather than cluster at a particular location. In 2008 of the 13 serious casualties on residential roads 9 involved a pedestrian or cyclist and of the 38 slight casualties on residential roads, 25 involved a pedestrian or cyclist, there were no fatal casualties on residential roads. Of the casualties that do occur on residential roads, pedestrians and cyclists make up a high percentage.
20. The Police undertook an exercise looking at the whole of the York area in relation to accident data and looked at accidents over a 10 year and three year period. The 10-year data (01/09/1999 – 31/08/2009) helped identify broader areas and the three-year data (01/09/2007 – 31/08/09) helped identify whether an accident issue still existed. In looking across the city, two areas in particular stood out. The first is Balmoral Terrace/Brunswick Street area, which has had 15 slight accidents over the 10-year period and five slight accidents within the last three years (see annex D for proposed extent of area to be covered). This area was the subject of a petition reported to EMAP in June 2009 and includes Scarcroft Road and Nunmill Road, which are the subject of petitions referred to in paragraph 8. The extent of the area identified by the Police is greater than that covered by the petitions but has been taken forward on the basis of a coherent area of similar streets, which will provide consistency of information to motorists as to an appropriate speed at which to drive.
21. The second area is Crichton Avenue/Burdyke Avenue, which had 11 serious accidents and 90 slights during the last 10 years and 3 serious and 21 slights during the last three years (see annex E for the proposed extent of the area to be covered). This area would also support the cycle scheme being implemented as part of the Cycling City project. Whilst this area has been identified through the injury accident data it is not the subject of a petition or request.
22. Speed data for the South Bank is currently being collected and if available will be reported at the Decision Session meeting. Consultation with residents would need to be undertaken before a Traffic Regulation Order could be advertised and implemented. An approximate cost associated with undertaking these areas of work is set out below and accounts for speed surveys, signing, advertising the TRO and consultation being undertaken in-house. Additional sites for speed surveys may be required once detailed work has been undertaken on the extent of the proposed areas.

Balmoral Terrace/Brunswick Street

Speed surveys	£100 (8 sites)
Detailed Household consultation	£2300
Advertising TRO	£1500
Signing (approximately 95 locations)	£25000
Total	£28,900

Crichton Avenue/Burdyke Road

Speed surveys	£150 (10 sites)
Detailed Household consultation	£3120
Advertising TRO	£1500
Signing (approximately 130 locations)	£32500
Total	£37,270

23. There is potential to reduce the cost of the schemes by reducing the area covered and in part this may be dependant on the speed data. It is likely that the cost of the Crichton Avenue scheme will continue to be over budget and the focus should be South Bank area. As the estimated costs are close to the budget limit the extent of the scheme will be confirmed once all speed data is collected.

Petitions

24. The petition for Nunmill Lane states that residents support the provision of a 20mph zone, the petition for Scarcroft Hill and the Citywide implementation request it on the grounds of safety and the petitions for Newlands Drive, Lidgett Grove and Ouseburn Avenue request a reduced speed limit to reduce the amount of rat-running and speed of traffic resulting from the alterations to the junction at Beckfield Lane/Boroughbridge Road. The petitions for Millgates, and Viking Road are on the basis of increased traffic flow and speed, the petition for Low Poppleton lane is on the grounds of traffic speed causing vibration. The front sheets of the petitions are included as Annex F.
25. Speed and accident data for the areas covered by these petitions is currently being collected. The Ward Members raised the issue of increased traffic flows and speeding traffic on Newlands Drive as a result of alterations to Beckfield Lane/Boroughbridge Road junction. 'Before and After' surveys showed that in the morning peak through traffic had reduced although it had increased slightly through the remainder of the day the numbers remained low. Survey results are set out below:

Numbers	Through traffic		Local traffic	
	BEFORE	AFTER	BEFORE	AFTER
7am - 8am	4	9	9	2
8am - 9am	56	14	19	14
9am - 10am	3	8	4	9
3pm - 4pm	9	10	6	11
4pm - 5pm	9	13	3	10
5pm - 6pm	5	10	6	8
Total	86	64	47	54

Percentage of traffic type by hour				
	Through traffic		Local traffic	
	BEFORE	AFTER	BEFORE	AFTER
7am - 8am	31%	82%	69%	18%
8am - 9am	75%	50%	25%	50%
9am - 10am	43%	47%	57%	53%
3pm - 4pm	60%	48%	40%	52%
4pm - 5pm	75%	57%	25%	43%
5pm - 6pm	45%	56%	55%	44%

26. Speed data collected for Newlands Drive is provided below. Further survey work is being undertaken to look at traffic speed on Lidgett Grove and Ouseburn Avenue to consider these roads as an area rather than individual petitions before reaching a decision about appropriate measures and will be included in a report back to the Members containing the prioritised list.

Average speed on Newlands Drive	
From Beckfield Lane	19mph
To Beckfield Lane	21mph

27. It is proposed that requests and petitions for 20mph speed limits will be collated and assessed against the criteria in paragraph 11 above into a prioritised list. As and when appropriate funding becomes available individual areas will be delivered.

Consultation

28. The Police have advised that they consider 20mph schemes should be taken forward on the basis of casualty reduction and are supportive of the criteria identified for trial sites and the sites proposed as part of this report. They are supportive of any imposition of any 20mph casualty reduction scheme's, regardless of the 'before' speeds. However, their stance, which is made on safety grounds, is that the 20 limits must comply with DfT guidance. Such schemes, by their nature alter perceptions. They are intended to increase safety for the more vulnerable road users. With the imposition of only a 20 mph speed limit, psychologically it alters the viewpoint of the vulnerable road user towards it being a safer environment, but does not necessarily do the same to a driver. It is known that around about 50 percent of drivers do not respond to the signs, unless influenced to do so, hence the requirement (possibly) for physical features. This can result in the vulnerable road user assuming it is safer, and bringing them into conflict with the vehicles, which may not have slowed down. Consequently, it is of paramount importance that the speed of vehicles is reduced to DfT guidelines; otherwise it can actually make the road more dangerous, simply by the vulnerable user assuming it is safer. If the DfT guidance is adhered to, the speeds are reduced and there is no requirement for enforcement. It is the expectation that any 20mph trial sites would be self

enforcing and the Police should not be expected to provide any enforcement where this is not the case.

29. Non-ruling party Members have responded:

Councillor Potter - Welcomes moves to get the 20mph limit in response to the petitions but is concerned that we are not taking forward the 20mph speed limit in all residential areas and that people will be confused by this ad hoc method of rolling out 20mph zones.

Councillor D'Agorne – Was not available to comment

Councillor Gillies – Had no comments

Options

30. Option one – Agree the prioritisation criteria and process for responding to petitions and requests and implement the trial site in the South Bank area.
31. Option two – Agree the prioritisation but do not proceed with the 20mph scheme in the South Bank area
32. Option two – Do not accept the criteria and continue to respond to petitions and requests on an ad hoc basis.

Analysis

33. Option one – The introduction of criteria and process for responding to petitions and requests would provide a consistent approach, which is data led.
34. It also needs to be recognised that whilst consideration is given to the wider benefits of speed reduction in Government and Council strategies, the Council is measured and assessed against casualty reduction targets, something that this option would address. The council is currently on track to meet its 2010 Killed and Seriously Injured (KSI) target of a 45% reduction over the 1994/8 baseline. Capital funding would continue to be prioritised against casualties.
35. The introduction of additional 20mph speed limit trial scheme(s) would support policy areas aside from safety, such as walking and cycling, by promoting low vehicular speed routes on the roads addressing actual and perceived safety as well as make roads more useable for those that live on them. This is an important policy issue that has wider impact than purely casualty reduction. It would be a lower cost means of addressing speed and casualty reduction when compared to 20 mph zones where traffic calming would be required as part of the scheme.
36. Option two – This would still provide a data led consistent approach to responding to petitions but without the identification of an area scheme may result in the benefits of a 20mph speed limit not being fully recognised and understood.

37. Option three – this option would not provide a clear way forward and could lead to inconsistency of response.

Corporate Objectives

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

Implications

Financial

39. Option One - The cost of a scheme in Crichton Avenue and South Bank has been estimated at £28,900 and £37,270 respectively. Costs will include speed surveys, consultation, Traffic Regulation Orders and signing as well as monitoring costs. The South Bank scheme could be funded from the revenue growth award of £30,000 available for implementing 20mph speed limits (included as part of the safety camera growth award). These costs do not include staff time. The Crichton Avenue scheme is not affordable from within the identified budget. No further funding has been identified for taking forward additional sites.
40. Option two – No financial implications. Responses to petitions can be funded up to a value of £30,000 from the revenue growth award
41. Option three – No financial implication.

Legal

42. A Traffic Regulation Order (TRO) will need to be in place in order to enable the trial and/or the citywide scheme to proceed.

HR

43. If an additional trial site were to be implemented, considerable staff time would be required to undertake the consultation and implement the scheme. This work is not currently accounted for and other areas of work may be delayed as a result.

Other

44. None

Crime and Disorder

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

Risk Management

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

Contact Details

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Damon Copperthwaite
Assistant Director of City Strategy

Report Approved

Date

9.11.09

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

Financial

Patrick Looker

Finance Manager, City Strategy

Tel No.01904 551633

Wards Affected:

All

For further information please contact the author of the report

Background Papers:

Annex A – Requests for 20mph speed limits

Annex B – Comparison of 20mph zones and 20mph speed limits

Annex C – 10-year casualty data plot

Annex D – Balmoral Terrace/Brunswick Street proposed trial area

Annex E – Crichton Avenue/Burdyke Avenue proposed trial area

Annex F – Petition front sheets

Legend

- 1 - Knapton
- 2 - Low Poppleton Lane
- 3 - Millgates
- 4 - Newlands Drive
- 5 - Lidgett / Wheatlands Grove
- 6 - Ouseburn Avenue
- 7 - Almsford Road
- 8 - Cranbrook Road
- 9 - Viking Road
- 10 - Carr Lane
- 11 - Ridgeway
- 12 - Asham Lane
- 13 - Troutbeck
- 14 - Temple Road
- 15 - Holly Bank Road Area
- 16 - St. Paul's Terrace
- 17 - Leeman Road
- 18 - Westminster Road Area
- 19 - Bowness Drive
- 20 - Roads Within City Walls
- 21 - Kyme Street
- 22 - South Bank (V)
- 23 - Danesmead Area
- 24 - Fordlands Roa
- 25 - Grants Avenue
- 26 - Heslington Lar
- 27 - Kilburn Road Area
- 28 - Alma Terrace
- 29 - Wellington Street Area
- 30 - Monkgate
- 31 - Park Grove
- 32 - Eastern Terrace
- 33 - Heworth Roac
- 34 - Melrosegate
- 35 - Rawdon Avenue
- 36 - Rockingham Avenue
- 37 - Osbaldwick Lane
- 38 - Burnholme Drive
- 39 - Straylands Grove
- 40 - Haxby Road
- 41 - All Residential Streets in Haxby
- 42 - Pasture Close

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Not Scaled



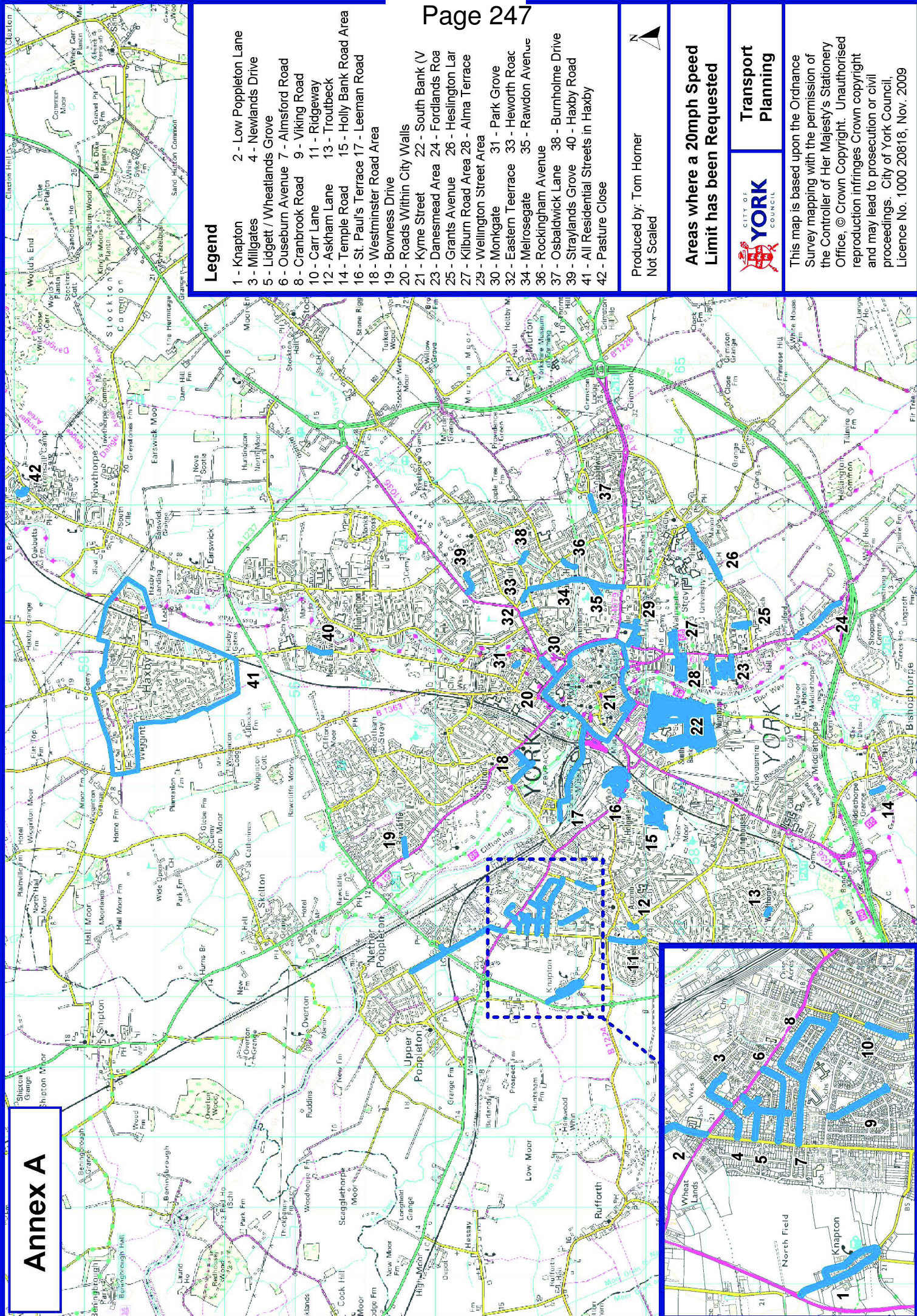
Areas where a 20mph Speed Limit has been Requested



Transport Planning

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Annex A



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Annex B – Comparison of 20mph limits with 20mph zones

	TfL 20 mph Zone	Hull 20 mph Zone	PCC 20 mph Speed Limit
Source of Funding	TfL (£10m/year)	LTP (£0.75m/year) + small contributions from local ward funds	LTP (£0.57m)
Funding criteria	>100% FYRR – special consideration given to deprived areas	4 PIAs in 3 years or 3 PIAs in 1 year & speed is main cause	Public requests
Speeds before implementation	>25 mph	29 -33 mph	≤24mph
Speeds after implementation	17 mph	17 -21 mph	19 mph
Public support	Yes but some opposition from emergency services	Yes but some opposition from bus operators	Yes
Areas of application	Residential areas – majority containing schools	Residential areas, mainly council estates. Recent applications relate to safer routes to school initiatives	Residential areas

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**Injury Road Traffic Accidents
CYC Area Only
Last Ten years
(1/09/1999 - 31/08/2009)**

Fatal - 78,
Serious - 908,
Slight - 5,218

Legend

- Slight
- Serious
- ▲ Fatal

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Not Scaled



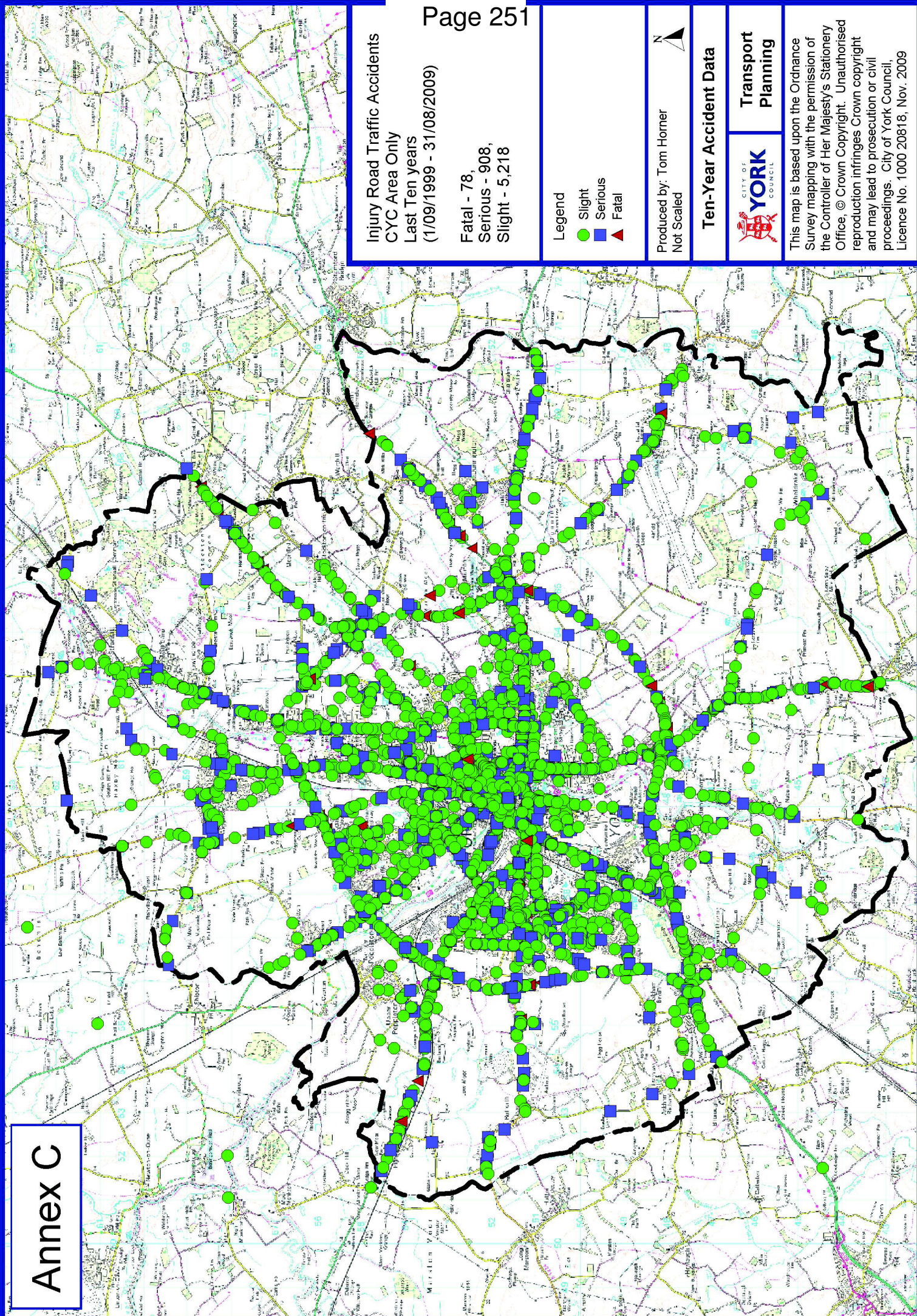
Ten-Year Accident Data



**Transport
Planning**

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Annex C



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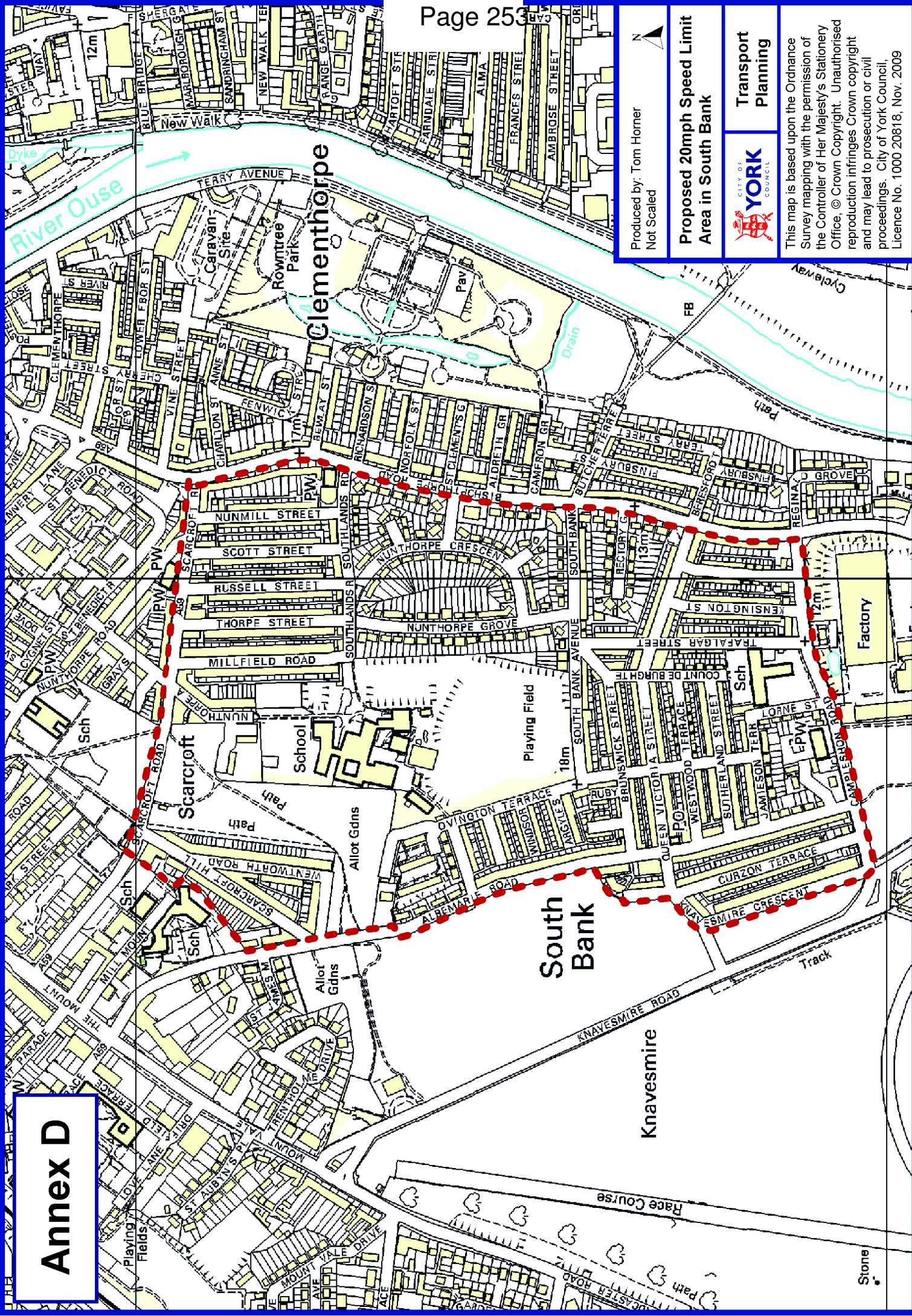
**Proposed 20mph Speed Limit
Area in South Bank**



**Transport
Planning**

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Annex D



Clementhorpe

South Bank

Knavesmire

Factory

Stone

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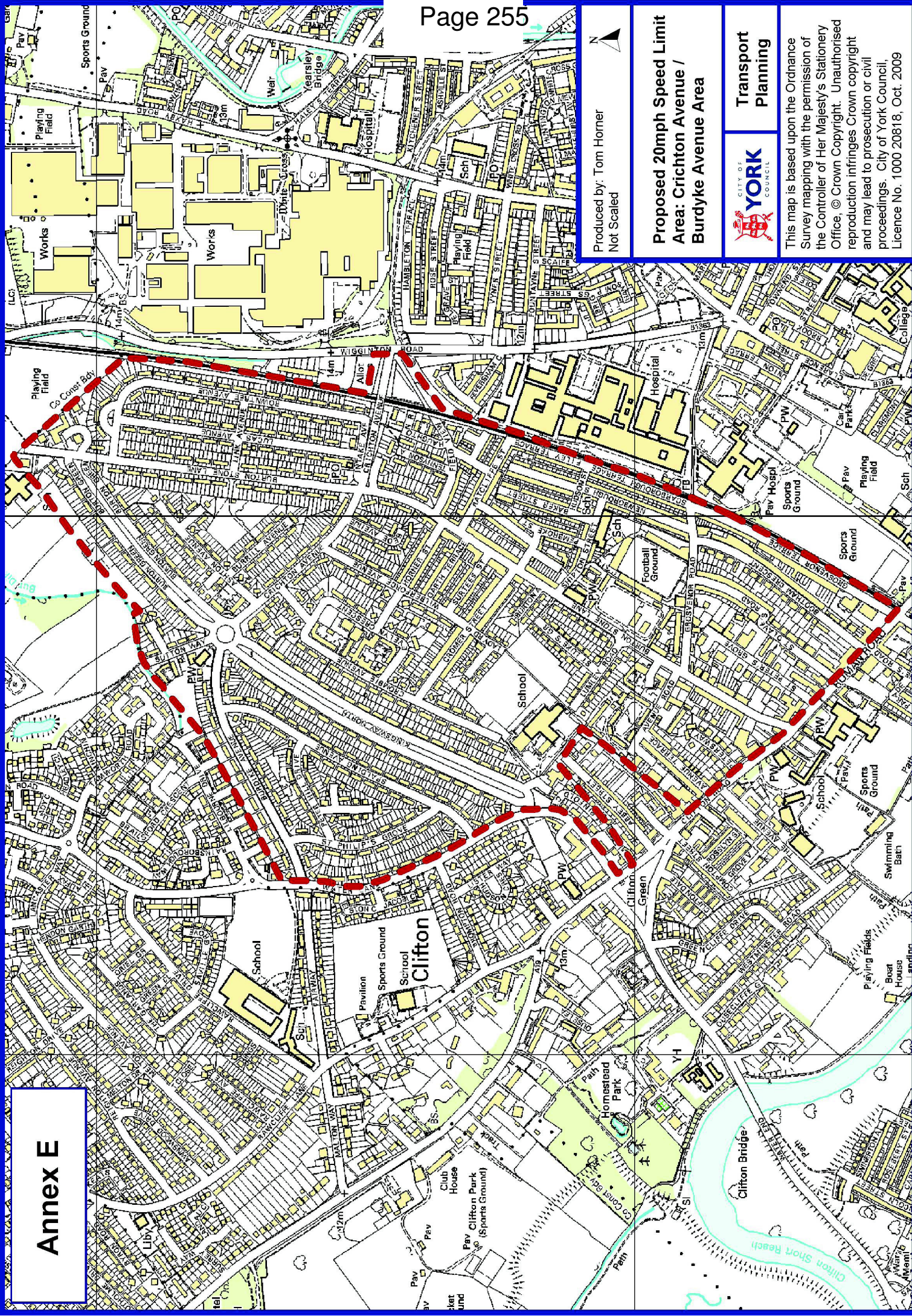
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**Proposed 20mph Speed Limit
Area: Crichton Avenue /
Burdyke Avenue Area**



**Transport
Planning**

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Annex E

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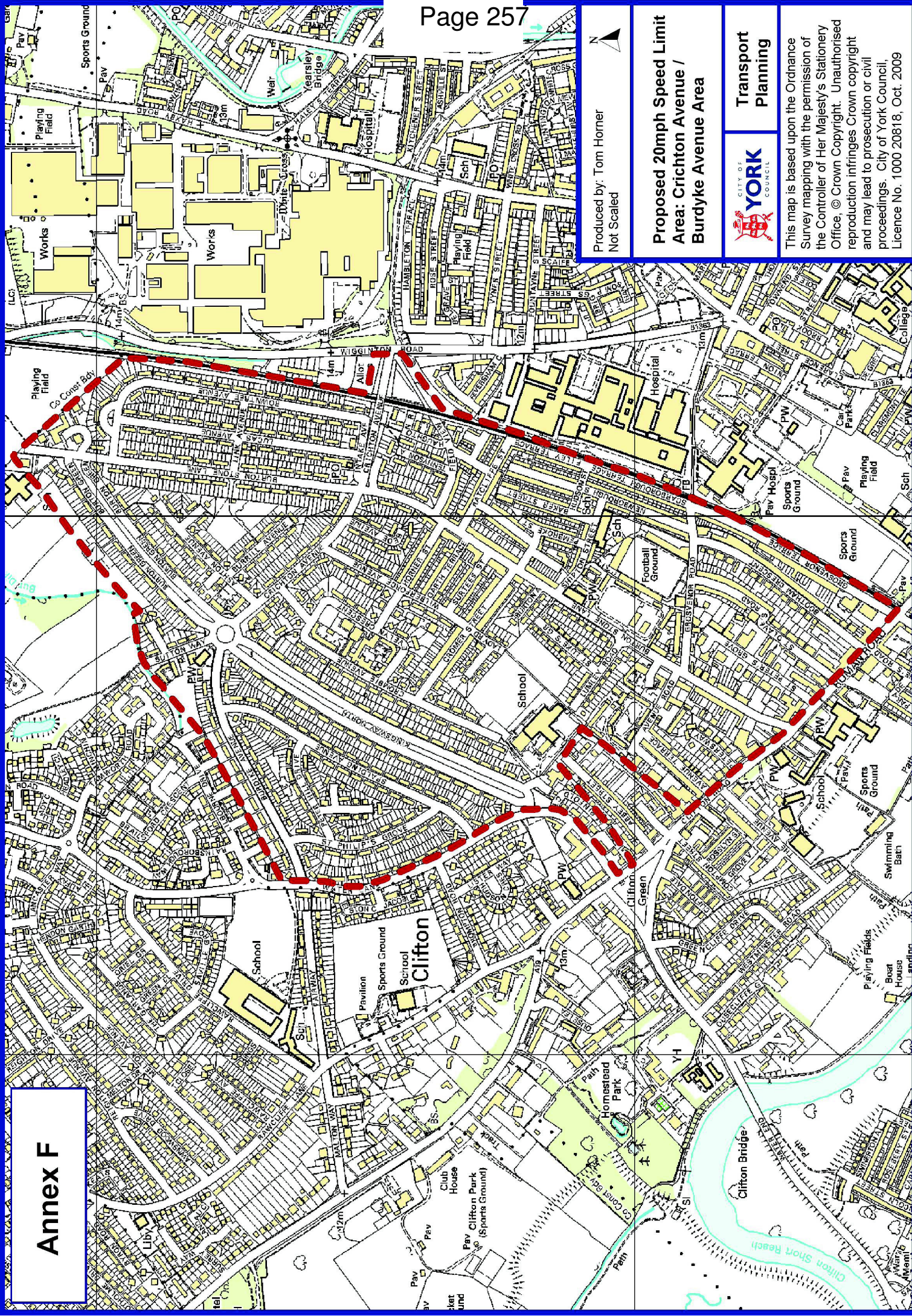
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**Proposed 20mph Speed Limit
Area: Crichton Avenue /
Burdyke Avenue Area**



**Transport
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Annex F

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**Decision Session
Executive Member for City Strategy****1 December 2009**

Report of the Director of City Strategy

Strensall Road, Towthorpe – Extension of 40mph speed limit**Summary**

- 1 This report advises the Executive Member of proposals to extend the existing 40mph speed limit on Strensall Road at Towthorpe further south. The scheme is intended to improve road safety around the Towthorpe Road and Towthorpe Moor Lane junctions.

Recommendation

- 2 That the Executive Member defer alterations to the speed limit along Strensall Road, to enable a comprehensive review of speed issues in the area to be undertaken.

Reason : To respond to consultation feedback and objections to the extension of the 40mph speed limit.

Background

- 3 The 2009/10 Transport Capital Programme includes funding to carry out a 'village accessibility review' (VAR) in response to representations by members of the public and Members, concerning road safety and access issues at several locations linked to villages around the City.
- 4 Officers carried out investigations and feasibility studies at eight key junctions identified in the review, in order to establish a list of improvement schemes prioritised for delivery.
- 5 A report discussing the findings of the review was presented to the Executive Member at the Decision Session in July, highlighting the main issues, and recommending potential mitigation measures which could be taken forward for implementation.
- 6 That report included an evaluation of the Towthorpe Road and Towthorpe Moor Lane junctions with Strensall Road at Towthorpe. Concerns have been expressed in relation to high traffic flows and speeds combining to hamper traffic turning right, either into or out of the side roads. Since 2006 there have been five road accidents involving casualties in the vicinity of the junction,

mainly as a result of vehicles turning into or out of Towthorpe Moor Lane colliding with traffic travelling along Strensall Road.

- 7 To address these issues officers put forward the following outline proposals :-
- Locally widen Strensall Road to provide a right turn lane into Towthorpe Moor Lane, which should make the turn manoeuvre safer and reduce delays for through traffic.
 - Provide a pedestrian refuge island crossing point on Strensall Road, to ease access to and from bus stops, and introduce a traffic calming feature.
 - Extend the 40mph speed limit on Strensall Road south of the junctions with Towthorpe Road and Towthorpe Moor Lane.
- 8 The above options were considered together with two other VAR schemes, and only the 40mph limit extension option was prioritised for implementation during 2009/10, subject to more detailed design work and consultation. The outcome of this further work is presented in the following paragraphs.

Scheme design for consultation

- 9 The outline scheme developed for consultation is explained and illustrated in the information leaflet shown at **Annex A**.
- 10 The main feature is the introduction of an extension to the 40mph speed limit along Strensall Road, with enhanced signing and road markings.

Consultation

- 11 The information leaflet was delivered to 23 properties in the vicinity of the proposed scheme. It was also sent to relevant Councillors, the local Parish Councils, the emergency services, plus other external organisations and groups, offering them the opportunity to comment or express their views on the proposals.
- 12 In conjunction with the above consultation period, a Traffic Regulation Order (TRO) was advertised for the proposed 40mph speed limit extension, which required any formal objections to be submitted by Friday 30 October 2009.

Ward Member views

- 13 **Councillor Kirk** had not responded at the time this report was written.
- 14 **Councillor Wiseman** is concerned that the road between the proposed extension of the 40mph speed limit and Earswick will remain at the national speed limit of 60mph, dropping suddenly to the 30mph limit. She feels strongly that the whole length of Strensall Road should be included in the new limit of 40mph, as safety on this stretch is compromised by the speed of traffic. She considers that this would not present a significant additional enforcement burden for the police.

Councillor Wiseman has also submitted an objection to the Traffic Regulation Order on this basis.

Officer response

The length of road between the proposed southern extent of the 40mph limit and the existing 30mph limit at Earswick does not meet the criteria required by the relevant national guidance which is used when setting local speed limits. In addition, the Police have stated they would be against a 40mph limit extended through to Earswick, partly because it is unlikely that this reduced speed limit would be observed, and it wouldn't be a priority for them to enforce. However, the Police may be minded to support a 40mph speed limit where this would be introduced in conjunction with other measures to reduce traffic speeds.

It is also a concern that having a 40mph speed limit from Earswick through to Strensall could diminish the localised effect of reduced vehicle speeds which the current scheme is trying to achieve in the vicinity of the junctions.

Parish Council views

- 15 **Earswick Parish Council** fully support the current proposals.

However, they would like to request that the 40mph speed restriction is extended for the whole length of Strensall Road down to Earswick, where the 30mph restriction begins. They consider that excluding a short 0.4 mile stretch of road between The Hollies and Earswick could be very confusing for motorists. In their view it would be of benefit to the environment to have a continuous speed restriction and make it much safer for the many cyclists who use Strensall Road.

Officer response

Please refer to response above to similar comment made by Councillor Wiseman.

- 16 **Strensall with Towthorpe Parish Council** fully support the current junction proposals.

However, they also support the view of Earswick Parish Council that the 40mph speed limit should be extended further south, up to the existing 30mph limit in Earswick.

In addition, Strensall with Towthorpe Parish Council consider that the proposed 40mph speed limit should be extended through the hamlet of Towthorpe, where a road accident occurred recently.

Officer response

Please refer to the response above concerning extending the 40mph limit to Earswick

With regard to Towthorpe hamlet, traffic speeds on Towthorpe Road are an ongoing issue, and have been the subject of previous assessment by officers and the Police. At that time it was not considered appropriate to introduce a

reduced speed limit, but attention was given to warning motorists of the sharp bends along this road.

However, given that the currently proposed 40mph limit would extend part way into Towthorpe Road, but the section through the hamlet would remain derestricted at 60mph, this situation could be reviewed to establish the most appropriate speeds limit for the circumstances. In addition, the prospect of further development in Towthorpe would change the characteristics of the area, and hence might affect what is the most appropriate speed limit.

Other Member views

- 17 **Councillor D'Agorne** supports the proposals
- 18 **Councillor Gilles** has stated that he endorses the comments by Ward Councillor Wiseman, who feels strongly that the 40mph speed limit should include the whole derestricted length of Strensall Road.
- 19 **Councillor Potter** is happy to support the scheme

Resident comments

- 20 Four residents responded in support of the scheme, but all considered that the 40mph limit should be extended further south along Strensall Road, up to the existing 30mph limit at Earswick, because otherwise the road between the existing '30' and the proposed '40' would remain as derestricted at 60mph.

Officer response

Please refer to the response above concerning extending the 40mph limit to Earswick

External organisation comments

- 21 The **Police** are not supportive of the current scheme and have submitted a formal objection to the TRO based upon the following reasons :-
- The consultation leaflet states that '*Police records show that since 2006 there have been six accidents involving injury at Towthorpe Moor Lane junction*'. This is not correct, there have been only five slight injury accidents within this time period, none of which have speed identified as a contributory factor. There is a sixth slight injury accident, 100 metres further south of the junction involving a turning manoeuvre into a private entrance.

Officer response

*The leaflet text should have said “..There have been six accidents involving injury, **mainly** at Towthorpe Moor Lane junction.” and therefore is not strictly correct. However, given that five accidents have occurred at the junction, it is not thought that this minor error affects the justification for looking to implement safety improvements at this location.*

- There is no speed data available past the point of the junction. Therefore to suggest that a 40 mph speed limit would reduce vehicle speed is an assumption, vehicle speed could be at or below the proposed limit in any case.

Officer response

Vehicle speed survey data is available for the section of Strensall Road just to the north of the junctions in question.

Despite the absence of vehicle speed readings at the junctions it is not unreasonable to expect that reducing the speed limit from derestricted at 60mph to 40mph would influence driver behaviour, and has the potential to make it safer and easier to turn into or out of side roads.

- If speed data was available to show this restriction is required to slow vehicles down near to the junction, the road at this point in any case, does not fit the DfT guidelines for a 40 mph speed restriction and further engineering measures should be in place to achieve this reduction.

Officer response

What the road looks like to road users and its geometry are key factors when setting speed limits. Drivers are likely to expect and respect lower limits, and be influenced when deciding on what is an appropriate speed, where they can see there are potential hazards, such as at staggered junctions.

Guidance advises that speed limits should not be used to solve problems of isolated hazards, for example a single road junction, but at a staggered junction on a single carriageway rural road it is considered appropriate for drivers to adopt a speed that is different from the national speed limit.

Also, in situations where the criteria for a 'village' are not met, because there is a lesser degree of development, or where engineering measures are not practicable or cost effective, a reduction from the national 60mph limit is considered appropriate, and traffic authorities can consider lower limits of 40 or 50mph.

- Visibility issues around the junction have not been addressed, this is a primary cause of the collisions and the proposed imposition of the speed limit does not adequately address these issues.

Officer response

Visibility is acknowledged to possibly be a contributory factor in some of the recorded injury accidents, and the physical improvement measures developed earlier would address this.

Unfortunately, only the proposed speed limit extension was approved for implementation this year. However, it is hoped that as and when the necessary additional funding becomes available other measures which improve visibility might be introduced in due course.

- The extension of the speed limit along Strensall Road, away from the village, could in turn lead to an increase in vehicle speed in the present speed restricted area. As the gateway feature will have moved, drivers will be more likely to disregard the limit past the barracks. This would increase the risks to vulnerable people such as school children in the area who cross the road in the vicinity of the Army quarters.

Officer response

Options were developed earlier in the year to address road safety concerns on Strensall Road past the barracks and near bus stops opposite Strensall Park. These proposed local widening of the road, to accommodate a pedestrian refuge crossing point at the bus stops, which would have also introduced a traffic calming measure.

However, when these proposals were considered in conjunction with other junction improvement schemes, by the Council's Executive Member for City Strategy at the Decision Session in July, only the speed limit extension on Strensall Road was approved for implementation this year

- It is understood that the original scheme proposed involved engineering measures, but the implementation of these has been postponed. Our viewpoint is that engineering is crucial to the scheme and are fearful that without any of these provisions there will be no benefit gained and the scheme could well fail.

Officer response

A number of options to improve road safety at the Towthorpe Road and Towthorpe Moor Lane junctions were developed earlier in the year. These included locally widening Strensall Road to provide a right turn lane and refuge islands at pedestrian crossing points, with the speed limit along the sections affected reduced from 60mph to 40mph in order to make it easier for drivers to turn at the junctions or for pedestrians to cross the road.

When these proposals were considered in conjunction with other junction improvement schemes, by the Council's Executive Member for City Strategy at the Decision Session in July, only the speed limit extension was approved for implementation this year. However, it is hoped that as and when the necessary additional funding becomes available the other measures can be introduced in due course.

- 22 The **Cycling Touring Club** support the scheme.
- 23 **York Cycle Campaign** support the changes being proposed.
- 24 **First Bus** are in favour of the scheme.

Road safety audit

- 25 A road safety audit Risk Assessment has noted that the scheme proposes relatively minor changes to a section of main road with side road junctions. Therefore, a Stage 1 (feasibility) audit is not required. However, a Stage 2

(detailed design) and a Stage 3 (scheme completion) road safety audit will be carried out, and any issues arising taken into account in the development of the proposals.

Options for the way forward

26 The options for the Executive Member to consider are :-

Option 1 - authorise implementation of the proposals shown at **Annex A**

Option 2 - approve for implementation an amended scheme plus any other changes to the proposals that the Executive Member considers necessary.

Option 3 – defer the current scheme and carry out a wider study of traffic speed and road safety issues in the area.

Option 4 - abandon the scheme

Analysis of Options

27 **Option 1** – would go part way towards addressing the road safety concerns and access issues highlighted by the earlier review.

28 **Option 2** – would provide similar benefits to Option 1, but could also take into account some of the factors arising from the consultation.

29 **Option 3** – would respond to concerns raised through the consultation and, hopefully, lead to more comprehensive road safety and speed management proposals.

30 **Option 4** – would not address the current issues, would not achieve Corporate Priorities related to scheme prioritisation, and could be viewed as failing to contribute to relevant aims within the Local Transport Plan.

31 Consultation has produced some positive support, together with useful feedback. There are clearly concerns relating to traffic speeds over a wider area than is covered by the current scheme, and the police have some reservations about the introduction of a 40mph speed limit without accompanying physical measures.

Officers therefore consider that it would be more effective to defer introduction of the proposed extension to the 40mph speed limit and carry out a comprehensive investigation of all the road safety issues on the roads linking with the particular junctions in question. This should enable development of the most appropriate package of measures to address the main concerns to be put forward for consideration as part of a future years programme. Hence, **Option 3** is recommended as the preferred way forward.

Further consultation on revised proposals

- 32 Information about the revised proposal to carry out a wider review was forwarded to relevant Councillors and the local Parish Councils, offering them a further opportunity to comment. Their responses are summarised below :-.

Ward Member views

- 33 **Councillor Wiseman** is pleased that we are recommending an investigation into road safety issues, but she would still prefer the proposed 40mph speed limit to go ahead anyway. She feels that it would be helpful to assess whether a reduced speed limit proves effective during the investigation, and this might reduce the cost of further measures in the future.
- 34 **Councillor Kirk** had not responded by the time this report was written.

Parish Council views

- 35 **Earswick Parish Council** had not responded at the time this report was prepared.
- 36 **Strensall with Towthorpe Parish Council** had not responded at the time this report was prepared.

Other Member views

- 37 **Councillor D'Agorne** supports the scheme being implemented now to address the accident problem, with subsequent monitoring of the scheme's impact, in conjunction with a road safety review, to determine whether a more comprehensive package of measures is required in the longer term.
- 38 **Councillor Gilles** had not responded at the time this report was prepared
- 39 **Councillor Potter** is concerned about a delay in taking action at a known accident location, and has enquired about the delivery timescales for the current proposals and the possible implementation of further measures.

Officer response

If it was decided to proceed with the speed limit extension, this would only involve relatively minor work on site, therefore, it is anticipated that the required signs and road markings could be implemented by early February.

Alternatively, if the speed limit extension is deferred, and a review undertaken this financial year, we would expect new proposals to be developed for consideration as part of the 2010-11 transport capital programme. If suitable funding became available in 2010-11, measures could then probably be implemented during the late summer of 2010.

Corporate Priorities

- 40 Extending the 40mph speed limit south to cover the two junctions in question would contribute to the following corporate objectives and priorities :-
- **Thriving City** – Implementing the measures outlined in **Annex A** should make it safer and easier for people in the Towthorpe and Strensall area to access opportunities and facilities in York and elsewhere.
 - **Safer City** – Implementing the measures outlined in **Annex A** should reduce road accidents and casualties by making turning into and out of the side road junctions with Strensall Road safer. The proposed reduction in speed should also make crossing the busy roads safer, particularly for those using bus stops in the area. .
- 41 The proposed scheme should also contribute to the aims of the Local Transport Plan 2006-2011 (LTP2), namely :-
- Reduce the levels of actual and perceived safety problems,

Implications

- 42 This report has the following implications
- **Financial** - £11k is included in the 2009/10 Transport Capital Programme for implementation of a scheme at the Strensall Road junctions. The current estimate for the proposed 40mph limit extension would be within that allocation.
- If the proposed 40mph speed limit extension is deferred, as recommended, the proposed wider area study could be funded within the current budget allocation. However, additional funding would need to be allocated in a future year's capital programme to cover the costs of implementing any scheme proposals arising from the study.
- **Human Resources (HR)** – There are no HR implications for the Council
 - **Equalities** – There are not considered to be any equality implications
 - **Legal** – City of York Council, as Highway Authority for the area, has powers under the following Acts and associated Regulations to implement improvements and any associated measures on the highway ;
 - The Highways Act
 - The Road Traffic Regulations and General Directions
 - The Road Traffic Act

A Traffic Regulation Order (TRO) is required for the proposed extension to the 40mph speed limit. Formal objections have been received in respect of the TRO and are referred to above.

The Police feel an extension of the speed limit along Strensall Road, away from the village, could in turn lead to an increase in vehicle speed in the

present speed restricted area. They also suspect that a 40mph speed limit through the junctions, without any accompanying physical measures, would not be observed, but have acknowledged that enforcement would not be a priority for them.

- **Crime and Disorder** – There are no crime and disorder implications expected
- **Information Technology (IT)** - There are no IT implications anticipated
- **Land and Property** – The proposed works would be within the adopted highway.
- **Other** – There are no other known implications at present

Risk Management

- 43 In compliance with the Council's Risk Management Strategy, the main risks associated with this report are considered to be as follows :-

Strategic – If it is decided not to implement the proposals there is a risk that this could lead to an inability to meet the Council's priorities, and some of the aims of the Local Transport Plan.

Physical – If it is decided to implement the proposals there are not thought to be any significant physical risks to achieving implementation on time.

Financial – This report relates to cost estimates based upon site surveys, investigations and preliminary design. There is a slight risk that the scheme costs may increase due to unforeseen circumstances, but this is not considered to be a significant financial risk.

Organisation / Reputation – There is a risk of criticism if a scheme which is prioritised for implementation during the current fiscal year and has been publicised is not delivered. However, there is also a risk of criticism if a scheme is implemented which has generated many concerns and objections through the consultation process.

Measured in terms of impact and likelihood, the risk score for each of the above risks has been assessed at less than 16, as indicated in the following table;

Risk Category	Impact	Likelihood	Score
Strategic	Low	Possible	6
Physical	Low	Possible	6
Financial	Low	Possible	6
Organisation / Reputation	Medium	Possible	9

The above scores indicate that at this point the risks need only be monitored, as they do not provide a real threat to the achievement of the objectives of this report.

Contact Details:

Author

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Transport and Safety
Engineering Consultancy

Telephone : 01904 55 3457

Chief Officer Responsible for the report

Damon Copperthwaite
Assistant Director
(City Development and Transport)

Report Approved



Date 13 November 2009

Specialist Implications Officer(s)

There are no specialist officer implications

Wards Affected:

Strensall

All

For further information please contact the author of the report.

Background Papers:

“ *Village Accessibility Review* “ – Report of the Director of City Strategy
Decision Session : Executive Member for City Strategy - 7 July 2009

Annexes:

Annex A : Information leaflet (*intended for printing @ A3 then folded to A4 size*)
explaining and illustrating the scope and extent of the proposed scheme

A1 - Information leaflet : Front page explanatory text

A2 - Information leaflet : Inside illustration

A3 - Information leaflet : Back page explanatory text

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Strensall Road

Extension of 40 mph speed limit

This leaflet provides information about proposals to extend the existing 40mph speed limit on Strensall Road further south, to improve safety around the Towthorpe Road and Towthorpe Moor Lane junctions.



The arrangement of the proposed speed limit scheme is illustrated inside this leaflet, together with notes explaining some of the key features involved.

Details of how to comment or get more information are given on the back of this leaflet.

This information can be provided in your own language.

我們也用您們的語言提供這個信息 (Cantonese)

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

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

Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)

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

☎ (01904) 551550



If you would prefer this information in a more accessible format, (for example in large print, or by email), or in another language, please telephone (01904) 553457

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Please note that the suggested locations for the proposed speed limit features are approximate and may change as a result of feedback on the proposals or more detailed design work.



Extent of current 40mph speed limit
(signs and poles to be removed)

Proposed 'repeater' sign
fixed to existing lamp column

Proposed 'repeater' sign
fixed to existing lamp column

Proposed
40mph speed limit
highlighted by
traffic signs on each side of road

Proposed 'repeater' sign
fixed to existing lamp column

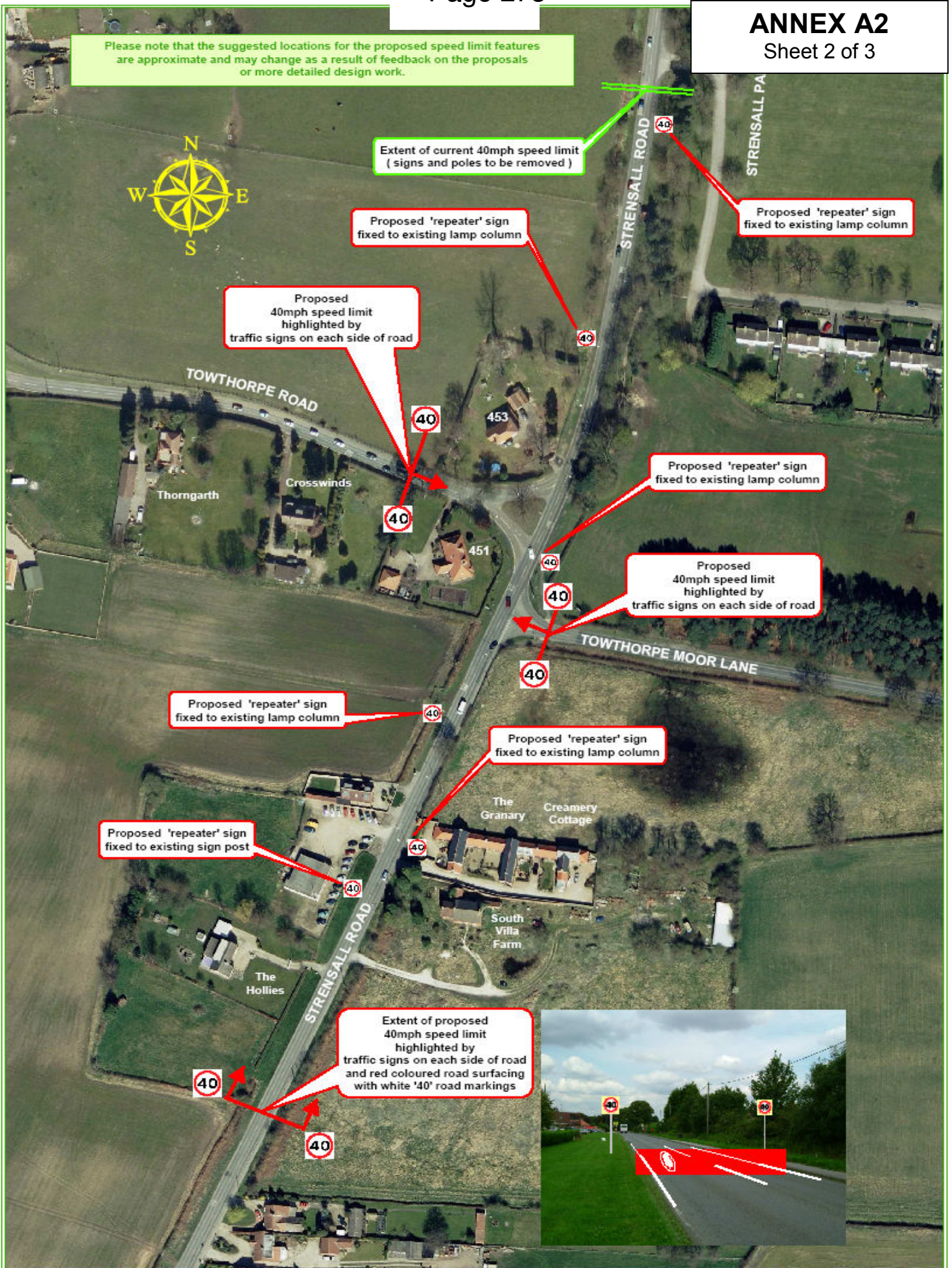
Proposed
40mph speed limit
highlighted by
traffic signs on each side of road

Proposed 'repeater' sign
fixed to existing lamp column

Proposed 'repeater' sign
fixed to existing lamp column

Proposed 'repeater' sign
fixed to existing sign post

Extent of proposed
40mph speed limit
highlighted by
traffic signs on each side of road
and red coloured road surfacing
with white '40' road markings



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Additional information

Police records show that since 2006 there have been six accidents involving injuries at the Towthorpe Moor Lane junction, mainly as a result of vehicles turning into or out of Towthorpe Moor Lane colliding with vehicles travelling along Strensall Road.

Early in 2009 a possible improvement scheme was developed which proposed widening Strensall Road to provide a separate right turn lane, together with a pedestrian refuge island crossing point, and a 40mph speed limit. Unfortunately, all these measures were not affordable when budgets were allocated for this year.

However, it was agreed that the proposed 40mph speed limit extension should be progressed, because this should go some way towards improving the situation in the short term.

The speed limit scheme is estimated to cost £11,000, and would be funded out of a central government grant allocation provided in support of the Local Transport Plan for the City.

It is still hoped to secure funding for the more expensive road widening and crossing point scheme in the future, and further consultation on detailed proposals would be carried out at that time.

If you have any questions or comments about these proposals you can contact me by :-

Telephone 01904 **553457**
and ask to speak to Graham Kelly

email **graham.kelly@york.gov.uk**

or by letter to
(*no stamp needed*)

Graham Kelly : Engineer
(Strensall Road 40mph)
Transport and Safety
Engineering Consultancy
City Of York Council
FREEPOST (YO 239)
YORK
YO1 7ZZ

To enable us to take your views into account, it would be appreciated if responses could reach us before
Friday 30th October 2009.

What else is involved ?



The proposed 40mph speed limit will require a Traffic Regulation Order (TRO).

This will be advertised for 21 days, by putting up notices along the roads affected, and by publishing a copy in The Press. This will enable any objections to the TRO to be considered in conjunction with other comments about the overall scheme.

If you specifically want to formally object to the TRO you will need to write direct to the following address by 30th October 2009, stating your reasons for objecting.

Damon Copperthwaite
Assistant Director
City Development and Transport
9 St. Leonard's Place
YORK
YO1 7ET

What happens next ?

Feedback and comments about these proposals will be reported to the Executive Member for City Strategy for a decision on whether to proceed. This is likely to be at the meeting on 1 December 2009.

The Decision Session meeting in December will be open to the public to attend and speak if they wish to express a view about what is being proposed.

If you are interested in speaking, please contact Jill Pickering on 01904 552061 no later than 5pm on Monday 30th November.

Subject to obtaining the necessary approvals, it is envisaged that the scheme could be introduced in early 2010. Anyone likely to be directly affected by the implementation works would be sent more information nearer the time.

Your views count



Thank you

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Decision Session
Executive Member for City Strategy

1 December 2009

Report of the Director of City Strategy

Wigginton : B1363 - Mill Lane junction improvements

Summary

- 1 This report advises the Executive Member of proposals to introduce traffic signals and a 40mph speed limit on the B1363 at the Mill Lane junction in Wigginton. The scheme is intended to make the junction safer and easier for turning traffic, whilst also providing improved pedestrian crossing facilities.

Recommendation

- 2 That the Executive Member approve for implementation the amended scheme shown at **Annex B** plus any other changes to the proposals that the Executive Member considers necessary.

Reason : To address road safety concerns and make turning manoeuvres easier for road users at the Mill Lane junction with the B1363 in Wigginton.

Background

- 3 The 2009/10 Transport Capital Programme included funding to carry out a 'village accessibility review' (VAR) in response to representation by members of the public and Members, concerning road safety and access issues at several locations linked to villages around the City.
- 4 Officers carried out investigations and feasibility studies at eight key junctions identified in the review, in order to establish a list of improvement schemes prioritised for delivery.
- 5 A report discussing the findings of the review was presented to the Executive Member at the Decision Session in July. This highlighted the main issues at each site, and recommended potential mitigation measures which could be taken forward for implementation.
- 6 That report included an evaluation of the Mill Lane junction with the B1363 in Wigginton. Here concerns have been expressed for a number of years, particularly in relation to high traffic flows and speeds combining to hamper traffic turning right, and drivers taking risks due to the delays. Since 2006 there have been four road accidents in the vicinity of the junction. These involved

seven casualties, mainly as a result of vehicles turning into or out of Mill Lane colliding with traffic travelling along the B1363.

- 7 To address these issues officers put forward outline proposals to signalise the junction and introduce a local 40mph speed limit on the B1363. This was one of three VAR schemes prioritised for implementation during 2009/10, subject to more detailed design work and consultation. The outcome of this further work is presented in the following paragraphs.

Scheme design for consultation

- 8 The outline scheme design developed for consultation, is explained and illustrated in the information leaflet shown at **Annex A**.

- 9 The main features are listed below :-

- **Traffic signals** to manage traffic flows more safely, particularly the right turns into and out of Mill Lane, and to reduce delays for side road traffic
- **Pedestrian phases at signals**, together with a new footway link path, to ease access to and from nearby bus stops,
- **Introduction of a 40mph speed limit** along the B1363, to make the approaches to the proposed signals safer.
- **Existing road lighting upgraded** and extended to cover the 40mph speed limit extents. This is intended to highlight the change in road environment and encourage drivers to observe the lower speed limit.

Consultation

- 10 The information leaflet was delivered to 75 properties in the vicinity of the proposed scheme. It was also sent to relevant Councillors, the local Parish Councils, the emergency services, plus other external organisations and groups, offering them the opportunity to comment or express their views on the proposals.
- 11 In addition, the consultation leaflet was put on the CYC web site, roadside signs were erected on Mill Lane for the attention of those using the B1363 junction, and an article about the scheme appeared in The Press on October 15, all inviting comment about the proposals by Friday 30 October 2009.
- 12 In conjunction with the above consultation period, a Traffic Regulation Order (TRO) was advertised for the associated 40mph speed limit element of the scheme, which required any formal objections to be submitted by Friday 30 October 2009.

Ward Member views

- 13 **Councillor Firth** fully supports the proposal, but considers that the 40mph speed limit could extend further north and south. In particular he thinks this could improve safety at the bend north of Corban Lane.

Officer response

Having a more extensive 40mph speed limit that includes the bends north of Corban Lane could diminish the localised effect of reduced vehicle speeds which needs to be achieved in the vicinity of the Mill Lane junction to ensure that approach speeds at the proposed signals are not too high.

The lengths of road beyond the proposed 40mph limit do not meet the criteria required by the relevant national guidance which is used when setting local speed limits and would not be supported by the Police. This is because they have a very rural characteristic and lack features such as frontage development, roadside footways, or street lighting. This would be likely to lead to poor driver compliance and higher vehicle speeds approaching the signals.

The bend in question will be reviewed with a view to introducing localised enhancement of warning signs and road markings, or additional measures to deal with the particular risks involved.

14 **Councillor Hogg** had not commented when this report was written.

15 **Councillor Watson** has commented that the proposals look fantastic.

Parish Council views

16 Haxby and Wigginton Parish Council support the scheme.

Other Member views

17 **Councillor D'Agorne** suggested that a 40mph speed limit on its own could be a sufficient and more cost effective measure.

He is also concerned that the proposed traffic signal installation should not have a detrimental impact on the existing historic finger post sign at the junction.

Officer response

The Police have previously stated that they could not support the introduction of a 40mph speed limit in this area, without any accompanying physical measures to encourage drivers to observe the reduced limit. However, they are happy to support a reduced speed limit as part of the signalisation scheme at the junction.

It is not intended to remove the old style finger post, sign although it may have to be moved slightly out of the way of the proposed traffic signals.

18 **Councillor Gilles** referred to comments made by Councillor Watt (Skelton) and stated that he had nothing more to add.

Namely; Councillor Watt acknowledged the problems at the Mill Lane junction, but queried the inclusion of cycle advance stop lines (ASL) at the proposed traffic signals.

Officer response

It is Council policy to provide advance stop lines (ASL) for cyclists at traffic

signals, which provides an area to wait in front of other traffic and enables them to move off first from the front of a queue. They can be especially helpful if the cyclist is turning in a different direction to following vehicles.

Cyclists do use this junction, and the provision of ASL would not normally have any significant effect on the performance of the junction under traffic signal control.

- 19 **Councillor Potter** is happy to support the proposals

Resident comments

- 20 64 responses were received from residents, with only six either not supporting the proposals or having reservations about certain aspects of the scheme. The main points raised by residents, which have not already been covered by the issues included in the feedback comments above, are discussed in the following paragraphs.

- 21 Would not a roundabout be a better solution, and cause less delays when traffic flows are less ?

Officer response

Constructing a roundabout of adequate size to cope with the size and number of vehicles which use this route would be prohibitively expensive, particularly in terms of land purchase, relocation of underground services, and the amount of carriageway realignment which would be involved.

Another consideration is that better pedestrian facilities can be incorporated within the traffic signals.

- 22 'Part time' traffic signals should be installed, to avoid queues developing during off peak periods.

Officer response

A study carried out by the Department for Transport has indicated a potential increase in accidents at part time signal sites as opposed to full time. In addition, the proposed traffic signals at Wigginton would incorporate pedestrian crossing phases across the B1363 and Mill Lane, and these would obviously not operate if the signals were turned off.

The proposed traffic signals would be set up to run in 'vehicle actuated' mode, using sensors and detector loops in the road. Under this type of operation the signal controller apportions the time between signal changes depending upon where the demand is, therefore, motorists should not experience any long delays in off peak periods

- 23 The installation of signals would reduce the flow of traffic at busy periods.

Officer response

Traffic signals are being proposed with the aim of increasing safety at the junction, rather than improving overall flow rates through the junction. A key

safety feature is that traffic would only be allowed to turn right into Mill Lane when southbound traffic on the B1363 is stopped at a red signal; i.e. turning traffic would not be given a green signal while southbound traffic continues to travel across the junction and then expected to wait for a gap in this traffic before making the right turn.

The introduction of traffic signals should reduce the time it takes for traffic to exit Mill Lane during peak periods, but would inevitably interrupt the flow of traffic along the B1363. However, modelling of the B1363 Mill Lane junction predicts that traffic signals should adequately deal with the amount of traffic using this junction, and should not result in significant queuing or delays.

- 24 The road markings on the Mill Lane approach to the B1363 junction should be realigned to provide separate left and right lanes out onto the main road.

Officer response

Unfortunately, creating separate left and right turn lanes on Mill Lane at the B1363 junction would not be feasible within the constraints of the existing road width, and would require widening of the carriageway.

This has been investigated, but there are a number of underground services which would need to be moved, and the extra expenditure involved would increase the scheme cost above the funding available.

However, calculations indicate that traffic signals in conjunction with the existing single lane should be adequate to handle the vehicle flows exiting onto the main road, and should not result in significant queuing or delays.

- 25 Four accidents in three years is a relatively low number given the high volume of traffic that passes through the area, and the high scheme cost of almost £200,000 could be far better spent on other transport projects in York

Officer response

The number and severity of accidents at a particular location is just one of a number of factors which are considered when evaluating whether a highway improvement scheme is ranked as low, medium or high priority, and also offers value for money in terms of the Council's limited budget. For example, other considerations are vehicular access difficulties, such as turning movements at junctions, vehicle speeds, and associated benefits for pedestrians, cyclists and public transport.

Although only four injury accidents have been recorded at the Mill Lane junction since 2006, of the seven casualties involved three were serious. This goes some way towards emphasising the need for accident reduction measures, and following a feasibility study of a number of junctions around the City, an option to develop an affordable improvement scheme at Mill Lane was ranked as a priority.

- 26 Provide a cycle feeder lane to enable cyclists heading north and intending to turn into Mill Lane to move across into the existing right turn lane, similar to that provided on the Clarence Street approach to the Haxby Road/Wigginton Road

junction.

Officer response

The situation at the Mill Lane junction is different to Clarence Street and other typical locations where such cycle filter lanes have been provided, to cater for cyclist continuing straight ahead at junctions where motor vehicles may be entering an adjoining left turn lane. At Mill Lane cyclists need to move across the path of straight ahead traffic to enter the right turn lane.

If it were feasible to mark a cycle feeder lane within the existing right turn lane, cyclists would still need to decide when it is safe to move across to enter it. Unfortunately, given the relatively narrow lane widths at the existing B1363 right turn, such a cycle feeder lane could not be accommodated without the additional expense of widening the road.

With traffic signals in place, less confident northbound cyclists wanting to go down Mill Lane could avoid the difficult manoeuvre into the right turn lane by choosing to pull off the road, dismount and use the pedestrian crossing phase at the signals to cross the B1363. They could then walk around to Mill Lane before continuing their cycle journey east along the side road.

- 27 Bus stops should be installed near to the north end of the 40mph speed limit.

Officer response

The Transport Planning Unit are already arranging for bus stops to be provided on each side of the B1363 in the vicinity of the northern extent of the proposed 40mph speed limit in response to a previous request. Both proposals would be coordinated so that the various sign installations do not obscure each other.

- 28 "Keep Clear" markings should be provided at the junction of Corner Close and Mill Lane, to maintain access when traffic approaching the B1363 junction is queuing on Mill Lane

Officer response

The Council does not normally put in 'Keep Clear' markings to allow vehicles to exit side roads and get out easier through queuing traffic, especially at 'cul-de-sacs'. However, if vehicles waiting on the main road to turn right into a side road prevent vehicles behind them from continuing along the main road on a regular basis, then there may be a case for a 'keep clear' to reduce congestion.

The Council tries to use 'Keep Clear' markings sparingly, only introducing them where there is a definite need. This is because such markings do not always work. Those drivers who abide by them tend to be the ones who leave a gap in any case. In addition, where there is a gap in traffic provided for side road access or exit this can potentially encourage some drivers entering or exiting to hurry and, consequently, pay less attention to other more vulnerable road users, such as cyclists, who may be passing the stationary vehicles.

Due to the proximity of Corner Close to the B1363, there could be problems if queuing vehicles prevent drivers from turning right into Corner close. This could cause a tailback within the signalised junction, which could then cause safety

issues when the signal sequence changes. However, it is likely that drivers queuing on Mill Lane would clearly recognise the junction and be likely to leave a gap to allow access.

Therefore, officers consider that it would be appropriate to monitor the situation on Mill Lane following installation of traffic signals, and then consider if further action is deemed necessary.

- 29 "Yellow box" markings required opposite the access to Windmill Industrial Estate off B1363, where traffic may be queuing back from Mill Lane along Sutton Road.

Officer response

'Yellow box' markings are mainly used to keep signalised junctions clear, where vehicles might be backing up from elsewhere, therefore we do not consider that such a measure would be appropriate at this location.

However, modelling of the proposed traffic signals has predicted that southbound traffic queues on the B1363 will extend beyond the Windmill Industrial Estate at certain periods, and it would be a problem if right turning traffic could not enter the site. Hence a 'Keep Clear' marking would be justified in this location opposite the access to the Industrial Estate.

- 30 Approaches to the 40mph speed limit should be reinforced with rumble strips on the road.

Officer response

National guidance recommends that rumble strips should not be installed within 200m of residential properties due to potential noise nuisance. Flatter strips of red colour could be applied across the road, but these are obviously less effective at alerting drivers.

It is thought that the proposed 40mph limit would be well observed, due to the presence of the traffic signals. However, we would monitor the situation afterwards to determine whether further measures might be required to make drivers aware of the reduced speed limit.

- 31 The proposed improved and extended street lighting on the B1363 may create light pollution and light spillage onto adjacent residential properties.

Officer response

The existing inefficient low-pressure 'orange' sodium lighting would be replaced with newer more energy efficient LED white light throughout the full extents of the proposed speed restriction. This more energy efficient lighting takes advantage of new technologies and would be fully "dark skies compliant" to limit light distribution beyond the highway and stop "sky glow"

External organisation comments

- 32 The **Police** have no objections to the proposed speed limit if this is part of the proposed scheme to signalise the junction. However, if the signalistaion did not

proceed then their position would change to one of objection.

- 33 The **Cyclist Touring Club** support the scheme, in particular the inclusion of advance stop lines for cyclists.

They have also commented that there should be adequate road width maintained for motor vehicles to overtake cyclists adjacent to any islands within the scheme.

Officer response

The issue of adequate road width for vehicles to pass cycles at traffic islands is something to be addressed as part of the more detailed design.

Another factor that would need to be taken into account in the detailed design of the islands is that the B1363 is a designated abnormal load route for high and wide loads. Consequently, consideration would be given to installing 'bolt down' traffic islands with demountable features, or provide sloping kerbs so that abnormal loads could drive up and over the islands. Such installations would also have the advantage of reducing excavation and hence would minimise disruption to road users during installation.

- 34 **York Cycle Campaign** broadly support the scheme, but note that no feeder lanes are shown to allow cyclists to pass traffic queues and reach the ASL boxes.

Officer response

The Council has adopted a policy covering standards and principles for use when designing cycling facilities around the City. This includes a requirement that ASL be provided at traffic signal junctions, together with 'lead-in' cycle lanes where feasible of sufficient length for cyclists to bypass traffic queuing at signalised junctions.

Although the leaflet illustration for the Wigginton proposals only showed ASL without any feeder lanes, the provision of 'lead in' cycle lanes is something which would be included as part of the more detailed design.

- 35 **TRO feedback** : No objections have been received

Road safety audit

- 36 A road safety audit Risk Assessment has noted that the scheme proposes significant changes to the way the potential conflicts between road users and pedestrians are controlled around the junction, but has not identified any fundamental concerns or recommended that a Stage 1 (feasibility) audit be carried out. However, a Stage 2 (detailed design) and a Stage 3 (scheme completion) road safety audit will be carried out, and any issues arising taken into account in the development of the proposals.

Revised scheme proposals following consultation

37 Revised scheme proposals have been produced, which take into account consultation feedback and are considered to be beneficial modifications to the scheme. These amendments relate to the junction layout and are shown in **Annex B**

38 The key changes are listed below :-

- Bus stop locations near to the northern extent of the proposed 40mph limit.
- Cycle feeder lanes provided in conjunction with ASL
- 'Keep Clear' road marking provided opposite access to Windmill Industrial Estate.

Options for the way forward

39 The options for the Executive Member to consider are :-

Option 1 - authorise implementation of the original scheme shown at **Annex A**

Option 2 - approve for implementation the scheme shown in **Annex A** with the revisions shown in **Annex B**, plus any other changes to the proposals that the Executive Member considers necessary.

Option 3 - abandon the scheme

Analysis of Options

40 **Option 1** – addresses the basic road safety concerns and access issues highlighted by the earlier village accessibility review.

41 **Option 2** – should have the same benefits as Option 1, but would also take into account issues and suggestions arising from the consultation, which should make the scheme more effective.

42 **Option 3** – would not address the current issues at the junction.

43 Consultation has produced some positive support, together with useful feedback leading to revised scheme proposals being developed. Hence, **Option 2** is recommended as the preferred way forward.

Corporate Priorities

44 Introducing traffic signals and a 40mph speed limit would contribute to the following corporate objectives and priorities :-

- **Sustainable City** – Implementing the measures outlined in **Option 2** should make turning into and out of the Mill Lane junction with the B1363 easier, particularly for public transport and cyclists. The proposed signalised

crossing facilities should provide easier access to nearby bus stops and may encourage more use of public transport.

- **Safer City** – Implementing the measures outlined in **Option 2** should reduce road accidents and casualties by make turning into and out of the Mill Lane junction with the B1363 safer. The proposed signalised crossing facilities should also make crossing the busy roads safer.
- **Inclusive City** – Implementing the measures outlined in **Option 2** should make it safer and easier for people in the Wigginton area to access opportunities and facilities around York, and elsewhere.

45 The proposed scheme should also contribute the aims of the Local Transport Plan 2006-2011 (LTP2), namely :-

- Reduce the levels of actual and perceived safety problems,
- Enhance opportunities for community members, including disadvantaged groups, to play an active part in society.

Implications

46 This report has the following implications

- **Financial** - £215k is included in the 2009/10 Transport Capital Programme for implementation of a scheme at the B1363 Mill Lane junction. The current estimate for the proposals outlined in **Annex B** is within that allocation.
- **Human Resources (HR)** – There are no HR implications for the Council
- **Equalities** - Implementing the measures outlined in **Annex A** should enhance opportunities for community members, including disadvantaged groups, to play an active part in society.
- **Legal** – City of York Council, as Highway Authority for the area, has powers under the following Acts and associated Regulations to implement improvements and any associated measures on the highway ;
 - The Highways Act
 - The Road Traffic Regulations and General Directions
 - The Road Traffic Act

A Traffic Regulation Order (TRO) is required for the proposed 40mph speed limit. No formal objections have been received in respect of the TRO.

- **Crime and Disorder** – There are no crime and disorder implications at present
- **Information Technology (IT)** - There are no IT implications expected
- **Land and Property** – The proposed works would be within the adopted highway.

- **Other** – There are no other known implications anticipated.

Risk Management

47 In compliance with the Council's Risk Management Strategy, the main risks associated with this report are considered to be as follows :-

Strategic – If it is decided not to implement the proposals there is a risk that this could lead to an inability to meet the council's priorities, and the council may not meet some of the aims of the Local Transport Plan.

Physical – If it is decided to implement the proposals the main physical risk to achieving implementation on time are thought to be the provision of mains power connections for the traffic signals and street lighting by an external contractor. If the scheme is approved the necessary electrical work would be ordered straight away, in order to keep any potential delay to a minimum.

Although queuing should be reduced on Mill Lane, the proposed measures will reduce flow capacity along the B1363 and could result in delay with queuing at certain periods. Therefore, there is a risk of complaints and adverse comment from road users and local residents as a result of the likely reduction in flow rate along the B1363 and the associated consequences.

In addition, traffic signals are being proposed with the aim of increasing safety at the junction, and to make it easier to exit Mill Lane onto the B1363. It should be appreciated that one consequence of this might be an increase in drivers choosing to use the Mill Lane junction in preference to other routes where there can be more congestion. If this were to happen it could lead to some criticism from current users of the junction.

Financial – This report relates to cost estimates based upon site surveys, investigations and preliminary design. There is a potential risk that the scheme costs may increase, the main financial uncertainty being related to the need to move or protect underground services which are not at the depth or location anticipated from records.

Organisation / Reputation – There is a risk of criticism if a scheme which has been prioritised for implementation during the current fiscal year and publicised is not delivered.

Measured in terms of impact and likelihood, the risk score for each of the above risks has been assessed at less than 16, as indicated in the following table;

Risk Category	Impact	Likelihood	Score
Strategic	Low	Possible	6
Physical	Medium	Possible	9
Financial	Medium	Possible	9
Organisation / Reputation	Medium	Possible	9

The above scores indicate that at this point the risks need only be monitored, as they do not provide a real threat to the achievement of the objectives of this report

Contact Details:

Author

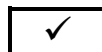
Graham Kelly
Engineer
Transport and Safety
Engineering Consultancy

Telephone : 01904 55 3457

Chief Officer Responsible for the report

Damon Copperthwaite
Assistant Director
(City Development and Transport)

Report Approved



Date

13 November 2009

Specialist Implications Officer(s)

There are no specialist officer implications

Wards Affected:

Haxby and Wigginton

All

For further information please contact the author of the report.

Background Papers:

“ *Village Accessibility Review* “ – Report of the Director of City Strategy
Decision Session : Executive Member for City Strategy - 7 July 2009

Annexes:

Annex A Information leaflet (*intended for printing @ A3 then folded to A4 size*)
explaining and illustrating the scope and extent of the proposed scheme

A1 - Information leaflet : Front page explanatory text

A2 - Information leaflet : Inside illustration

A3 - Information leaflet : Back page explanatory text

Annex B **B1** - Revised layout around the B1363 Mill Lane junction



W I G G I N T O N

B1363 - Mill Lane junction improvements



This leaflet provides information about proposals to introduce traffic signals and a 40mph speed limit, to make the Mill Lane junction with the B1363 safer and easier for turning traffic.



The layout of the proposed traffic signal junction and speed limit scheme is illustrated inside this leaflet, together with notes explaining some of the key features involved.

Details of how to comment or get more information are given on the back of this leaflet.

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 moze być dostarczona w twoim własnym języku. (Polish)

Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)

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

☎ (01904) 551550



If you would prefer this information in a more accessible format, (for example in large print, or by email), or in another language, please telephone (01904) 553457

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Please note that the suggested locations shown for the proposed traffic signal and speed management features are approximate and may change as a result of feedback on these proposals and more detailed design work.



Proposed 40mph limit highlighted by traffic signs each side of the road and red coloured road surfacing with white '40' road marking.

Proposed 40mph limit highlighted by traffic signs on each side of the road

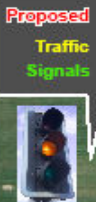
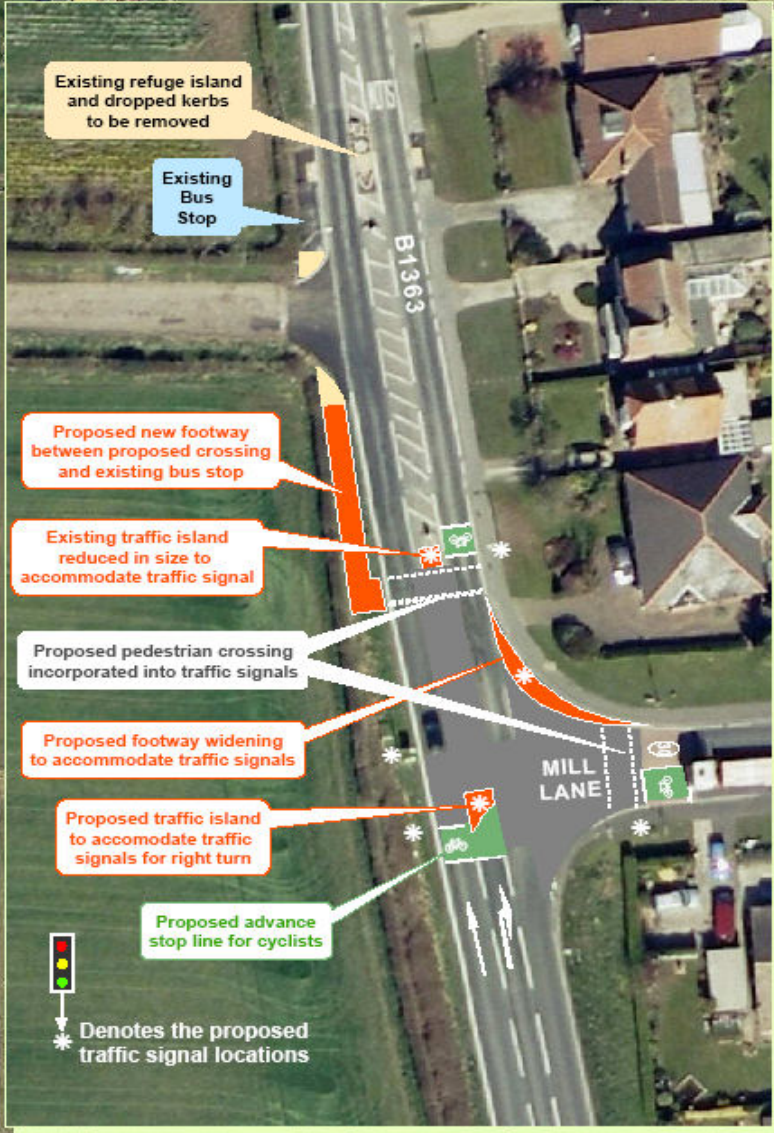
Existing street lighting upgraded and extended with taller columns to cover the extents of the 40mph limit. This should highlight the change in road environment and encourage drivers to observe the lower speed limit

NB - The proposed traffic signals would incorporate speed detection, so that the signals do not suddenly turn red when a vehicle is approaching without sufficient time to stop. Also, queue detection should ensure that the signals operate safely and efficiently

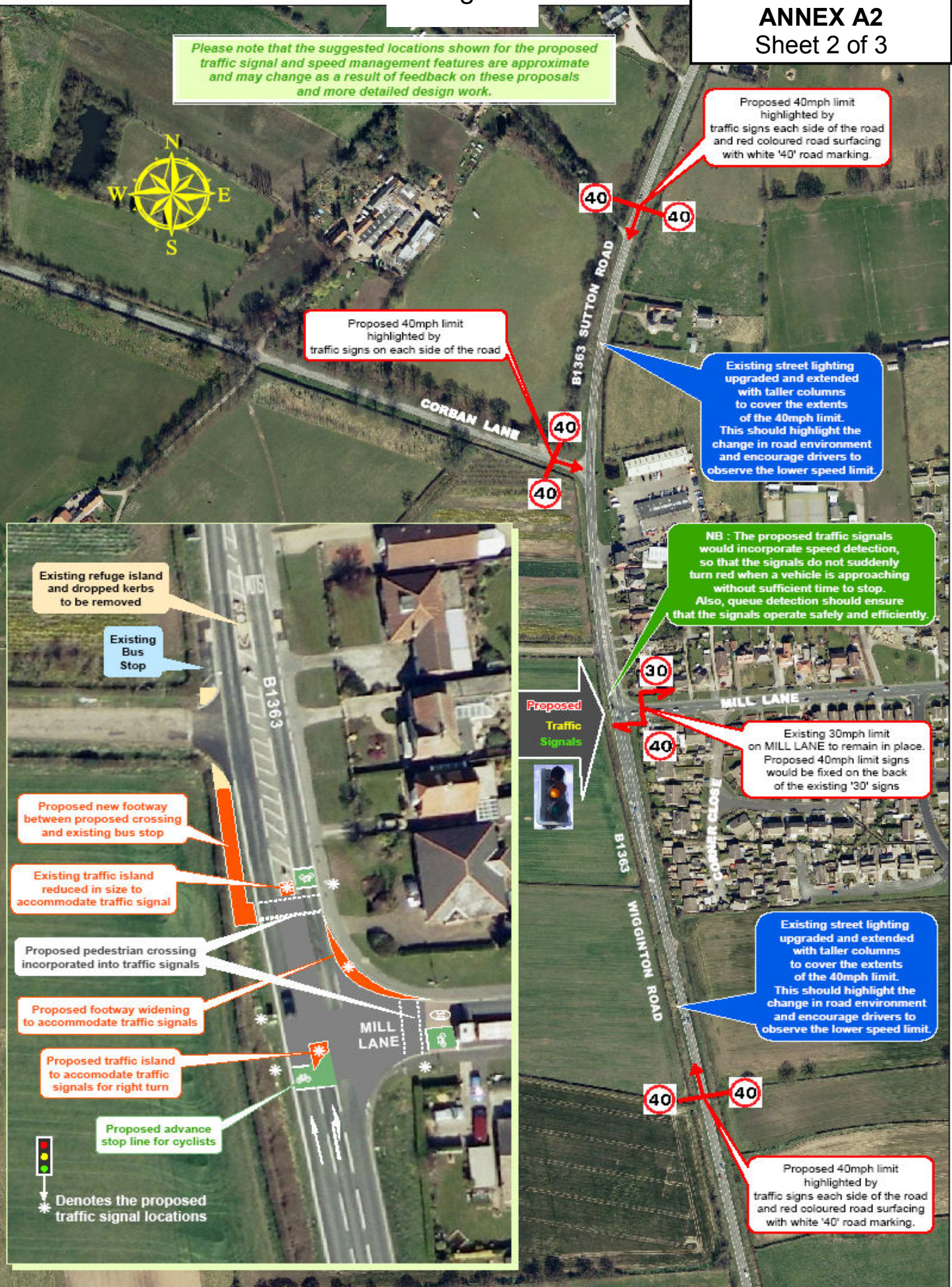
Existing 30mph limit on MILL LANE to remain in place. Proposed 40mph limit signs would be fixed on the back of the existing '30' signs

Existing street lighting upgraded and extended with taller columns to cover the extents of the 40mph limit. This should highlight the change in road environment and encourage drivers to observe the lower speed limit

Proposed 40mph limit highlighted by traffic signs each side of the road and red coloured road surfacing with white '40' road marking.



Proposed Traffic Signals



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Additional information

According to Police records, there have been four accidents involving injury at this junction since 2006, mainly as a result of vehicles turning into or out of Mill Lane colliding with vehicles travelling along the B1363.

A key benefit of traffic signals is that they would periodically halt traffic on the B1363, allowing drivers to exit or enter Mill Lane safely under a green light. However, at some times of the day when traffic flows are light, it is possible that waiting for signals to turn green could delay drivers on Mill Lane a little more than the current arrangement.

These improvements are currently estimated to cost £195,000, and would be funded out of a central government grant allocation provided in support of the Local Transport Plan for the City.

Widening Mill Lane to create separate left and right turn exit lanes at the B1363 junction has been investigated. Unfortunately, moving various underground pipes and cables in the roadside verges would significantly increase the scheme cost above the funding available. However, calculations show that the proposed signals and the existing single lane will be adequate to handle traffic exiting onto the main road, without significant queuing or delays.

If you have any questions or comments about these proposals you can contact me by :-

Telephone 01904 **553457**
and ask to speak to Graham Kelly

or by letter to
(*no stamp needed*)

Graham Kelly : Engineer
(Mill Lane signals)
Transport and Safety
Engineering Consultancy
City Of York Council
FREEPOST (YO 239)
YORK
YO1 7ZZ

email **graham.kelly@york.gov.uk**

To enable us to take your views into account, it would be appreciated if responses could reach us before
Friday 30th October 2009.

What else is involved ?



The proposed 40mph speed limit will require a Traffic Regulation Order (TRO).

This will be advertised for 21 days, by putting up notices along the roads affected, and by publishing a copy in The Press. This will enable any objections to the TRO to be considered in conjunction with other comments about the overall scheme.

If you specifically want to formally object to the TRO you will need to write direct to the following address by 30th October 2009, stating your reasons for objecting.

Damon Copperthwaite
Assistant Director
City Development and Transport
9 St. Leonard's Place
YORK
YO1 7ET

What happens next ?

Feedback and comments about these proposals will be reported to the Executive Member for City Strategy for a decision on whether to proceed. This is likely to be at the meeting on 1 December 2009.

The Decision Session meeting in December will be open to the public to attend and speak if they wish to express a view about what is being proposed.

If you are interested in speaking, please contact Jill Pickering on 01904 552061 no later than 5pm on Monday 30th November.

Subject to obtaining the necessary approvals, it is envisaged that construction could begin in early 2010. Anyone likely to be directly affected would be sent more information about the planned timescale and extent of the work nearer the time.

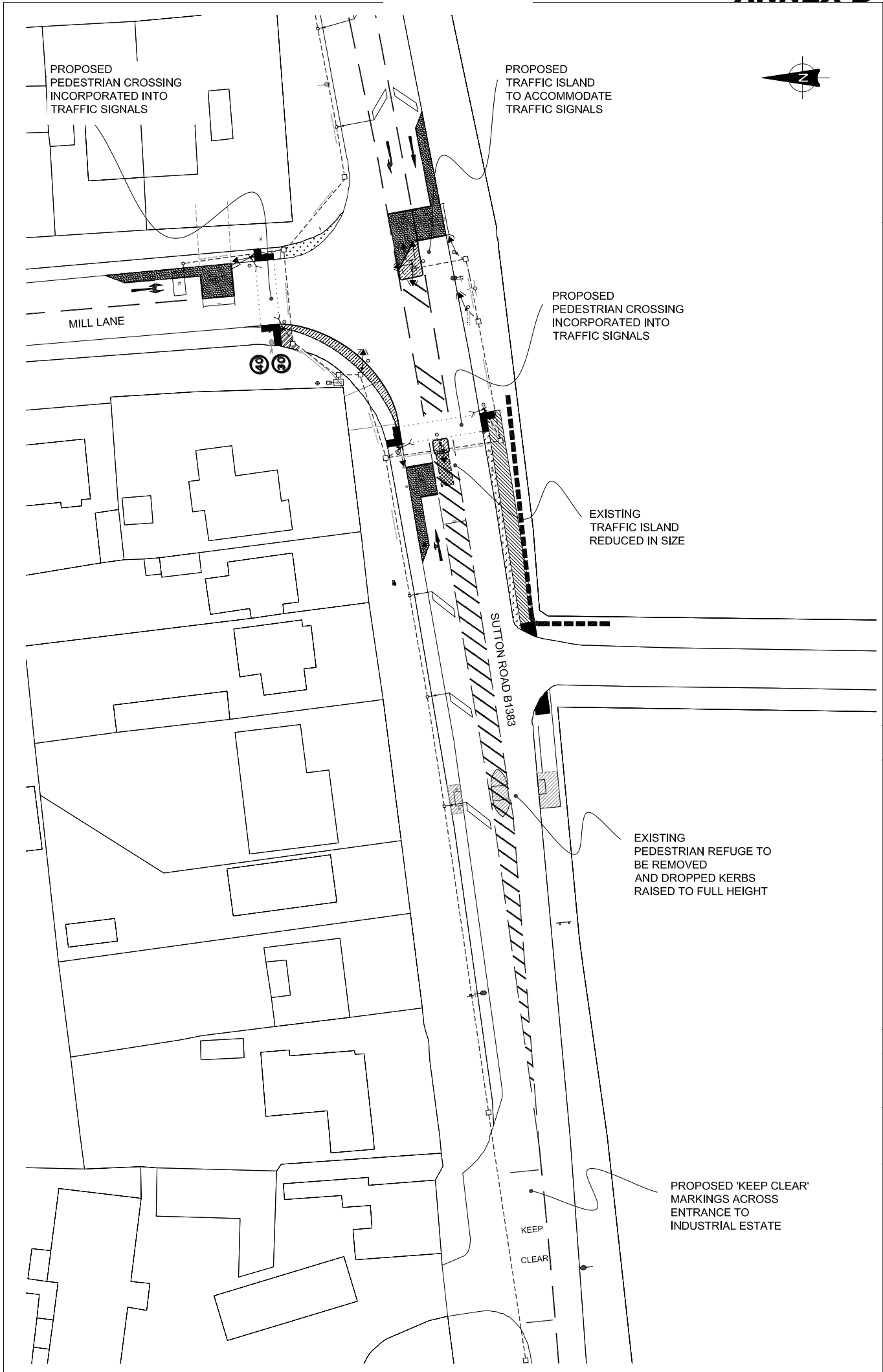
Your views count



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Printed on environmentally friendly paper

Thank you

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<p>BASED UPON THE ORDINANCE SURVEY MAPS WITH THE LATEST AIR PHOTOGRAPHY AND GROUND SURVEY DATA. THE LAYOUT OF THE TRAFFIC SIGNALS AND PEDESTRIAN CROSSINGS IS SUBJECT TO APPROVAL BY THE CITY ENGINEER. THE LAYOUT IS SUBJECT TO THE CITY ENGINEER'S APPROVAL AND MAY BE SUBJECT TO MODIFICATION AT HIS DISCRETION.</p> <p>City of York Council of License No. LA 00674</p>		<p>DEC09010564/103</p>	
<p>Wigginton: B1363 Mill Lane Junction Improvements</p> <p>Traffic Signals General Layout</p>		<p>DATE</p> <p>GCT</p>	<p>AMENDMENTS</p> <p>Loop detection amended, signal layout amended, speed detection added</p>
<p>DRAWN BY</p> <p>CHECKED BY</p> <p>SCALE</p> <p>DATE</p>	<p>INITIAL DATE</p> <p>02/11/09</p> <p>NTS</p> <p>OCT 2009</p>	<p>REV</p> <p>C</p>	<p>DATE</p> <p>GCT</p>
<p>York Consultancy Consultants of your choice</p>		<p>YORK COUNCIL</p>	

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Decision Session
Executive Member for City Strategy

1 December 2009

Report of the Director of City Strategy

Dunnington : A166 Church Balk junction improvements

Summary

- 1 This report advises the Executive Member of proposals to introduce traffic islands and changes to road markings on the A166 at the Church Balk junction in Dunnington. The scheme is intended to make the junction safer and easier for turning traffic.

Recommendation

- 2 That the Executive Member approve for implementation the scheme shown in **Annex A** with the following amendments :-
 - traffic islands removed
 - red surfacing added inside hatched road markings.

Reason : To address road safety concerns and deter overtaking manoeuvres on the A166 at the Church Balk junction in Dunnington. The amendments respond to consultation feedback on the original proposals.

Background

- 3 The 2009/10 Transport Capital Programme includes funding to carry out a 'village accessibility review' (VAR) in response to representation by members of the public and Members, concerning road safety and access issues at several locations linked to villages around the City.
- 4 Officers carried out investigations and feasibility studies at eight key junctions identified in the review, in order to establish a list of improvement schemes prioritised for delivery.
- 5 A report discussing the findings of the review was presented to the Executive Member at the Decision Session in July, highlighting the main issues, and recommending potential mitigation measures which could be taken forward for implementation.
- 6 That report included an evaluation of the Church Balk junction with the A166 in Dunnington. Church Balk is the northern access into Dunnington, and although

there are typically fewer turning manoeuvres at this junction than either the York Road or Common Road junctions on the A1079, they are nonetheless significant. There have been six injury accidents here since 2006, including one fatality, mainly involving inappropriate overtaking manoeuvres on the A166. In addition, there are several accesses to properties off the A166 adjacent to the junction.

- 7 To address these issues officers have developed outline proposals to introduce traffic islands and changes to road markings on the A166 at the Church Balk junction in Dunnington. This was one of three VAR schemes prioritised for implementation during 2009/10, subject to more detailed design work and consultation. The outcome of this further work is presented in the following paragraphs.

Scheme design for consultation

- 8 An outline design was developed for consultation, which is explained and illustrated in the information leaflet shown at **Annex A**.
- 9 The main elements of the A166 Church Balk outline scheme at Dunnington are listed below :-
 - A 'double white line' road marking scheme to deter overtaking on the A166 in the vicinity of the Church Balk junction
 - Traffic islands to physically deter overtaking, and reinforce the white line marking proposals

Consultation

- 10 The information leaflet was delivered to eight properties in the vicinity of the proposed scheme. It was also sent to relevant Councillors, the local Parish Councils, the emergency services, plus other external organisations and groups, offering them the opportunity to comment or express their views on the proposals

Ward Member views

- 11 **Councillor Brooks** had asked last year if something could be done at this junction, and is therefore pleased to see the proposals outlined in the information leaflet.

Other Member views

- 12 **Councillor D'Agorne** has asked whether there will be adequate road width for a vehicle to overtake a bicycle without crossing the proposed double white lines.

Officer response

The existing traffic lane markings adjacent to the proposed island locations on the A166 Stamford Bridge Road are only approximately 3m wide. On a 60mph road, cycle design guidance recommends a minimum 4.5m lane width past

traffic islands. Following a detailed site survey it has been established that this recommended width couldn't be achieved for the proposed islands on the A166 without road widening. This would be very expensive and not affordable within the current budget allocation.

In addition, the A166 is a designated abnormal load route for high and wide loads. Therefore, consideration would need to be given to installing 'bolt down' traffic islands with demountable features, or provide sloping kerbs so that abnormal loads could drive up and over the islands.

13 **Councillor Gilles** has stated that he endorses Councillor Brook's comments

14 **Councillor Potter** is happy to support the proposals

Parish Council views

15 **Dunnington Parish Council** welcome the proposals as possibly the only thing that can be done to reduce collisions, particularly those caused by impatient drivers overtaking on the hatched areas

16 **Holtby Parish Council** view the proposals as very acceptable. Their only comment was to query whether the sight lines from Church Balk towards Stamford Bridge would be adequate once an island is in place.

Officer response

The installation of traffic islands as proposed within the existing hatch markings on the A166 at the Church Balk junction should not adversely affect intervisibility at the junction.

The Church Balk junction with the A166 is already quite wide and enables wide or long vehicles to make either entry or exit turns fairly easily. However, the proposed traffic island to the east of the junction would need to be carefully positioned so that it does not restrict turning vehicles, or hinder access to The Yews which has a vehicle access opposite the junction.

Resident comments

17 An occupier of commercial premises which have a vehicular access adjacent to the right turn lane off the A166 is concerned that the introduction of continuous white line 'no overtaking' road markings, in place of the existing broken white lines, would restrict access to and disrupt operation of their business.

Officer response

The relevant Regulations which govern the placing and enforcement of continuous white line road markings permits vehicles to cross the line in order to enter any private access or other side road adjoining the main road.

This matter is also dealt with in the Highway Code under Rule 129, which further refers to the associated Law within Section 36 of the Road Traffic Act

It would be a concern that retaining a section of broken white lines, or

introducing a gap, into the proposed continuous white line could lead to drivers attempting to overtake. Therefore, since it is legal to cross such a continuous white line to gain access, officers do not consider it is appropriate to provide a gap or a broken white line instead of continuous white line opposite a vehicle access such as those on the A166

External organisation comments

- 18 The **Police** support the proposals, provided that the scheme complies with the provisions of the relevant legislation and the double white lines are therefore enforceable from the police perspective.

Officer comment

The Police would be invited to check the final scheme layout to ensure that the proposed changes to road markings meet the relevant regulations and are therefore enforceable.

- 19 The **Cycling Touring Club** and **York Cycle Campaign** have both expressed concerns that the proposed traffic islands may create pinch points, unless either adequate road width is provided to allow cyclists to be overtaken by a motor vehicle, or the traffic lane is so narrow that drivers would not be tempted to overtake.

Officer response

Cycle design guidance allows the use of narrow traffic lanes in slow speed environments, where motorists would be expected to slow down and follow a cyclist past a traffic island. However, on a derestricted 60mph road it is not a safe option to physically narrow the lane width to deter drivers of motorised vehicles from overtaking cyclists at pinch points.

Please refer also to the officer response above to a similar point raised by Councillor D'Agorne in paragraph 12

Road safety audit

- 20 A road safety audit Risk Assessment has not raised any fundamental concerns but notes that the introduction of traffic islands on a derestricted (i.e. 60mph) road would introduce a new potential hazard. There is a risk of the islands being run into by a vehicle, or cyclists being squeezed by passing motor vehicles. It was therefore recommended that a Stage 1 (feasibility) audit was not required. However, a Stage 2 (detailed design) and a Stage 3 (scheme completion) road safety audit would be carried out, and any issues arising taken into account in the development of the proposals.

Revised scheme proposals following consultation

- 21 The consultation process has raised some specific concerns regarding the road width which would be available adjacent to the proposed traffic islands, therefore, in response revised scheme proposals have been considered.

- 22 This particular issue could be addressed by either omitting the proposed traffic islands from the scheme, or locally widening the carriageway in order to provide sufficient lane width to enable motorised vehicles to overtake cyclists at the traffic island locations.
- 23 The additional costs involved in widening the road would be very high and exceed the available allocation in the transport capital programme.
- 24 Omitting traffic islands from the scheme is considered acceptable, given that the main deterrent to overtaking would be the proposed double white line road markings. Traffic islands were intended to act as an additional physical deterrent, but benefit needs to be balanced against potential disbenefits.
- 25 Without introducing physical traffic islands it is felt that the proposed changes to the road markings should be enhanced by the addition of red surfacing within the hatched areas, to add emphasis on the approaches to the right turn facility at the junction.

Further consultation on revised proposals

- 26 Information about the revised scheme proposals was forwarded to relevant Councillors and the local Parish Councils, offering them a further opportunity to comment. Their responses are summarised below :-

Ward Member views

- 27 **Councillor Brooks** had not responded at the time this report was prepared.

Other Member views

- 28 **Councillor D'Agorne** welcomes the response to the inherent risks for cyclists.

He has asked whether a narrower island with bollards and lighting might be feasible within the current hatch markings. If not, he endorses the approach now proposed but feels that, in view of the accident record, consideration should be given to lowering the speed limit in conjunction with changing the character of the junction approaches.

Officer comment

On a 60mph road the islands would need to be a minimum of 1.8m wide, to accommodate 900mm diameter 'Keep Left' signs with 450mm clearance on each side. The recommended 4.5m lane width to accommodate cyclists and motor vehicles past both sides of the islands should also ideally have 300m clearance between the lane markings and adjacent edge kerbs. This arrangement would therefore require an overall carriageway width of 12m. Given that the existing carriageway is only approximately 9.6m wide at the proposed island location, some road widening would be essential for even minimum width islands to be accommodated.

A reduced speed limit on the A166 is unlikely to be effective, or supported by the police, without the introduction of additional physical measures, such as

islands or street lighting, to change the characteristics of the road. Slower traffic speeds on the A166 could make it easier to turn into or out of Church Balk, but the main aim of the current improvement scheme is to deter overtaking, which has been the main cause of injury accidents at this junction. Providing physical measures would be expensive, therefore, the effectiveness of the white lining scheme would need to be reviewed before considering justification for the introduction of additional mitigation measures.

29 **Councillor Gilles** is happy to support the views of the local councillor.

30 **Councillor Potter** has said that the revised option is acceptable.

Parish Council views

31 **Dunnington Parish Council** support the amended scheme as a valid attempt to improve road safety, if the expensive road widening associated with the provision of traffic islands cannot be justified.

32 **Holtby Parish Council** support the revised proposals.

Options for the way forward

33 The options for the Executive Member to consider are :-

Option 1 - authorise implementation of the original scheme shown at **Annex A**

Option 2 - approve for implementation an amended scheme without traffic islands but with red surfacing added inside hatched road markings, plus any other changes to the proposals that the Executive Member considers necessary.

Option 3 - abandon the scheme

Analysis of Options

34 **Option 1** – addresses the road safety concerns about overtaking and access issues highlighted by the earlier review, but could potentially introduce new hazards, particularly for cyclists.

35 **Option 2** – should have similar benefits to Option 1, but also takes into account factors arising from the consultation and more detailed design.

36 **Option 3** – would not address the current issues, would not achieve Corporate Priorities related to scheme prioritisation, and could be viewed as failing to contribute to relevant aims within the Local Transport Plan.

37 Consultation has produced some positive support, together with useful feedback. Concerns relating to safety of cyclists and accommodating abnormal loads has led to revised scheme proposals being developed. Hence, **Option 2** is recommended as the preferred way forward.

Corporate Priorities

- 38 Introducing the proposed measures would contribute to the following corporate objectives and priorities :-
- **Safer City** – Implementing the revised measures outlined under **Option 2** should reduce road accidents and casualties by making turning into and out of the Church Balk junction with the A166 safer.
- 39 The proposed scheme should also contribute to the aims of the Local Transport Plan 2006-2011 (LTP2), namely :-
- Reduce the levels of actual and perceived safety problems,

Implications

- 40 This report has the following implications
- **Financial** - £22k is included in the 2009/10 Transport Capital Programme for implementation of a scheme at the A166 Church Balk junction. The current estimates for both the original scheme outline in **Annex A** and the amended proposals outlined in **Option 2** are within that allocation.
 - **Human Resources (HR)** – There are no HR implications for the Council
 - **Equalities** - Implementing the measures outlined in **Annex A** should enhance opportunities for community members, including disadvantaged groups, to play an active part in society.
 - **Legal** – City of York Council, as Highway Authority for the area, has powers under the following Acts and associated Regulations to implement improvements and any associated measures on the highway;
 - The Highways Act
 - The Road Traffic Regulations and General Directions
 - The Road Traffic Act
 - **Crime and Disorder** – There are no crime and disorder implications expected.
 - **Information Technology (IT)** - There are no IT implications anticipated.
 - **Land and Property** – The proposed works would be within the adopted highway.
 - **Other** – There are no other known implications at present

Risk Management

- 41 In compliance with the Council's Risk Management Strategy, the main risks associated with this report are considered to be as follows :-

Strategic – If it is decided not to implement the proposals there is a risk that this could lead to an inability to meet the council’s priorities, and some of the aims of the Local Transport Plan.

Physical – If it is decided to implement the original proposals (**Option 1**) the main physical risk to achieving implementation on time are thought to involve a need to locally widen the A166 carriageway and maintain adequate traffic lane width to allow vehicles to overtake cyclists when passing the proposed traffic islands.

If the revised proposals (**Option 2**) to introduce changes to road markings, but without the proposed traffic islands, are implemented, there is a risk that the absence of physical measures to deter overtaking may be less effective in addressing the main injury accident concerns.

Financial – This report relates to cost estimates based upon site surveys, investigations and preliminary design. There is a potential risk that the scheme costs may increase, the main financial uncertainties being related to **Option 1** involving any need to locally widen the A166 carriageway.

Organisation / Reputation – There is a risk of criticism if a scheme prioritised for implementation during the current fiscal year and publicised is not delivered.

Measured in terms of impact and likelihood, the risk score for each of the above risks has been assessed at less than 16, as indicated in the following table;

Risk Category	Impact	Likelihood	Score
Strategic	Low	Possible	6
Physical	Medium	Possible	9
Financial	Medium	Possible	9
Organisation / Reputation	Medium	Possible	9

The above scores indicate that at this point the risks need only be monitored, as they do not provide a real threat to the achievement of the objectives of this report

Contact Details:

Author

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 Engineer
 Transport and Safety
 Engineering Consultancy

Telephone : 01904 55 3457

Chief Officer Responsible for the report

Damon Copperthwaite
 Assistant Director
 (City Development and Transport)

Report Approved **Date** 13 November 2009

Specialist Implications Officer(s)

There are no specialist officer implications

Wards Affected:
Derwent

All

For further information please contact the author of the report.

Background Papers:

" Village Accessibility Review " – Report of the Director of City Strategy
Decision Session : Executive Member for City Strategy - 7 July 2009

Annexes:

Annex A - Information leaflet (*intended for printing @ A3 then folded to A4 size*)
explaining and illustrating the scope and extent of the proposed scheme

A1 - Information leaflet : Front page explanatory text

A2 - Information leaflet : Inside illustration

A3 - Information leaflet : Back page explanatory text

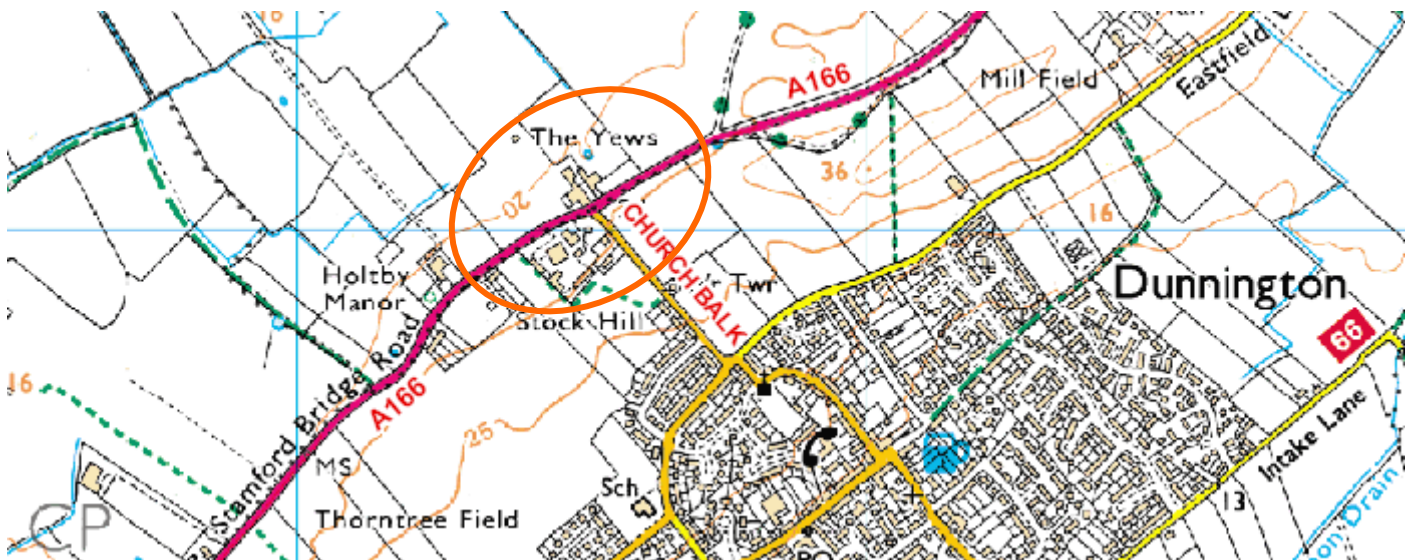
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DUNNINGTON

A166 – Church Balk junction improvements

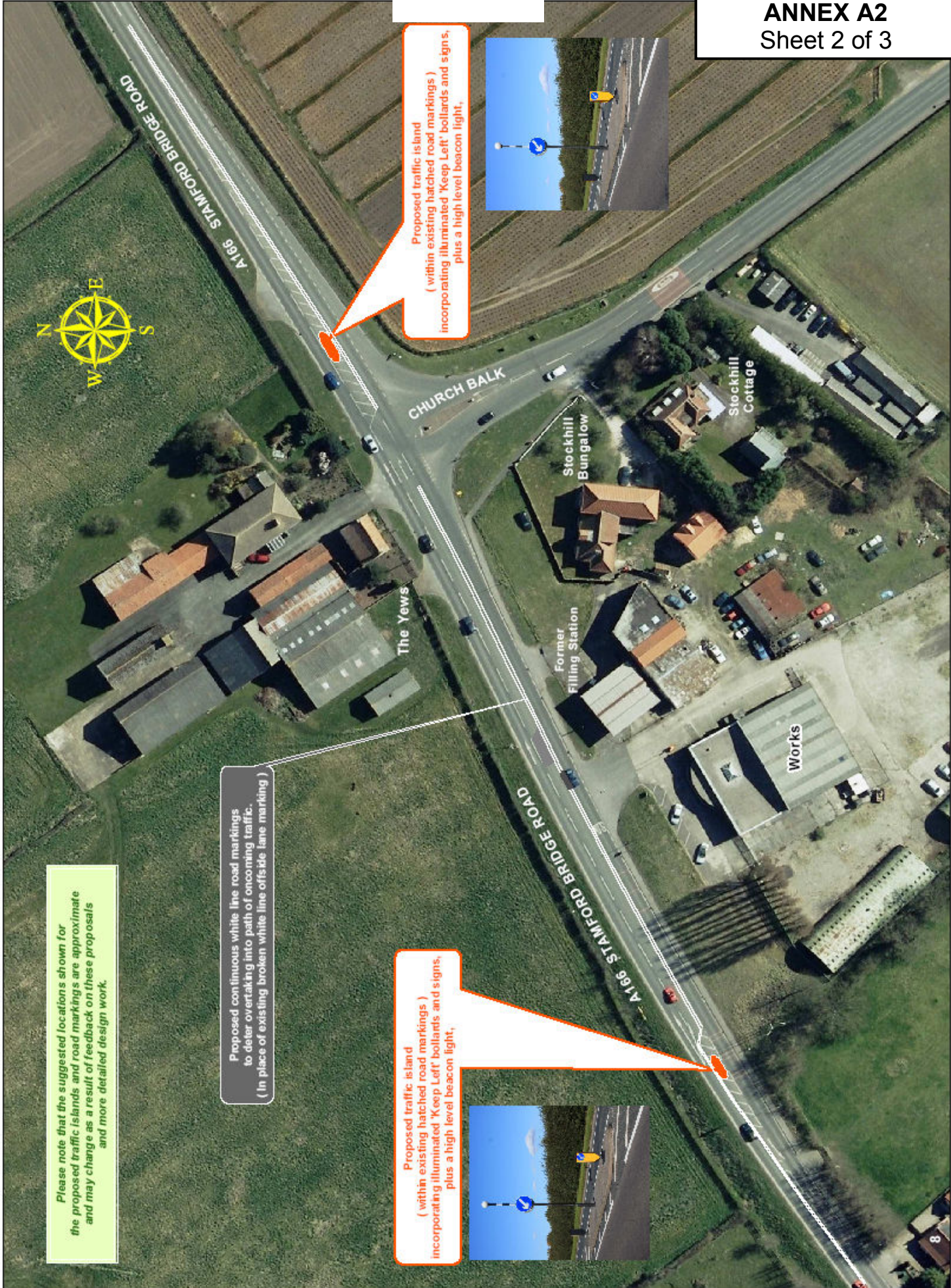
This leaflet provides information about proposals to introduce traffic islands and changes to road markings, to improve safety at the Church Balk junction with the A166 Stamford Bridge Road.



The layout of the proposed traffic islands and road markings is illustrated inside this leaflet, together with notes explaining some of the key features involved

Details of how to comment or get more information are given on the back of this leaflet.

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Please note that the suggested locations shown for the proposed traffic islands and road markings are approximate and may change as a result of feedback on these proposals and more detailed design work.

Proposed continuous white line road markings to deter overtaking into path of oncoming traffic. (In place of existing broken white line offside lane marking)

Proposed traffic island (within existing hatched road markings) incorporating illuminated "Keep Left" bollards and signs, plus a high level beacon light.



Proposed traffic island (within existing hatched road markings) incorporating illuminated "Keep Left" bollards and signs, plus a high level beacon light.



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Additional information

According to Police records, since 2006 there have been six accidents at this junction which have resulted in people being injured, including one fatality.

A significant number of these accidents involved vehicles overtaking on the A166 colliding with vehicles turning in to or out of Church Balk.

The proposal to introduce traffic islands on the A166, within the existing hatched road markings on both the eastbound and westbound approach to the Church Balk turn, should separate the opposing traffic flows and deter overtaking manoeuvres in the vicinity of the junction.

For most side road junction layouts, the right turn off the main road usually presents special difficulties, particularly in terms of safety. Fortunately, there is already a separate right turn lane on the A166 for vehicles turning into Church Balk or to access nearby roadside premises, which means that no road widening is required.

These improvements are currently estimated to cost £22,000, and would be funded out of a central government grant allocation provided in support of the Local Transport Plan for the City.

If you have any questions or comments about these proposals you can contact me by :-

Telephone 01904 **553457**
and ask to speak to Graham Kelly

email **graham.kelly@york.gov.uk**

or by letter to
(*no stamp needed*)

Graham Kelly : Engineer
(Church Balk junction)
Transport and Safety
Engineering Consultancy
City Of York Council
FREEPOST (YO 239)
YORK
YO1 7ZZ

To enable us to take your views into account, it would be appreciated if responses could reach us before
Friday 30th October.2009

What happens next ?

Feedback and comments about these proposals will be reported to the Executive Member for City Strategy for a decision on whether to proceed, This is likely to be at the meeting on 1 December 2009.

The Decision Session meeting in December will be open to the public to attend and speak if they wish to express a view about what is being proposed.

If you are interested in speaking, please contact Jill Pickering on 01904 552061 no later than 5pm on Monday 30th November.

Subject to obtaining the necessary approvals, it is envisaged that construction could begin in early 2010. Anyone likely to be directly affected would be sent more information about the planned timescale and extent of the work nearer the time.

If you would prefer this information
in a more accessible format,
(for example in large print, or by email),
or in another language,
please telephone (01904) 553457

This information can be provided in your own language.

我們也用您的語言提供這個信息 (Cantonese)

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

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

Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)

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

☎ (01904) 551550

Your views count



Thank you

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Decision Session
Executive Member for City Strategy

1 December 2009

Report of the Director of City Strategy

SIX MONTHLY REVIEW OF SPEEDING ISSUES

Summary

1. This report gives an update on collaborative work, with the Police and Fire Service, to streamline and widen the agreed prioritisation framework. This will ensure that speed issues are considered, and acted on, through partnership collaboration, giving a stronger and more robust response to the issues raised.
2. The report advises the Executive Member of the locations where concerns about traffic speeds have been raised, and provides an update on progress towards assessing these against the agreed prioritisation framework.
3. This report recommends the Executive Member supports the continuation of a partnership approach to dealing with speeding complaints. Partners, including North Yorkshire Police, North Yorkshire Fire and Rescue and North Yorkshire Council all who agreed to the proposed action to the speeding issues raised.
4. The Executive Member to note the preparation of a Safety Camera Study, which is due shortly to be reported to the Executive as a key decision.

Recommendations

That the Executive Member for City Strategy is recommended to give support to any joint working initiatives, which result in, a wider, more in depth process to tackle speed issues in York (Speed Review Process, Option 1).

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

Background

5. Casualty Reduction is one of the key Local Area Agreement Targets (NI 47, reduction in Killed and Seriously Injured KSI) that this council has chosen to be measured against. Casualty reduction is also a principal objective of the Council's Local Transport Plan (LTP) and its Road Safety Strategy.

6. The Council receives many complaints about speeding vehicles from a number of sources including residents, elected members and representatives of local groups, such as resident associations. To help manage this, a data led method of assessing all speeding issues in York was approved at the Meeting of the Executive Member for City Strategy and Advisory Panel on 30 October 2006. This established that speeding issues should be assessed against certain criteria; the criteria for assessment are shown within **Annex A**.
7. In the past it was evident that many of these complaints were also reported to other agencies including the Police and the Fire Service, which resulted in an overlap of work that was not a cost effective or constant way of dealing with these community concerns. By working together in partnership we have been able to pool resources, knowledge and expertise to fully investigate all concerns raised.

Progress on Speed Review Process and Partnership Collaboration

8. Often this data led method highlights that there is not a casualty problem, suggesting that a lot of community concerns around speed are of “perceived danger”. The map in **Annex B** highlights the last 10-year casualty injury record for York and the locations where the most recent complaints of speeding have been reported.
9. However it is acknowledged that encouraging drivers to moderate their speed to suit the prevailing conditions is particularly important, since driver error is the major contributory factor in many accidents. Lower speeds reduce the chances of a collision occurring, and the severity of resulting casualties.
10. To this end, as reported to the meeting of the Executive Member for City Strategy and Advisory Panel, documented in the Speed Review update, July 08, there has been on going work to join with other partners to improve and stream line the way we handle speeding complaints and issues across the city.
11. A small but dedicated cross-agency team with one representative from CYC, one representative from North Yorkshire Fire & Rescue and two from North Yorkshire Police, has been working over the last year to produce a process for dealing with these complaints in a joined up way. The basis for this process is the existing Speed Review Criteria, documented in **Annex A**. However this has been widened out to encompass the expertise, experience and time, of key partners, which has enabled the process to be improved to more thoroughly investigate all speed issues, including community concerns where there is no accident history. Previously only locations with casualty concerns routinely had detailed investigations done. The team has also been exploring ways in which it can provide other options for speed concerns, where the existing, data led, process results in a low score, and where previously this would have led to no further action.

12. Partners (NYP, NYF&R NYCC) made the decision to trial the process in York, as a pilot from November 2008. The plan being to roll the scheme out right across North Yorkshire, should it prove to be successful.
13. A simplified diagram of how the process works is included at **Annex C**.
14. All three agencies are actively involved in the mechanics and delivery of this process but from a CYC point of view casualty reduction does stay, as the main priority because reducing killed and seriously injured is our key performance indicator.
15. In particular the new process adds the following benefits:
 - Has improved the system by ensuring every person who sends a form gets a series of letters informing them of the progress and outcome of the investigation. This has only been achieved by the extra input to the administration by the Police.
 - A standard form for speed concerns to be reported on (copy of which can be found at **Annex E**.) This form can now be downloaded from the CYC road safety section on the Internet. To ensure a thorough investigation we ask that these forms, be fully filled in.
 - This helps in two ways: -
 1. To ensure officers are identifying the correct location for the speed concern. Under the old system it has not always been clear exactly where the issues have been, thus adding extra costs in terms of work and speed surveys. For example some roads in York are very long and more specific information, than just the road name, is required to be accurate with the investigations.
 2. It enables information to be standardised and easily shared with partners.
 - Currently North Yorkshire Police will not accept electronically generated complaint forms this is because the scheme in York is a pilot. Once the scheme is up and running County wide, where the process sits may well be different to the current arrangement in York. It is envisaged that once the process is fully up and running County wide, then provision for an electronic process can be addressed. There is insufficient capacity within CYC Road Safety to manage the administration of an electronic complaints system, which is why NYP offered to do it for the trial of the scheme.
 - All locations are visited and risk assessed by CYC & Police Officers prior to speed surveys being done, to assess the environment. This is a new addition only made possible by added resources from the Police.
 - All speed complaints now get a speed survey done, this is as a result of Police and Fire and Rescue resources being made available, and is a big improvement on the old system. CYC will continue to fund speed surveys in areas highlighted (by the criteria) as “high” accident locations as part of the

ongoing commitment to reduce killed and seriously injured (KSI's) as detailed in National Indicator 47 (NI47). However the Fire Service will now undertake speed surveys in areas identified as not having an injury issue, but where there are community or individual concerns about speed. As it is estimated that speed surveys cost approx £200 each to do, this is a big addition to improving the old system.

- Another important addition to the system is the Police involvement in the analysis of the accident and speed data. The officers involved have a great many years experience as traffic officers in York and can bring a great knowledge and understanding of the road system and behaviour patterns of local drivers. This is a valuable asset when site visiting locations and analysing the data.
 - This Police involvement, and the added speed survey data, has lead to targeted Police enforcement being carried out at a number of locations across York (see paragraph 25 – 30). This means that the speed data is used to identify the time when high speeds have been recorded enabling the Police to attend the site, at those “targeted” times and thus maximise their resources. This is a very welcome addition to the process and one that was not possible before, due to the lack of data to evidence the need. Any updates from the Police can be included in further six monthly speed reports.
16. Locations that score highly on the accident or speed criteria will still be passed to the Engineering team for further investigation but we are also using more innovative education and enforcement schemes that will provide something to address the identified issues, whatever criteria score given. These are as follows: -
- Community speed watch wheelie bin stickers and packs are available for communities and streets that want to give a visual message to drivers to slow down.
 - A Speed Indicator Device (SID) is a temporary mobile interactive sign that can detect the speed of an approaching vehicle and will display the speed digitally along with a happy face or a sad face on a dot matrix screen. The SID is community operated and requires local residents to be trained to use equipment; training is free and is provided by the Fire and Rescue service. SID works as an education tool for drivers and helps empower communities to inform local drivers of their strong feelings toward anti-social driving habits.
 - Mobile speed matrix sign is similar to a SID in that it can detect the speed of an approaching vehicle and will display the speed digitally on a dot matrix screen. North Yorkshire Fire and Rescue Service have access to one speed matrix sign, which can be deployed in appropriate areas, on a temporary basis, as determined by the data. This can be used in locations where SID is not appropriate, maybe for geographical reasons.
 - Neighbourhood Policing Teams have been trained in the use of speed

radar guns and are now in a position to use this tool, in a targeted way, as advised by analysis of the speed data.

Prioritisation of Speeding Issues Raised

17. In the last 6 months between March - Aug 2009 there have been a total of 59 locations where speeding concerns have been raised. All are documented in **Annex D**. After analysis against the criteria (Annex A) the following actions have been advised.
18. **Category 1 (high speeds and high accidents)**
None of the current complaints fall within the category 1 criteria
19. **Category 2 (low speeds and high accidents)**
None of the current complaints fall within the category 2 criteria.
20. **Category 3 (high speeds and low accidents)**
21. It is worth noting that 3 of the locations below are in existing 20 zones (Dodsworth Ave, Elvington, and Tang Hall Lane)
22. B1228 Elvington York Rd, to the bridge, within the 20 limit – to be passed to the Engineering team as speeds are well above 20mph. In the 30 limit Speed Indicator Device (SID) can be offered.
23. North Lane Huntington, to be passed to Engineering and targeted enforcement to be implemented.
24. Dodworth Avenue, in 20 & 30 limit, to be passed to Engineering and targeted enforcement to be implemented.
25. Holtby Village, to be passed to Engineering and SID to be offered.
26. Ox Carr Lane, Stensall, in 30 limit, to be passed to Engineering and targeted enforcement to be implemented.
27. New Lane, Huntington, to be passed to Engineering and targeted enforcement to be implemented.
28. Church Balk, to be passed to Engineering and targeted enforcement to be implemented.
29. Rycroft Avenue, to be passed to Engineering and targeted enforcement to be implemented.
30. Tang Hall Lane, to be passed to Engineering as speeds above the 20 limit.
31. Windsor Drive, to be passed to Engineering, SID to be offered

32. **Category 4 (low speeds and low accident)**

33. Elvington, Halifax Way to Wheldrake Lane, targeted enforcement and SID offered.
34. Clifton Moor Gate, targeted enforcement to be implemented
35. Stockton in the Forest, targeted enforcement to be implemented
36. Foxwood Lane, targeted enforcement
37. Beckfield Lane, targeted enforcement
38. York Road, Haxby, targeted enforcement
39. Hopgrove Lane South, education, by use of the Fire Service Matrix sign.
40. Elmpark Way, SID offered
41. Eastfield Avenue, Haxby SID offered
42. Knapton Main Street had a full report done, 2008. SID offered
43. Wetherby Road, Rufforth, SID offered
44. Bradley Lane, Rufforth, complaints about white lines, SID offered
45. Westminster Road, SID offered.
46. Manor Road, Clifton, was referred to Maintenance, as it was an issue with signs being overgrown with foliage.
47. Stockhill Lane – no action taken, this is a pair on semi-detached houses on a country road in a 60 limit.
48. Beech Avenue, Holgate, Sid offered, but also passed to Engineering as speeds are inappropriate for location.
49. Eastern Terrace, SID offered, but to be passed to Engineering as speeds are inappropriate for location.
50. Beckside, Elvington, offered SID.
51. Flaxton Road, Strensall, No further action under speed review process but contact with Farmer re: killed sheep to look at alternatives.
52. All individuals that have submitted a form have been informed of the outcome of the process and what solutions can be offered.

Please note, a petition and speed complaint has just been received from Kexby that will be addressed at the next six monthly review.

Update of Safety Camera Feasibility Study

53. On 26th March 2008 the 95 Alive Partnership was formally tasked by the Chief Constable of North Yorkshire Police with conducting a feasibility study to consider the use of Safety Camera's in York and North Yorkshire.
54. Progress was delayed when the appointed Project Manager left and key officers were unable to take up the project because of existing workload. A new Project Manager started in April 2009.
55. The study is drawing to a close, with the report in its final stages. It will then be presented to the 95 Alive Steering Group. Once the Steering Group has signed it off it can be reported to the Executive of the partnership organisations (CYC, NYP and NYCC). If the report goes through each stage, without delay, it is anticipated that it will be presented to the Executive Member of City Strategy at a Decision Session early in 2010.

Options and Analysis

Speed Review Process Options Proposals.

56. Option 1

As stated in the last Review report to the EMAP in March 09 the new Pilot has been running in the York area since November 2008. Partners in 95 Alive are now about to roll out this new speed review process across the North Yorkshire Region, in stages, under the "95 Alive" branding. As the CYC process sits within this wider remit, it would seem appropriate for us to continue to work in partnership.

57. Option 2

To revert back to our own, independent, but smaller process, which would exclude the help from Partners with speed surveys, correspondence and analysis of data and targeted enforcement. This would leave agencies and systems running concurrently.

Analysis

Option 1, enables us to fully investigate and collect data on every speed issue brought to our attention, this is because a partnership approach brings extra resources, expertise and time to provide a more in depth, data led investigation, whilst still keeping casualty reduction as our joint priority.

Option 2, would ensure that speed issues that had a high casualty record would be fully investigated, but speed issues that did **not** have a high casualty record would not be as fully investigated. Without Fire Service help we would not be able to do as many speed surveys and without the Police input there would be a reduction in the time spend on analysis and

administration, which would lead to a reduction in the locations that data led, targeted enforcement could be carried out.

Corporate Priorities

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

Implications

Financial

59. Delivered from the existing 2009/10 Capital Programme allocation and it is proposed that a proportion of the 2010/11 Capital Programme will be allocated to enable the council to take forward a number of speed management schemes.

Human Resources (HR)

60. There are no HR implications at the present time, but if the volume of complaints were to increase because of a more robust system the current level of staff within the partnership could begin to struggle to deliver.

Equalities

61. There are no equality implications.

Legal

62. There are no legal implications.

Crime and Disorder

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

Information Technology (IT)

64. There are no IT implications.

Property

65. There are no property implications.

Other

66. There are no other implications.

Risk Management

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

Strategic

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

Physical

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

Financial

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

Organisation/Reputation

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

Authors:	Chief Officer Responsible for the report:		
Trish Hirst Road Safety Officer City Strategy 01904 551331	Damon Copperthwaite Assistant Director (City Development and Transport)		
Ruth Stephenson Head of Transport Planning	Report Approved	✓	Date 17 November 2009
	Ruth Stephenson Head of Transport Planning		
Specialist implications Officer(s)			
Financial Patrick Looker Finance Manager, City Strategy 01904 551633			

Wards Affected:	All	<input checked="" type="checkbox"/>
For further information please contact the author of the report		

Background Papers

Speed Management Report

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

Second Local Transport Plan 2006 –11

(Including Road Safety Strategy and Speed Management Plan)

Knapton Review of speed report to EMAP July 2008

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

Annexes

Annex A – Speed Review Criteria as set out in EMAP report October 2006

Annex B – Maps showing 10-year casualty pattern across York and speed complaint pattern across York.

Annex C - Simplified diagram of Joint Speed Review Process.

Annex D – Excel sheet of current speed complaint locations.

Annex E – Speed Concern Report Form.

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

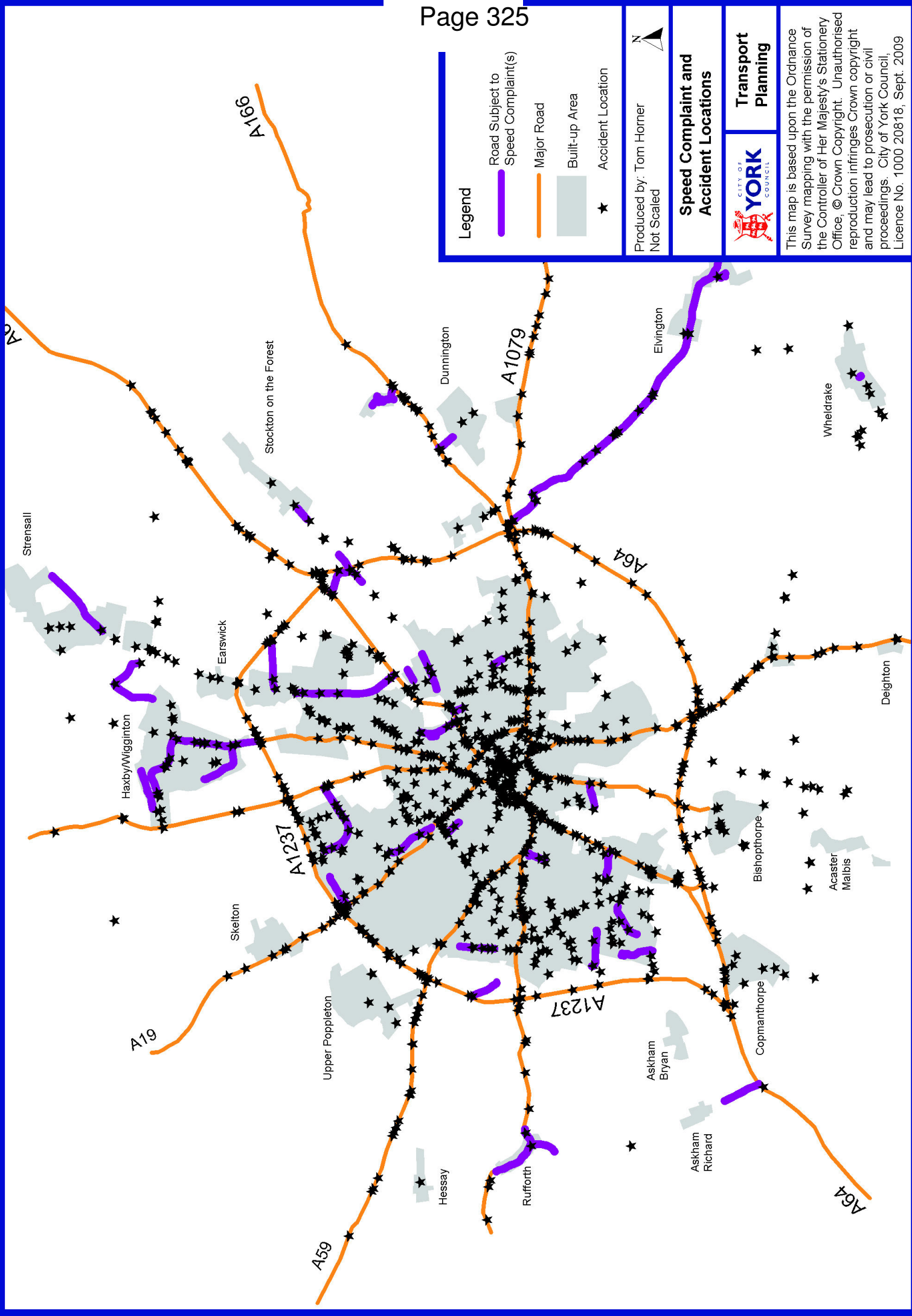
This established that, speeding issues should be assessed against certain criteria:-

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

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

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

Category	Speed	Casualties	Priority	Treatment
1	High	High	Very High	Speed management measures
2	Low	High	High	Casualty reduction measures
3	High	Low	Medium	Speed management measures, <i>if funds available or through Ward Committee Funding</i>
4	Low	Low	Low	None

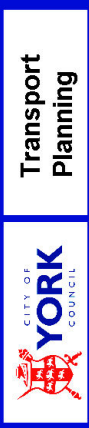


Legend

- Road Subject to Speed Complaint(s)
- Major Road
- Built-up Area
- ★ Accident Location

Produced by: Tom Horner
Not Scaled

Speed Complaint and Accident Locations

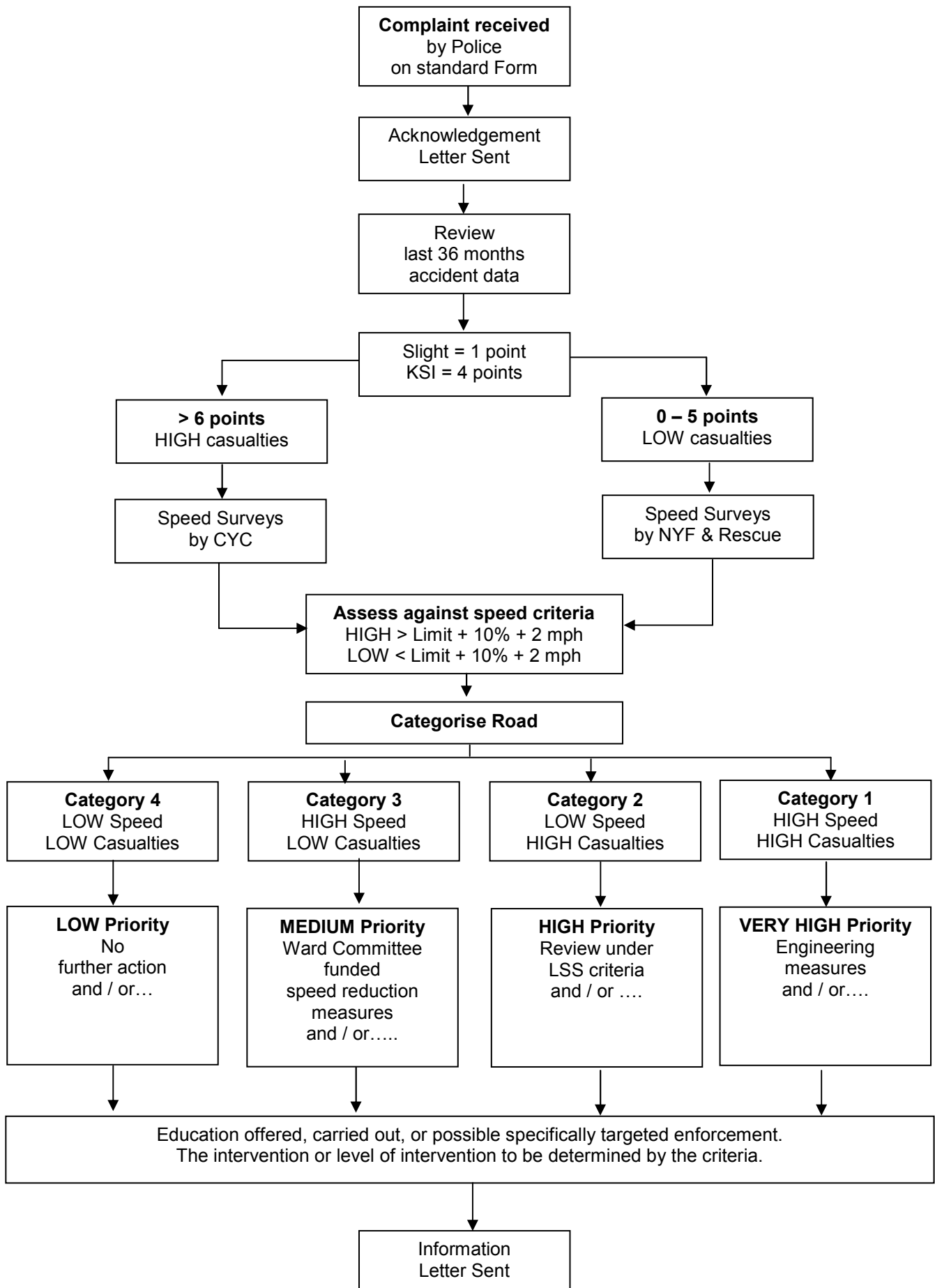


Transport Planning

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Safer York Partnership Speed Review Process (Simplified)



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Location Number	Road	Area	Speed data						3 year casualty record			Acc with speed causation			ANNEX D	
			Location	Direction	Duration	Limit	Mean	85th percentile	Fatal	Serious	Slight	Fatal	Serious	Slight		Overall (1 - 4)
909101100	B1228 Elvington	Grimston inter to Halifax Way	By Maze	from Yokr to York	7 day	60	52	61	0	4	8	0	2	6		Targeted enforcement
80910010	B1228 Elvington	Halifax way to Wheld Lane		out of village into village		40	36	43	0	0	3	0	0	3	4	
90910260	B1228 Elvington	York Rd (wlane to bridg	in 20 zone	from York	f/s	20	23	28	0	0	0	0	0	0	3	Pass to Engineering
90910261	B1228 Elvington	Main Street(wlane to brig	in 20 zone			20	25	30								
90910261	B1228 Elvington	Main Street(wlane to brig	in 30 limit		f/s	30	25	30	0	0	0	0	0	0	4	Offer SID
80910020	Church Balk	Dunnington	in 30 limit		f/s	30	33	39	0	0	0	0	0	0	3	Enforcement/engineering
80910030	North Lane	Huntington to A1237	nr North Moor	F/s	f/s	30	28	40	0	0	1	0	0	0	3	targeted enforcement/ engineerir
80910050	Clifton Moorgate		Q/save Audi g		f/s	40	33	38	0	0	10 all junction	0	0	3	4	
80910060	Beech Avenue	Holgate	in 30 limit		f/s	30	18	23	0	0	0	0	0	0	4	SID/ Engineering as speed inapropriate
80910080	Dodsworth Avenue	Heworth	Saxton pl		f/s	20	20	27	0	0	3	0	0	3	3	pass to engineering
80910081	Dodsworth Avenue	Heworth	Saxton pl			20										
80910081	Dodsworth Avenue	Heworth			f/s	30	28	36	"	"	"	"	"	"	3	Targeted enforcement
80910090	Rycroft Avenue		in 30 limit		f/s	30	28	37	0	0	0	0	0	0	3	Enforcement Engineering
809101100	Holtby Village	Holtby			f/s	30	35	40	0	0	0	0	0	0	3	Offer SID
80910110	Eastern Terrace				f/s	30	17	24	0	0	0	0	0	0	4	SID ask engineering to look as inapropri
80910120	Tang Hall Lane	nr bridge & lowther terr	in 20 zone		f/s	20	23	29	0	0	5	0	0	0	3	Engineering (a lot between 30 - 40mph)
80910130	Stockton Lane	nr A64 Flyover	Awaiting	data		40			0	0	4	0	0	2		
80910140	Stockton Lane	East of Hemplands	Awaiting	data		40			0	1	2	0	0	0		
80910141	Stockton Lane	West of Hempland	Awaiting	data					0	0	0	0	0	0		
90910060	Stockton Lane	Kingsmoor Rd area	Awaiting	data					0	0	2	0	0	0		
80910150	Foxwood Lane	Acomb	nr Beagle	to Beagle	7 day	30	22	26	0	1	4 junction	0	0	0	4	Targeted enforcement
80910151	Foxwood Lane	Acomb	frn Beagle		7 day	30	20	24								
80910151	Foxwood Lane	Acomb	Nr Otterwood	to Thanet	7 day	30	27	33	"	"	"	"	"	"	4	Targeted enforcement
80910160	Beckside	Elvington	frn Askham		7day	30	26	30								
80910160	Beckside	Elvington	in 30 limit			30	18	25	0	0	1	0	0	0	4	SID
80910170	Beckfield Lane	Nr Turnberry		to borough	7 days	30	28	33	0	2	5	0	1	1	4	Targeted enforcement
80910170	Beckfield Lane	Nr Ouseburn		frn burough	7 days	30	27	32								
80910170	Beckfield Lane	Nr Ouseburn		to borough	7 days	30	28	33	"	"	"	"	"	"	4	Targeted enforcement
80910180	Ox Carr Lane	Strensall		from borough	7 days	30	28	33								
80910180	Ox Carr Lane	Strensall			f/s	30	36	41	0	0	1	0	0	1	3	Engineering review, targeted enf
80910180	Ox Carr Lane	Strensall			f/s	40	33	39	"	"	"	"	"	"	4	
90910010	York Road	Havbu		to York		40	28	33	0	2	9	0	0	1	4	Targeted enforcement

90910030	Campleshon Road		frm York		30	29	34	0	0	2	0	0	0		
90910040	Flaxton Road	Strensall	7 day	to flaxton	60	43	51	0	1	1	0	0	1	4	Consider conspiguity for sheep with farm
90910050	Walker Lane	Wheldrake	unable to do	speed surveys				0	0	0	0	0	0		No action
90910070	Hopgrove Lane South			f/s	30	30	35	0	0	0	0	0	0	4	Education
90910080	St. Helen's Road		Awaiting data		20			0	1	0	0	0	0		
90910090	Alness Drive	Woodthorpe	Awaiting	data				0	0	0	0	0	0		
90910110	Windsor Drive	Wigginton		f/s	30	27	36	0	1	0	0	0	0	3	SID engineering
90910120	Rawcliffe Lane		Awaiting	data				0	0	3	0	0	2		
90910130	Towthorpe Road	Haxby		from haxby	30	30	35	0	0	1	0	0	1	3	VAS sign recently installed, monitor
90910140	The Village	Wigginton		to haxby	30	30	31	0	0	0	0	0	0		
90910160	Elmpark Way		SID, speed table just gone in					0	2	4	0	0	1		SID- speed table just gone in
90910180	New Lane	Huntington	north jocky lane	from jockey	30	30	35	0	1	3	0	0	0	3	with Engineering
90910190	Eastfield Avenue	Haxby		7 day	30	31	37								
90910280	Main Street	Knapton	Full report	to york	20	20	24	0	0	0	0	0	0	4	SID
90910300	Manor Lane	Clifton	Maintenance issue	from york	20	23	27	0	0	0	0	0	0		SID
90910350	Stock Hill Lane	Askham Richard	unable to action	done 2008				0	0	0	0	0	0		SID
90910390	Wetherby Road	Rufforth	recently traffic calmed. SID offered					0	0	0	0	0	0		with Network Management
90910400	Bradley Lane	Rufforth	Double white line issue					0	0	0	0	0	0		No further action
90910420	Westminster Road	York	SID offered, no further action					0	0	0	0	0	0		Recently traffic calmed, SID offered.

90910150 Main Street Askham Bryan
90910170 Bishopthorpe Road
90910200 Strensall Road, Earswick
90910210 South Lane, Haxby
90910220 Avon Drive, Huntington
90910230 Church Close, Wheldrake
90910240 Boroughbridge Road
90910250 New Road, Top Lane, Copmanthorpe
90910270 Millfield Lane, Nether Poppleton
90910290 Woodlands Grove, Stockton Lane
90910310 Cotswold Way, Huntington
90910320 Strensall Road, Huntington
90910330 Nunmill Street,
90910340 Millfield Lane, Hull Road
90910360 Hempland Avenue, Heworth
90910370 Moorland Road, Skelton
90910380 Green Lane, Acomb
90910410 Riverside Close, Elvington

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Office use Only

Speed Concern Report

Please note – ALL details are required.

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

Address.....

.....

Postcode..... Tel Number(s)

E mail

Vehicles exceeding speed limit along (Road name)

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

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

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

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

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

Additional Information

.....

.....

.....

Signature

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

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

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

1 December 2009

Report of the Director of City Strategy

**City Strategy Capital Programme – 2009/10 Monitor 2
Report**

Report Summary

1. The purpose of this report is to:
 - Inform Members of the likely outturn position of the 2009/10 Capital Programme based on the spend profile and information to the end of October 2009;
 - To make adjustments to scheme allocations to align with latest cost estimates and delivery projections;
 - To inform the Executive Member of any slippage, and seek approval for the associated funding to be slipped between the relevant financial years to reflect this.

Recommendations

2. The Executive Member is requested to approve the following changes, subject to the approval of the Executive:
 - i) the adjustments set out in Annexes 1 and 2.
 - ii) the slippage of £125k of Section 106 funding to a future year.

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

Background

3. The City Strategy 2009/10 transport base budget was confirmed at Full Council on 26 February 2009. Since then a number of amendments have taken place as reported to Executive Members in the 2008/09 Capital Outturn report, the Consolidated report (July) and the Monitor 1 report (September).

4. The current approved budget for the City Strategy Capital Programme for 2009/10 is **£5,270k**, which includes £2,933k of Local Transport Plan (LTP) funding, plus other funding from the Cycling City grant, Road Safety grant, Regional Funding Allocation (RFA) Supplementary Grant, developer contributions and council resources. This represents the budget available to spend and is therefore net of the over-programming built into the Local Transport Plan element of the programme. The overprogramming seeks to address the problem of schemes being delayed due to unforeseen circumstances arising.
5. As previously reported to Members, the Regional Transport Board agreed that due to underspends in the major schemes block across the Region, additional funds from the RFA should be transferred to Local Authority LTP block allocations in 2009/10 and 2010/11. The Executive approved the use of £450k of this funding in the 2009/10 capital programme in April.
6. Following a report to the Executive in July, it was agreed that the remainder of this funding allocation would be used to allow further development work on the Access York and Haxby Station schemes to be undertaken, and to implement one of the Outer Ring Road improvement schemes (at the A19/A1237 roundabout) in 2010/11. A further report to the Executive Member in September identified that the funding requirements for the A19/A1237 roundabout would be lower than originally anticipated, releasing additional funds for the delivery of other schemes in the council's Integrated Transport programme.
7. The full City Strategy Capital Programme also includes funding from council resources for maintenance of the City Walls and repairs to the riverbank along a section of Public Footpath Rawcliffe No.1.
8. Table 1 illustrates the current approved capital programme.

Table 1: Current Approved 2009/10 Capital Programme

	Gross Budget £000s	External Funding* £000s	Capital Receipts £000s
Original Budget approved by Council at 26 February 2009	5,742	5,502	240
Additions/reductions in 08/09 outturn report	+44	-15	+59
Additions/reductions from 08/09 outturn report approved at Monitor 1	-516	-441	-75
Current Approved Capital Programme	5,270	5,046	224

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

Summary of Key Issues

9. At this stage of the year, feasibility and outline design work has been carried out for the majority of schemes in the capital programme, and it has been possible to provide more accurate cost estimates for schemes.
10. Each main block within the LTP element of the programme has a budget figure allocated, which indicates the level of funding available, and a programme figure, which shows the value of all the schemes being progressed. Following reviews of scheme progress, it has been possible to identify the schemes that can be implemented in 2009/10, and identify those schemes where implementation will be deferred until 2010/11. This has allowed the level of overprogramming to be reduced.
11. The current spend to the end of October is £1,504k, which represents 29% spend on the total budget allocation (i.e. the programme minus overprogramming). This is a lower level than the spend at this time in 2008/09 (£2,298k), however the 2008/09 City Strategy Capital Programme included the structural maintenance schemes, which accounted for a significant amount of the spend at this time last year. These schemes were transferred to the Neighbourhood Services capital programme from April 2009.
12. The current approved budget and proposed adjustments is indicated in Table 2 below. Additional information, including details of the proposed changes to allocations, is provided in the Annexes to the report.

Table 2: Capital Programme Forecast Outturn 2009/10 – 2010/11

Gross City Strategy Capital Programme	2009/10 £000s	2010/11 £000s	Total £000s	Paragraph Ref
Revised Capital Programme	5,270	7,097	12,367	
Adjustment				
Developer contribution schemes	-125		-125	Annex 1
Revised Capital Programme	5,145	7,097	12,242	

Scheme Specific Analysis

13. The key proposed changes included in this report are summarised below and are detailed in Annex 1.
 - Reduced allocations for the Blossom Street and Fishergate Gyratory schemes, which have been deferred to 2010/11 due to the longer length of time required to develop these schemes for implementation.
 - Reduced allocation for the Coach Strategy scheme, as it is proposed to defer a decision on the delivery of the coach rendezvous point until the City Centre Area Action Plan is completed.

- Reduced allocation for the Haxby Station scheme, due to delays in the Network Rail approvals process.
 - Deferment of the Wigginton Road and Bootham Crossing cycle schemes to 2010/11, due to the length of time required to develop these schemes.
 - Deferment of the Beckfield Lane Phase 2 scheme to 2010/11, subject to the availability of an acceptable layout for implementation.
14. Good progress is being made on the delivery of schemes in the programme including the Fulford Road multi-modal scheme, Crichton Avenue cycle route and Mill Lane/Wigginton Road traffic signals, which are all anticipated to be delivered by the end of the year.

Consultation

15. The capital programme was developed under the Capital Resource Allocation model (CRAM) framework and agreed at Full Council 26 February 2009. Whilst consultation is not undertaken for the capital programme on an annual basis the proposals follow the principles of the Local Transport Plan, which was prepared following extensive consultation. Individual scheme proposals follow a consultation process with local councillors and residents in the locality of the individual schemes.

Corporate Priorities

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

Implications

21. The report has the following implications:

- **Financial** – See below
- **Human Resources (HR)** – There are no HR implications
- **Equalities** – There are no equalities implications
- **Legal** – There are no legal implications
- **Crime and Disorder** – There are no crime and disorder implications
- **Information Technology (IT)** – There are no IT implications
- **Property** – There are no property implications
- **Other** – There are no other implications

Financial Implications

22. The LTP allocation for 2009/10 was confirmed by the Government Office for Yorkshire and the Humber on 27 November 2007. The City Strategy Capital Programme budget was agreed by the Budget Council as part of the overall CYC Capital Programme on 26 February 2009. The programme was amended to include carryovers from the 2008/09 Capital programme in the City Strategy Capital Programme report at the July Decision Session meeting, and was amended at the City Strategy Capital Programme Monitor 1 report in September.

23. If the changes proposed in this report are accepted, the total value of the City Strategy Capital Programme for 2009/10 would be **£5,605k** including overprogramming. The overprogramming would decrease from £1,254k to **£460k**, which is lower than the same period in 2008/09 (£762k). The lower overprogramming figure this year is considered to be appropriate due to the good progress achieved on the larger schemes in the programme.

24. Due to a projected overspend in the council's revenue budget, options are being prepared to ensure the budget is balanced. One option being considered is to reduce the expenditure on City Strategy capital schemes in the year by up to £250k to allow the monies to be used to fund capital items currently included in the revenue budget. Should this option be required and full spend of the capital programme was anticipated, then it would be proposed to defer the start of schemes planned to commence towards the end of the financial year and complete them early in 2010/11 using the 2010/11 budget allocation.

25. It is proposed that the budget is reduced to £5,145k with the proposed funding sources adjusted as indicated in the following table. The £450k allocation against the RFA supplement will leave £2,327k of RFA funding for the delivery of the A19/A1237 roundabout scheme and progression of the Haxby Station and Access York schemes. The apportionment of any remaining funds will be proposed in the 2010/11 budget report to the March 2010 Decision Session.

	Monitor 1 Funding £000s	Proposed Changes £000s	Proposed Monitor 2 Funding £000s
LTP Settlement	2,933		2,933
Regional Funding Allocation	450		450
Developer Contributions	500	-125	375
Road Safety Grant	43		43
Cycling City Grant	1,120		1,120
CYC Resources	224		224
Total	5,270	-125	5,145

Risk Management

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

Contact Details

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Report Approved Date 17 November 2009

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Specialist Implications Officer(s) N/A

Wards Affected: List wards or tick box to indicate all

All

For further information please contact the author of the report

Background Papers:

City Strategy Capital Programme – Monitor 3 Report – 16 March 2009
2009/10 City Strategy Transport Capital Programme – 31 March 2009
City Strategy Capital Programme – Outturn Report – 2 June 2009

City Strategy Capital Programme – 2009/10 Consolidated Budget Report – 7 July 2009
City Strategy Capital Programme – 2009/10 Monitor 1 Report – 1 September 2009

Annexes

Annex 1: 2009/10 Monitor 2 Report – Scheme Progress Report

Annex 2: Summary of Proposed Changes

Annex 3: Current and Proposed Budgets for 2009/10 Capital Programme

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Annex 1: 2009/10 Monitor 2 Report – Scheme Progress Report

1. This annex provides an update on the progress of schemes within the City Strategy Capital Programme, and details a number of proposed changes to the programme. As it is now more certain which schemes will be progressed in 2009/10, and more accurate cost estimates are available now that feasibility work has been carried out on schemes in the programme, it has been possible to reduce the level of overprogramming against the LTP elements of the programme. Details of the current and proposed allocations for all schemes in the programme are set out in Annex 3.
2. This annex only reports by exception i.e. when alterations to scheme allocations or delivery programmes are proposed. It is currently anticipated that all other schemes will progress as indicated in the budget report.

Transport Schemes

ACCESS YORK PHASE 1

Budget: £875k

Programme (including overprogramming): £875k

Spend to 31 October 2009: £403k

3. Access York Phase 1 (AY01/09) - £875k. It is proposed to maintain the allocation for the Access York Phase 1 scheme at £875k. This allocation enables the planning applications to be completed and the outline design for the bus priorities to progress. Additional funding to match the Department for Transport (DfT) contribution (50:50) will be required to progress the detailed design of the scheme in 2009/10 if Programme Entry is awarded before the end of the year. If the City Strategy capital programme budget is anticipated to be fully spent at the time when the scheme is approved for delivery by the DfT and council, then it is proposed to make use of up to an additional £150k of the 2009/10 RFA supplementary funding, which has already been received, to commence the detailed design of the Park & Ride sites.
4. Planning approval was granted for the relocation of the Askham Bar Park & Ride site in September 2009. Public consultation has been carried out for the proposed A59 and Clifton Moor Park & Ride sites. It is currently proposed to submit the planning application for the Poppleton Bar site in mid-December 2009 and the application for the Clifton Moor site in January 2010.

OUTER RING ROAD

Budget: £500k (£200k RFA Top-up, £300k s106)

Programme (including overprogramming): £500k

Spend to 31 October 2009: £57k

5. The Highways Agency improvement scheme at Hopgrove Roundabout was completed in September.
6. Access York Phase 2 (AY02/08) – 100k. It is proposed to reduce the allocation for this scheme to £50k, as resources have been focussed on the A19 roundabout scheme in the early part of the year. Further investigation work for

the remaining schemes in the Access York Phase 2 project will be undertaken later in the year.

7. A19/A1237 Roundabout (OR01/09) - £100k. The outline design for this scheme was approved by the Executive Member at the October Decision Session meeting, and work will continue in 2009/10 to carry out public consultation in December and progress the scheme to the detailed design stage. It is proposed to increase the allocation for this scheme to £150k, to enable a more rapid delivery than was originally anticipated and to allow an earlier commencement of construction work in 2010/11. A separate detailed report will be submitted to the February Decision Session providing the results of the consultation, details of the final proposed design, updated estimated costs and the proposed delivery programme.

MULTI-MODAL SCHEMES

Budget: £820k (£330k LTP, £190k s106, £300k Cycling City)

Programme (including overprogramming): £1,225k

Spend to 31 October 2009: £258k

8. Fulford Road Multi-Modal Scheme (PT04/06) - £950k. The carryover schemes, including the Stage 1 Cemetery Road to Hospital Fields Road improvements, are now substantially complete. Outstanding issues on the Stage 2 Hospital Fields Road to Heslington Lane improvement scheme have now been resolved, and the scheme went out to tender at the start of November, which will enable works to commence after the Christmas / New Year break. Should the budget need to be adjusted once the tenders are received at the end of November, this will be reported to this meeting.
9. It is proposed to reduce the LTP allocation for this scheme to £535k, and increase the Cycling City funding to £350k, due to the proposed changes to the Blossom Street, Fishergate Gyratory and Beckfield Lane schemes.
10. Blossom St Multi-Modal Scheme (PT07/06) - £100k. The outcome of the feasibility work for this scheme, which developed several options for possible implementation, was reported to the September Decision Session meeting. While some of the proposed measures were approved at the meeting for further development work, city-wide consultation is required on the remainder of the proposed options. A further report will be presented to the Executive Member later in the year to report the outcome of the consultation.
11. It is proposed to reduce the allocation for this scheme to £60k, for the cost of further feasibility work (including transport modelling), and consultation in 2009/10. Work will also continue in 2009/10 to develop the measures approved at the September Decision Session meeting for implementation in 2010/11, including the proposed alternative routes for cyclists to avoid the Blossom Street junction.
12. Fishergate Gyratory Multi-Modal Scheme (MM01/08) - £175k. It is proposed to reduce the allocation for this scheme to £20k, as it is now expected that only feasibility and outline design work will be carried out in 2009/10, due to the length of time required for the scheme to be developed and approved for implementation in 2010/11. As the scheme is currently funded by Section 106

and Cycling City funding, it is proposed to slip the Section 106 funding to 2010/11, and transfer £40k of the Cycling City funding to the Fulford Road Corridor scheme. An options report on the Fishergate Gyrotory scheme will be presented to the Executive Member later in the year

AIR QUALITY, CONGESTION & TRAFFIC MANAGEMENT

Budget: £130k

Programme (including overprogramming): £230k

Spend to 31 October 2009: £56k

13. Coach Strategy (TM03/09) - £100k. This scheme was included in the programme for feasibility and development work on a new coach rendezvous point in the city centre, following the review of the Coach Strategy carried out in 2008/09. However changes to the provision of the coach facilities in the city centre are dependent on the outcome of the City Centre Area Action Plan work, which is currently being progressed as part of the Local Development Framework. It is therefore proposed to defer this scheme until the Action Plan is complete, unless suitable sites become available in the short term. It is proposed to reduce the allocation for this scheme to £5k for the costs of minor completion work from the 2008/09 scheme to provide new coach parking at St George's Field car park.
14. Piccadilly Car Park Ticket Machines (TM04/09) – New Scheme. At the 8 September meeting of the Executive, it was agreed to fund the purchase of new ticket machines for Piccadilly car park from Local Transport Plan funding, as part of a review of car parking in York. It is proposed to include an allocation of £20k in the programme for the purchase of the ticket machines.

PARK & RIDE

Budget: £50k

Programme (including overprogramming): £50k

Spend to 31 October 2009: £16k

15. No changes are proposed to the Park & Ride programme at this stage of the year.

PUBLIC TRANSPORT IMPROVEMENTS

Budget: £470k (£220k LTP, £250k RFA Top-up)

Programme (including overprogramming): £556k

Spend to 31 October 2009: £106k

16. Haxby Station (PT03/08) - £250k. The time taken to complete the Network Rail approval processes for taking the scheme design to GRIP 4 from GRIP 3 has been longer than originally programmed. Consequently the design work on the scheme has been delayed. Negotiations are taking place between the council, Network Rail and DfT Rail to examine ways of bringing the scheme programme back on track. It is hoped that a formal decision relating to progressing the station scheme will be received from Network Rail in December. It is proposed to reduce the allocation for this scheme to £50k, which would allow some design elements to be undertaken this year if a positive decision is received from Network Rail confirming that they will provide the necessary match funding support for the scheme.

WALKING**Budget: £115k****Programme (including overprogramming): £188k****Spend to 31 October 2009: £70k**

17. Minor Pedestrian Schemes Budget (PE01/09) - £40k. It is proposed to reduce the allocation for this scheme to £30k, and transfer the funding to the Pedestrian Scheme Development and Footstreets Review allocations, as detailed below.
18. Pedestrian Scheme Development (PE03/09) - £10k. It is proposed to increase the allocation for this scheme to £15k, to allow feasibility work to be carried out on the following three schemes in 2009/10:
 - An audit of pedestrian facilities in the Clifton Moor retail and business park, to identify potential improvements;
 - Feasibility work on a new shared-use path across Rawcliffe Recreation Ground, which would provide a link to the new Clifton with Rawcliffe Federation Primary School (to be constructed on the current Rawcliffe Infants school site).
 - Feasibility work on a potential new crossing point on the A19 Shipton Road near St Philip and St James' Church, Clifton, following a petition regarding traffic and pedestrian hazards on Clifton Green, which was reported to EMAP in March.
19. Footstreets Review (PE04/09) - £10k. It is proposed to increase the allocation for this scheme to £15k, to allow both stages of Phase 3 of the Footstreets Review to be carried out in 2009/10 (development of potential options and consultation on these options).
20. Walmgate Bar Improvements (PE04/08) - £43k. This scheme was completed earlier this year. However, there have been some problems with drivers making an illegal left turn from Barbican Road into Walmgate when the new pedestrian crossing is in use. It is proposed to increase the allocation for this scheme to £50k to allow changes to the traffic signals to be implemented to address this issue.

CYCLING**Budget: £1,282k (£462k LTP, £820k Cycling City)****Programme (including overprogramming): £1,736k****Spend to 31 October 2009: £301k**

21. Scarborough Bridge Upgrade (CC04/09) - £10k. It is proposed to reduce the allocation for this scheme to £5k, due to the reduced cost of feasibility work for this scheme in 2009/10.
22. Lighting Projects – Pilots on Off-road Routes (CC05/08) - £40k. It is proposed to reduce the allocation for this scheme to £20k, due to the lower amount of work expected in 2009/10. Planning consent was granted for the solar-powered route marking lights for the Haxby Road to Wigginton cycle route on Bootham Stray at the Planning Committee on 12 November. The lights will be installed by the end of the year.

23. Route Branding/Signing (CC07/09) - £35k. It is proposed to reduce the allocation for this scheme to £5k, as the majority of the work to install new signs will be carried out in 2010/11.
24. Cycle City Signs (CC04/08) - £5k. This allocation was included in the programme for the installation of 'Cycle City' signs on the CYC boundary signs. However, as will not be possible to install these signs as the council has agreed to allow these signs to be sponsored (in a similar way to roundabouts in the city), it is proposed to remove this allocation from the programme.
25. Crichton Avenue (CY02/09) - £575k. The detailed design for this scheme was approved by the Executive Member at the October Decision Session meeting. Work is started on site in November, and the scheme should be completed in March 2010. The Highways Maintenance resurfacing scheme for a section of Crichton Avenue from the 2010/11 programme has been brought forward to allow it to be carried out with the cycle scheme works, in order to reduce disruption to residents.
26. The current budget is still expected to be adequate for the cycling scheme cost with an additional contribution from the Highways Maintenance budget for the resurfacing element of the scheme. However, it is proposed to reduce the LTP funding allocation and increase the Cycling City funding allocation to £405k, through the transfer of funding from other Cycling City schemes that will not be required in 2009/10.
27. Beckfield Lane Phase 2 (CY07/09) - £285k. This scheme was approved by the Executive Member at the October Decision Session meeting. However following the calling in of the decision by the Scrutiny Management Committee, the Executive decided to defer the implementation of the scheme to allow for further investigation of possible options. It is therefore proposed to reduce the allocation in 2009/10 to £35k to cover the cost of the work undertaken to date and the further investigation work required to prepare alternative designs. A suitable allocation to deliver a revised scheme will be proposed in the 2010/11 programme.
28. Wigginton Road (Hospital) (CY01/07) - £100k. The planning agreement for the new car park at the Hospital required the provision of a north-south cycle route to link to the local cycle network, which was to be funded by the Hospital. Following the approval of the outline design for this scheme at the November Decision Session meeting, it is proposed to reduce the budget to £40k for the staff time required to develop the project in 2009/10. It is proposed to include an allocation in the 2010/11 capital programme for the construction of cycle facilities linking the Hospital-provided facilities to Clarence Street.
29. Bootham Crossing (CY03/09) - £75k. A report on the proposed options for this scheme is planned to be presented at the January Decision Session meeting. As the scheme would not be implemented until 2010/11 (if approved), it is proposed to reduce the allocation for this scheme to £35k for the staff time required to develop the scheme in 2009/10.

30. Beckfield Lane Phase 1 (CY02/08) - £71k. This scheme was completed earlier in 2009/10. It is proposed to increase the allocation for this scheme to £76k, due to the increased cost of completion works in 2009/10.
31. Moor Lane Railway Bridge Approaches (CY07/07) – Carryover Costs. This scheme was completed at the end of 2008/09, however there are some minor completion works and Stage 3 Safety Audit costs to be funded this year. It is proposed to add an allocation of £15k to the programme for the cost of these works.

DEVELOPMENT-LINKED SCHEMES

Budget: £20k (£10k LTP, £10k s106)

Programme (including overprogramming): £20k

Spend to 31 October 2009: £0k

32. No changes are proposed to the schemes in the Development-Linked Schemes block at this stage of the year. The proposed development at the 'Frog Hall' site off Layerthorpe, which would have provided the missing section of James Street Link Road Phase 2 (Layerthorpe to Heworth Green), has been withdrawn by the developer. The council may be required to carry out further work to investigate ways of progressing this scheme, as reported to the Executive Member at the June 2009 Decision Session meeting.

SAFETY SCHEMES

Budget: £474k (£431k LTP, £43k Road Safety Grant)

Programme (including overprogramming): £550k

Spend to 31 October 2009: £85k

33. Vehicle Activated Signs (VAS) Study (SM01/09) - £5k. Following a report to EMAP in March 2009 regarding the effectiveness of existing VAS, officers were requested to develop a council policy for the installation and monitoring of new VAS. This has now been completed, and was approved by the Executive Member at the October Decision Session meeting. It is proposed to increase the allocation for this scheme to £6k, due to the increased staff time required for this work.
34. Reactive Speed Management Schemes (SM03/09) - £27k. It is proposed to reduce the allocation for this scheme to £5k, as the majority of speed management work is now funded by the Speed Management Treatment budget, as part of the Six-Monthly Speed Review reports process.
35. Reactive Danger Reduction (DR03/09) - £35k. It is proposed to reduce the allocation for this scheme to £20k, due to the lower cost of expected work in 2009/10.
36. Safe Routes for Playbuilder Schemes (DR04/09) - £50k. It is proposed to reduce the allocation for this scheme to £45k, as the cost of the schemes proposed for implementation in 2009/10 is lower than originally expected. Most of the schemes consist of minor improvement works, and should be constructed between January and March.

37. Village Accessibility Review (VA01/09) - £285k. Reports on the three schemes to be implemented in 2009/10 are also on the agenda for this meeting. No changes to the current allocation are required, however it is proposed to reduce the LTP allocation for this scheme and transfer £200k of the RFA top-up funding released by lower allocations required for other schemes in 2009/10.

SCHOOL SCHEMES

Budget: £200k

Programme (including overprogramming): £260k

Spend to 31 October 2009: £54k

38. Carr Infants & Juniors SRS (SR01/07) - £17k. This scheme was carried over from 2008/09 and completed in early 2009/10. It is proposed to reduce the allocation for this scheme to £11k, as the cost of the work in 2009/10 is lower than originally expected.
39. Wigginton Primary SRS (SR04/08) - £11k. It is proposed to increase the allocation for this scheme to £14k, as the cost of the completion work carried over from 2008/09 is higher than originally estimated.
40. Clifton Without SRS (SR19/05) - £11k. It is proposed to increase the allocation for this scheme to £13k, as the cost of the completion work carried over from 2008/09 is higher than originally estimated.
41. Dringhouses Primary SRS (SR20/05) - £5k. The work to widen the footway at the crossing point on Cherry Lane has now been completed. It is proposed to increase the allocation for this scheme to £7k, due to the additional staff time required in 2009/10 for this scheme.
42. Woodthorpe SRS (SR05/08) - £40k. This allocation was included in the programme to provide a new footpath to link to the school's Park & Stride site, following feasibility work carried out in 2008/09. It is proposed to reduce the allocation for this scheme to £5k, as use of the Park & Stride scheme is low and would not justify the cost of the new footpath.
43. York High SRS (SR08/09) - £40k. It is proposed to increase the allocation for this scheme to £45k, due to the additional staff time required to develop the scheme to improve the school entrance off Gale Lane in 2009/10. Phase 2 of the scheme (the proposed cycle route improvements from the new entrance to Chesney Fields), is also being developed in 2009/10 for implementation in 2010/11.
44. School Cycle Parking Schemes – It is proposed to increase the allocations for Ralph Butterfield Primary and Carr Infants schools from £7k to £9k, as the installation of cycle parking at these schools is expected to cost more than originally estimated.

PREVIOUS YEARS COSTS

Budget: £110k

Spend to 31 October 2009: £94k

45. No changes are proposed to the schemes in the Previous Years Costs block at this stage of the year.

City Strategy Maintenance Programme

46. No changes are proposed to the schemes in the City Strategy Maintenance Programme at this stage of the year.

Recommended variations to LTP Programme (Changes to Overprogramming Only)		
Scheme	Change	Budget Change
		£1,000's
Fulford Road Multi-Modal Scheme	Replace LTP funding with Cycling City funding	-140.00
Blossom Street Multi-Modal Scheme	Lower scheme cost in 2009/10	-20.00
Fishergate Gyrotory Multi-Modal Scheme	Lower scheme cost in 2009/10	10.00
Coach Strategy	Scheme cannot be progressed in 2009/10	-95.00
Piccadilly Car Park Ticket Machines	New Scheme - funding for new ticket machines	20.00
Minor Pedestrian Schemes Budget	Transfer of funding to other Walking schemes	-10.00
Pedestrian Scheme Development	Increase to allow feasibility work on Shipton Road crossing in 2009/10	5.00
Footstreets Review	Increase to allow both stages of Footstreets Review to be progressed in 2009/10	5.00
Walmgate Bar Improvements	Additional traffic signal work required in 2009/10	7.00
Crichton Avenue	Replace LTP funding with Cycling City funding	-120.00
Beckfield Lane Phase 2	Scheme deferred to allow other route options to be considered	-100.00
Wigginton Road (Hospital)	Lower scheme cost in 2009/10	-60.00
Bootham Crossing	Lower scheme cost in 2009/10	-40.00
Access to Station	Replace LTP funding with Cycling City funding	-10.00
Beckfield Lane Cycle Route (Phase 1)	Higher cost of completion works in 2009/10	5.00
Moor Lane Railway Bridge - Approaches	Higher cost of completion works in 2009/10	15.00
VAS Study		1.00
Reactive Speed Management Schemes	Revised scheme costs in 2009/10	-22.00
Reactive Danger Reduction		-15.00
Safe Routes for 'Playbuilder' Schemes		-5.00
Village Accessibility Review	Replace LTP Funding with RFA Top-up	-200.00
Carr Infants & Juniors SRS	Revised scheme costs in 2009/10	-6.00
Wigginton Primary SRS		3.00
Clifton Without SRS		2.00
Dringhouses Primary SRS		2.00
Woodthorpe Primary SRS	Scheme not to be progressed in 2009/10	-35.00
York High SRS	Revised scheme costs in 2009/10	5.00
Ralph Butterfield Primary Cycle Parking		2.00
Carr Infants Cycle Parking		2.00
		-794.00

RFA Top-up Funding		
Scheme	Change	Budget Change
		£1,000's
Access York Phase 2 Preparation	Lower scheme cost in 2009/10	-50.00
A19/A1237 Roundabout Improvements	Higher scheme cost in 2009/10	50.00
Haxby Station	Lower scheme cost in 2009/10	-200.00
Village Accessibility Review	Replace LTP Funding with RFA Top-up	200.00
		0.00

Section 106 Funding		
Scheme	Change	Budget Change
		£1,000's
Fishergate Gyratory Multi-Modal Scheme	Slip funding to 2010/11 as scheme will not be implemented in 2009/10	-125.00
		-125.00

Cycling City Funding		
Scheme	Change	Budget Change
		£1,000's
Fulford Road Multi-Modal Scheme	Replace LTP funding with Cycling City funding	140.00
Blossom Street Multi-Modal Scheme	Lower scheme cost in 2009/10	-20.00
Fishergate Gyratory Multi-Modal Scheme	Lower scheme cost in 2009/10	-40.00
Scarborough Bridge Upgrade	Lower scheme cost in 2009/10	-5.00
Lighting Projects - pilots on off-road routes	Lower scheme cost in 2009/10	-20.00
Route Branding/ Signing	Lower scheme cost in 2009/10	-30.00
Cycle City Signs	Unable to progress scheme	-5.00
Crichton Avenue	Replace LTP funding with Cycling City funding	120.00
Beckfield Lane Phase 2	Scheme deferred to allow other route options to be considered	-150.00
Access to Station	Replace LTP funding with Cycling City funding	10.00
		0.00

Scheme Ref	09/10 City Strategy Capital Programme	09/10 M1 Budget (Total)	09/10 M1 Budget (LTP)	Draft M2 Budget (Total)	Draft M2 Budget (LTP)	Spend to 31/10/09	Scheme Type	Comments
		£1000s	£1000s	£1000s	£1000s	£1000s		
Access York Phase 1								
AY01/09	Access York Phase 1 CYC	875.00	875.00	875.00	875.00	92.88	Study	
	Askham Bar Expansion/Relocation					188.14	Study	
	A59					97.25	Study	
	Wigginton Road					24.24	Study	
Access York Phase 1 Programme Total		875.00	875.00	875.00	875.00	402.51		
Overprogramming		0.00	0.00	0.00	0.00			
Budget		875.00	875.00	875.00	875.00			
Outer Ring Road								
OR01/05	Hopgrove Roundabout	300.00	0.00	300.00	0.00	0.10	Scheme	Scheme complete
AY02/08	Access York Phase 2 Preparation	100.00	0.00	50.00	0.00	7.36	Study	Allocation reduced - lower cost of work in 2009/10
OR01/09	A19/A1237 Roundabout Improvements	100.00	0.00	150.00	0.00	49.63	Study	Allocation increased - higher cost of work to develop scheme for implementation in 2010/11
Outer Ring Road Programme Total		500.00	0.00	500.00	0.00	57.09		
Overprogramming		0.00	0.00	0.00	0.00			
Budget		500.00	0.00	500.00	0.00			
Multi-Modal Schemes								
PT04/06	Fulford Road Multi-Modal Scheme	950.00	675.00	950.00	535.00	235.84	Scheme	LTP funding replaced with Cycling City funding
PT07/06	Blossom Street Multi-Modal Scheme	100.00	60.00	60.00	40.00	12.57	Scheme	Allocation reduced - feasibility and consultation work only in 2009/10
MM01/08	Fishergate Gyratory Multi-Modal Scheme	175.00	0.00	20.00	10.00	9.61	Scheme	Allocation reduced - feasibility and outline design work only in 2009/10
Multi-Modal Schemes Programme Total		1,225.00	735.00	1,030.00	585.00	258.02		
Overprogramming		405.00	405.00	0.00	0.00			Programme reduced
Budget		820.00	330.00	1,030.00	585.00			Overprogramming reduced Budget increased
Air Quality, Congestion & Traffic Management								
TM01/09	Urban Traffic Management and Control (UTMC)	100.00	100.00	100.00	100.00	27.38	Scheme	
TM02/09	Air Quality	30.00	30.00	30.00	30.00	8.27	Scheme	
TM03/09	Coach Strategy	100.00	100.00	5.00	5.00	1.37	Scheme	Allocation reduced - Proposed coach rendezvous point cannot be progressed
TM04/09	Piccadilly Car Park Ticket Machines	0.00	0.00	20.00	20.00	18.48	Scheme	New Scheme - purchase of new ticket machines
Air Quality, Congestion & Traffic Management Programme Total		230.00	230.00	155.00	155.00	55.51		
Overprogramming		100.00	100.00	10.00	10.00			Programme reduced
Budget		130.00	130.00	145.00	145.00			Overprogramming reduced Budget increased
Park & Ride								
PR01/09	P&R Site Upgrades	25.00	25.00	25.00	25.00	10.77	Scheme	
PR02/09	P&R City Centre Bus Stop Upgrades	25.00	25.00	25.00	25.00	4.68	Scheme	
Park & Ride Programme Total		50.00	50.00	50.00	50.00	15.45		
Overprogramming		0.00	0.00	0.00	0.00			
Budget		50.00	50.00	50.00	50.00			
Public Transport Improvements								
PT03/08	Haxby Station	250.00	0.00	50.00	0.00	0.00	Study	Allocation reduced - progress delayed due to Network Rail approval process taking longer than originally expected
PT01/09	Bus Location and Information Sub-System (BLISS)	100.00	100.00	100.00	100.00	50.32	Scheme	
PT02/09	Bus Stop & Shelter Programme	50.00	50.00	50.00	50.00	9.91	Scheme	
PT11/07	A59/Beckfield Lane Junction Improvements	76.00	76.00	76.00	76.00	45.68	Scheme	
PT03/09	Dial & Ride Vehicle	80.00	80.00	80.00	80.00	0.00	Scheme	
Public Transport Improvements Programme Total		556.00	306.00	356.00	306.00	105.92		
Overprogramming		86.00	86.00	60.00	60.00			Programme reduced
Budget		470.00	220.00	296.00	246.00			Overprogramming reduced Budget reduced
Walking								
PE05/06	Haxby Village Pedestrian Audit (Phase 2)	50.00	50.00	50.00	50.00	0.18	Scheme	
PE01/09	Minor Pedestrian Schemes Budget	40.00	40.00	30.00	30.00	13.11	Scheme	Allocation reduced - funding transferred to other schemes in Pedestrian block
PE02/09	Dropped Crossing Budget	35.00	35.00	35.00	35.00	0.99	Scheme	
PE03/09	Pedestrian Scheme Development	10.00	10.00	15.00	15.00	1.74	Study	Allocation increased - to allow feasibility work on Shipton Road pedestrian crossing scheme in 2009/10
PE04/09	Footstreets Review	10.00	10.00	15.00	15.00	8.85	Study	Allocation increased - additional cost of feasibility work in 2009/10
Carryover Schemes								
PE04/08	Walmgate Bar Improvements	43.00	43.00	50.00	50.00	45.20	Scheme	Allocation increased - additional cost of work to address illegal left turns from Barbican Road into Walmgate
Walking Programme Total		188.00	188.00	195.00	195.00	70.07		
Overprogramming		73.00	73.00	45.00	45.00			Programme increased
Budget		115.00	115.00	150.00	150.00			Overprogramming reduced Budget increased

Scheme Ref	09/10 City Strategy Capital Programme	09/10 M1 Budget (Total)	09/10 M1 Budget (LTP)	Draft M2 Budget (Total)	Draft M2 Budget (LTP)	Spend to 31/10/09	Scheme Type	Comments
		£1000s	£1000s	£1000s	£1000s	£1000s		
Cycling								
CY01/09	Lendal Hub Station	270.00	135.00	270.00	135.00	7.24	Scheme	
CC01/09	Clifton Green to Crichton Avenue (Orbital Route)	10.00	0.00	10.00	0.00	3.30	Study	
CC02/09	Hob Moor to Water End (Orbital Route)	10.00	0.00	10.00	0.00	2.22	Study	
CC03/09	James St to Heslington Road (Orbital Route)	10.00	0.00	10.00	0.00	2.46	Study	
CC04/09	Scarborough Bridge Upgrade	10.00	0.00	5.00	0.00	0.00	Study	Allocation reduced - lower cost of feasibility work in 2009/10
CC05/09	Inner Ring Road (Crossings & Route)	10.00	0.00	10.00	0.00	0.00	Study	
CC06/09	Citywide Barriers to Cycling	10.00	0.00	10.00	0.00	0.00	Study	
CC05/08	Lighting Projects - pilots on off-road routes	40.00	0.00	20.00	0.00	0.17	Scheme	Allocation reduced - lower cost of scheme in 2009/10
CC07/09	Route Branding/ Signing	35.00	0.00	5.00	0.00	0.00	Scheme	Allocation reduced - scheme will mainly be implemented in 2010/11
CC04/08	Cycle City Signs	5.00	0.00	0.00	0.00	0.00	Scheme	Allocation reduced - unable to install Cycle City signs on boundary signs
CC08/09	Employment Sites Cycle Parking	36.00	0.00	36.00	0.00	0.00	Scheme	
CC01/08	Covered Cycle Parking	20.00	0.00	20.00	0.00	0.00	Scheme	
CC09/09	Bike Availability	0.00	0.00	0.00	0.00	0.00	Scheme	
CY02/09	Crichton Avenue	575.00	290.00	575.00	170.00	83.69	Scheme	LTP funding replaced with Cycling City funding
CC10/09	Cycle Margin and Track Maintenance	54.00	0.00	54.00	0.00	5.03	Scheme	
CY07/09	Beckfield Lane Phase 2	285.00	135.00	35.00	35.00	18.64	Scheme	Allocation reduced - scheme deferred to allow other route options to be considered
CY01/07	Wigginton Road (Hospital)	100.00	100.00	40.00	40.00	14.31	Study	Allocation reduced - most of the work done in 2009/10 will be funded by York Hospital
CY03/09	Bootham Crossing	75.00	75.00	35.00	35.00	12.44	Study	Allocation reduced - scheme will be implemented in 2010/11
CY04/09	Access to Station	10.00	10.00	10.00	0.00	0.76	Study	LTP funding replaced with Cycling City funding
CY05/09	Cycle Minor Schemes	25.00	25.00	25.00	25.00	3.42	Scheme	
CY06/09	Cycling Scheme Development	20.00	20.00	20.00	20.00	3.10	Study	
Carryover Schemes								
CY10/04	Clifton Bridge Approaches (Water End to Clifton Green)	55.00	55.00	55.00	55.00	61.99	Scheme	
CY02/08	Beckfield Lane Cycle Route (Phase 1)	71.00	71.00	76.00	76.00	74.40	Scheme	Allocation increased - additional cost of work in 2009/10
CY07/07	Moor Lane Railway Bridge - Approaches	0.00	0.00	15.00	15.00	7.92	08/09 Costs	Allocation added - completion costs of 2008/09 scheme
Cycling Programme Total		1,736.00	916.00	1,346.00	606.00	301.09		Programme reduced
Overprogramming		454.00	454.00	209.00	209.00			Overprogramming reduced
Budget		1,282.00	462.00	1,137.00	397.00			Budget reduced
Development- Linked Schemes								
PE06/04	Barbican to St George's Field Route	0.00	0.00	0.00	0.00	0.00	Scheme	
DL01/08	Approaches to Hungate Bridge	10.00	0.00	10.00	0.00	0.00	Study	
JS01/09	James St Link Road Phase 2	10.00	10.00	10.00	10.00	0.00	Study	
Development-Linked Schemes Programme Total		20.00	10.00	20.00	10.00	0.00		
Overprogramming		0.00	0.00	0.00	0.00			
Budget		20.00	10.00	20.00	10.00			
Safety Schemes								
LS09/07	Clifton Moorgate/Water Lane LSS	55.00	22.00	55.00	22.00	16.92	Scheme	
LS07/07	Peckitt St/Tower St/Clifford St LSS	12.00	2.00	12.00	2.00	0.71	Scheme	
DR01/08	Clifton Moor/Tesco Roundabout	11.00	11.00	11.00	11.00	8.53	Scheme	
LS01/09	LSS Development	7.00	7.00	7.00	7.00	0.00	Study	
Safety & Speed Management								
DR02/08	A1079 Dunnington Speed Limit (Four Lane Ends)	13.00	13.00	13.00	13.00	12.92	Scheme	Scheme complete
SM01/09	VAS Study	5.00	5.00	6.00	6.00	5.59	Study	Allocation increased - additional cost of staff time required to develop policy
SM02/09	Speed Management Treatments - Various Locations	25.00	25.00	25.00	25.00	0.00	Scheme	
SM03/09	Reactive Speed Management Schemes	27.00	27.00	5.00	5.00	0.20	Scheme	Allocation reduced - speed management works now mainly funded through Speed Management Treatments allocation
Danger Reduction								
DR01/09	Fishergate 20mph Speed Limit	10.00	10.00	10.00	10.00	0.00	Scheme	
DR02/09	Foss Bank	15.00	15.00	15.00	15.00	2.17	Scheme	
DR03/09	Reactive Danger Reduction	35.00	35.00	20.00	20.00	8.54	Scheme	Allocation reduced - lower expected cost of work in 2009/10
Other Safety Schemes								
DR04/09	Safe Routes for 'Playbuilder' Schemes	50.00	50.00	45.00	45.00	5.59	Study/ Schemes	Allocation reduced - lower cost of work in 2009/10
VA01/09	Village Accessibility Review	285.00	285.00	285.00	85.00	15.62	Study	LTP funding replaced with Regional Funding Allocation
	A166/ Church Balk Traffic Islands					0.59	Scheme	
	B1363/ Mill Lane Traffic Signals					5.63	Scheme	
	Strensall Road/ Towthorpe Road/Towthorpe Moor Lane - 40mph Extension					1.16	Scheme	
	Deighton/A19 Right Turn & Ped Refuge					0.77	Study	
Safety Schemes Programme Total		550.00	507.00	509.00	266.00	84.95		Programme reduced
Overprogramming		76.00	76.00	76.00	76.00			Budget reduced
Budget		474.00	431.00	433.00	190.00			

Scheme Ref	09/10 City Strategy Capital Programme	09/10 M1 Budget (Total)	09/10 M1 Budget (LTP)	Draft M2 Budget (Total)	Draft M2 Budget (LTP)	Spend to 31/10/09	Scheme Type	Comments
		£1000s	£1000s	£1000s	£1000s	£1000s		
School Schemes								
SR01/07	Carr Infants & Juniors SRS	17.00	17.00	11.00	11.00	9.20	Scheme	Allocation reduced - lower cost of scheme completion work in 2009/10
SR04/08	Wigginton Primary SRS	11.00	11.00	14.00	14.00	3.41	Scheme	Allocation increased - higher cost of work in 2009/10
SR19/05	Clifton Without SRS	11.00	11.00	13.00	13.00	12.34	Scheme	Allocation increased - higher cost of work in 2009/10
SR10/09	Clifton with Rawcliffe SRS (formerly Clifton Without Primary)	18.00	18.00	18.00	18.00	6.09	Scheme	
SR20/05	Dringhouses Primary SRS	5.00	5.00	7.00	7.00	3.53	Scheme	Allocation increased - additional staff time required for scheme
SR01/09	Haxby Road Primary SRS	2.00	2.00	2.00	2.00	0.00	Study	
SR02/09	Hempland Primary SRS	5.00	5.00	5.00	5.00	2.29	Study	
SR03/09	Hob Moor SRS	20.00	20.00	20.00	20.00	0.06	Scheme	
SR04/09	Naburn Primary SRS	2.00	2.00	2.00	2.00	0.42	Study	
SR05/09	Poppleton Ousebank Primary SRS	2.00	2.00	2.00	2.00	0.12	Study	
SR06/09	Ralph Butterfield Primary SRS	10.00	10.00	10.00	10.00	0.36	Scheme	
SR07/09	The Mount & Tregelles SRS	20.00	20.00	20.00	20.00	1.65	Scheme	
SR05/08	Woodthorpe Primary SRS	40.00	40.00	5.00	5.00	0.00	Scheme	Allocation reduced - proposed link to Park & Stride site not to be progressed, due to low use of Park & Stride
SR08/09	York High SRS	40.00	40.00	45.00	45.00	11.13	Scheme	Allocation increased - higher scheme cost in 2009/10
SR09/09	Heworth Primary SRS	2.00	2.00	2.00	2.00	0.46	Study	
N/A	Safety Audit Works	5.00	5.00	5.00	5.00	0.00	Scheme	
School Cycle Parking								
SR11/09	Acomb Primary Cycle Parking	7.00	7.00	7.00	7.00	0.48	Scheme	
SR12/09	Haxby Road Primary Cycle Parking	7.00	7.00	7.00	7.00	0.53	Scheme	
SR13/09	Ralph Butterfield Primary Cycle Parking	7.00	7.00	9.00	9.00	0.52	Scheme	Allocation increased - higher cost of providing cycle parking at school
SR14/09	Hemplands Primary Cycle Parking	7.00	7.00	7.00	7.00	0.43	Scheme	
SR15/09	Carr Infants Cycle Parking	7.00	7.00	9.00	9.00	0.60	Scheme	Allocation increased - higher cost of providing cycle parking at school
SR16/09	Hob Moor Schools Cycle Parking	7.00	7.00	7.00	7.00	0.45	Scheme	
SR17/09	Scoter Parking - Various Locations	8.00	8.00	8.00	8.00	0.17	Scheme	
School Schemes Programme Total		260.00	260.00	235.00	235.00	54.24		Programme reduced
Overprogramming		60.00	60.00	60.00	60.00			
Budget		200.00	200.00	175.00	175.00			Budget reduced
Previous Years Costs								
-	Carryover Commitments	50.00	50.00	50.00	50.00	42.82	-	
-	Moor Lane R/B Payback to SM	0.00	0.00	0.00	0.00	0.00	-	
OR01/06	Moor Lane Roundabout - Retentions	60.00	60.00	60.00	60.00	50.93	-	
Previous Years Costs Total		110.00	110.00	110.00	110.00	93.75		
Total Integrated Transport Programme		6,300.00	4,187.00	5,381.00	3,393.00	1,498.60		Programme reduced
Total Integrated Transport Overprogramming		1,254.00	1,254.00	460.00	460.00			Overprogramming reduced
Total Integrated Transport Budget		5,046.00	2,933.00	4,921.00	2,933.00			Budget reduced
City Strategy Maintenance Budgets								
City Walls								
CW01/09	City Walls - Repairs & Renewals	143.00	0.00	143.00	0.00	4.86	Scheme	
Total City Walls		143.00	0.00	143.00	0.00	4.86		
Riverbank Repairs								
RB01/09	Public Footpath Rawcliffe No.1 - Riverbank Slip	81.00	0.00	81.00	0.00	0.25	Scheme	
Total Riverbank Repairs		81.00	0.00	81.00	0.00	0.25		
Total City Strategy Maintenance Programme		224.00	0.00	224.00	0.00	5.11		
Total City Strategy Maintenance Overprogramming		0.00	0.00	0.00	0.00			
Total City Strategy Maintenance Budget		224.00	0.00	224.00	0.00			
Total City Strategy Programme		6,524.00	4,187.00	5,605.00	3,393.00	1,503.71		Programme reduced
Total Overprogramming		1,254.00	1,254.00	460.00	460.00			Overprogramming reduced
Total City Strategy Budget		5,270.00	2,933.00	5,145.00	2,933.00			Budget reduced

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DECISION SESSION – EXECUTIVE MEMBER FOR CITY STRATEGY

TUESDAY 1 DECEMBER 2009

Annex of Additional Comments received from Members and residents since the agenda was published

AGENDA ITEM	REPORT	RECEIVED FROM	COMMENTS
4	<p>PROW – Investigation into the status of Grange Lane, Rufforth (Page 9)</p>	<p>Peter Brown Acomb Grange</p> <p>Supported by Mr S Batty and Ms J Green Squirrel Cottage Acomb Grange</p>	<p>I, and the other 10 or so adult residents of Acomb Grange are concerned only with that stretch of Grange Lane of about 30 metres which runs from the made up section at the former City boundary to the junction with our drive, known on the maps as Lady Lumley’s Carriageway, and described by Councillor Galloway as Broad Lane.</p> <p>These comments relate only to that stretch. The concerns of the residents relate to the consequences of any decision made upon: -</p> <ul style="list-style-type: none"> a) maintenance b) access <p>Cllr Gillies has made an observation in relation to this matter which is quoted in the report. He states:-</p> <ul style="list-style-type: none"> a) One resident (presumably me) has an agenda in relation to maintenance b) We have a problem in relation to fly tipping on this highway with which he sympathises c) His historical expertise and opinion differs to the advice that has been obtained by the Authority. <p>On the first of these – this is correct – one of the prime purposes of myself and a group of residents is to obtain that decision from the Council that will provide the greatest amount of public maintenance. We had thought that the Council had made this decision in 2002 (see later) The second – we appreciate Cllrs Gillies sympathy but that is not relevant to the present issue</p>

AGENDA ITEM	REPORT	RECEIVED FROM	COMMENTS
4	<p>PROW – Investigation into the status of Grange Lane, Rufforth (continued)</p>		<p>The third comment is unfortunate. Cllr Gillies is perhaps not aware that I studied on the Certificate in Local History Course at the University of York in 1995, and my thesis and subject of special interest was the history of Acomb Grange and its surroundings to the extent that this had not been explored by Jennifer Kaner. He is also perhaps unaware that much of the historical data used by the Council and the detailed references were supplied to them by myself in 2000 by referring them to the detailed history to be found on the website www.acombgrange.co.uk. It is unfortunate that it is some of the historical information of the Council in the report that appears to be in error.</p> <p>Errors in the report We therefore commence these comments by highlighting those errors in the report which are self evident. This may cast some doubt on the other historical references in the report which have not been researched in the time available.</p> <p>These are:-</p> <ul style="list-style-type: none"> a) the summary of the extract of Jennifer Kaner’s article and the separate parish of Acomb Grange is a misreading of her article. The full article can be inspected on www.acombgrange.co.uk, from which the Council obtained their information. b) We inspected the tithe and enclosure maps of both Acomb and Rufforth in the City Archives in summer 1995. Unless these have been lost in the interim (unlikely) the statement at paragraph 4 in annexe 3 is suspect. c) The statement in paragraph 17 is incorrect. There is evidence, albeit circumstantial, that there was vehicular use prior to 1930. The Council was informed of this fact in 2009 and invited to explain why it felt there was no such evidence. No reply was received. This is considered in more detail subsequently in appendix 1. <p>The first two of these matters do not go greatly to the heart of the issues – they merely create caution in the use of other historical assertions in the report.</p>

AGENDA ITEM	REPORT	RECEIVED FROM	COMMENTS
4	<p>PROW – Investigation into the status of Grange Lane, Rufforth (continued)</p>		<p>The third is substantial and creates a further option open to the Executive Member. See appendix 1</p> <p>Past decisions by the Council In 2002, following lengthy correspondence, in which the Council confirmed their view that the lane was a BOAT, a Council Officer, Jackie Brown wrote to us (18/11/02) confirming the Council’s recommendation that the lane was a Byeway Open To All Traffic. A copy of this letter should be on the Council’s file of papers. It has already been copied to the officer who prepared the report for the December meeting.</p> <p>At that stage the residents had been suggesting to officers that the residents should make a formal application on the matter. We were advised in the light of this decision that we should not do so as the council would be settling the matter within their own systems, and there was no need for the residents to take further action. We, the residents, relied on this statement and still rely upon it.</p> <p>The letter stated that the decision would go to committee for ratification. We were subsequently informed that after discussion with the chairman this would be decided under delegated powers, provided we wrote in stating that we had no objection to the proposal, which we duly did on 17th November 2002, while pointing out an error in the map. A consequence of this decision was that the council accepted their liability for repairs and maintenance.</p> <p>From that time on, although it took regular cajoling and persuasion, the council maintained the lane at their expense.</p> <p>In 2003, when the council had neglected for some time to honour their agreement to maintain the track, the residents took it upon themselves at their expense to effect repairs. We were told by the Council that we risked facing prosecution if we continued with these repairs as the sole responsibility now lay with the council, and we were effectively defacing a public highway by carrying out private works. There was a very heated standoff on site between council officers and residents. Eventually the Council carrying out repairs</p>

AGENDA ITEM	REPORT	RECEIVED FROM	COMMENTS
4	<p>PROW – Investigation into the status of Grange Lane, Rufforth (continued)</p>		<p>settled the matter.</p> <p>We therefore form the view that the Council and the fact that the Council took upon itself the consequential duties with regard to repair underline this have already decided this matter.</p> <p>We conclude: -</p> <ul style="list-style-type: none"> a) <i>Either there was a decision made in 2002, and that as a matter of law the matter was decided in 2002, and these current deliberations are inappropriate. This matter could only be clarified in the Courts if the council dispute this.</i> b) OR <i>the Council failed in its internal procedures to conclude what it had told the residents it had concluded and misled the residents for a period of years on what it had done, and sought to prevent the residents taking steps to effect repairs and threaten prosecution when it had no power to do so. If this is the case, the there is a prima facie case of maladministration, which has only recently come to light.</i> <p>The decision to be made and compromises that are possible If notwithstanding the comments in this submission, the Executive Member is minded to decide upon Option A or B, then the residents would have the options of following the question of maladministration, or seeking legal remedies in relation both to the decision made in 2002 and to the proposed Option D (on the question of facts) or could simply take the issue to a public enquiry.</p> <p>These outcomes could be avoided if a compromise could be arrived at.</p> <p>This might entail the Executive Member making recommendations to his colleagues in other departments. If these recommendations were made and implemented, then the residents would have no reason to pursue the routes outlined above.</p> <p>The issues upon which recommendations could be made are as follows.</p>

AGENDA ITEM	REPORT	RECEIVED FROM	COMMENTS
4	<p>PROW – Investigation into the status of Grange Lane, Rufforth (continued)</p>		<p>A The maintenance issue The residents have no community of interest or any involvement in any geographical or social way with the villages of Knapton, Poppleton or Rufforth, despite due to an accident of geography being in Rural West York. It is not even possible to access these villages by road without going through an extensive part of York. I myself have not visited any of these villages, except Rufforth, to vote, in the last three years.</p> <p>As a result, we have no interest in any award of funds from Ward Committee budgets. We derive no benefit in any way, as a small isolated community, from any of this kind of public spending. The Council has, during the time it has honoured the 2002 agreement, spent an average of £700 per year on maintaining this section of roadway.</p> <p>The residents would be quite content if the Council was to budget for this kind of annual expense as a mini ward budget commitment entirely without prejudice to any issue relating to the status of the lane, or to the facts relating to pre 1930 traffic. This is particularly relevant because of the damage being done to the lane by the heavy use by public vehicles (see below D)</p> <p>It is because of the damage being caused by public usage that the expending of such sums would not be for the benefit of residents exercising private rights. It would be by way of compensation for damage being caused by the public to private rights. It would be akin to owner's occupation liability.</p> <p><i>Perhaps the Executive Member could make a recommendation in this regard.</i> Bearing in mind that a public enquiry would cost £5000, this of itself would fund seven years of such expenditure.</p> <p>B The prosecution issue It would be helpful if the council were to formally write to the residents stating that if the residents saw fit to carry out repairs at their expense over and above what the council might decide to</p>

AGENDA ITEM	REPORT	RECEIVED FROM	COMMENTS
4	<p>PROW – Investigation into the status of Grange Lane, Rufforth (continued)</p>		<p>spend (under A above) , and provided these repairs were agreed with the council, the council would not stand in the way of such repairs and would not seek a prosecution.</p> <p><i>Perhaps the Executive Member could make a recommendation in this regard.</i></p> <p>C The access issue Council officers seem divided over the interpretation of NERC – We have been categorically informed that the preservation of private rights of access under NERC extends not only to the owners of those properties but also to lawful visitors to those properties.</p> <p>We have also been categorically informed that this is NOT the case.</p> <p>It would be helpful if the Council were to formally record its view that the preservation of private rights extends to visitors on lawful business.</p> <p><i>Perhaps the Executive Member could make a recommendation in this regard.</i></p> <p>D Collateral damage issue The lane is heavily used by public vehicles (eg cars collecting children from the school and using the lane to turn as they cannot turn outside the school, police cars using it for surveillance, courting couples). These vehicles churn up the lane particularly at the turning point at the end of our drive and make it a quagmire when it rains. It is invidious that the residents should suffer from this. When the lane is flooded water then goes onto our drive and causes damage to our drive involving additional repair costs.</p> <p>Officers are aware that we have reported that the Royal Mail and ambulances have had difficulties accessing the lane. Officers state they have been unable to corroborate this officially – we can only say they have not been talking to the right people, the actual drivers</p>

AGENDA ITEM	REPORT	RECEIVED FROM	COMMENTS
4	<p>PROW – Investigation into the status of Grange Lane, Rufforth (continued)</p>		<p>on the ground.</p> <p>This vehicle usage exceeds the usage by pedestrians by quite a margin. It might be mitigated if some signage could be developed which showed that access for vehicles was restricted to those accessing the properties.</p> <p><i>This would lead to two further recommendations:-</i></p> <ul style="list-style-type: none"> <i>a) The erection at council expense of a permanent sign</i> <i>b) the mitigation by the council of the flood potential</i> <p>Conclusion</p> <p>If these matters could be addressed, then it would be an adequate compromise settlement, that would involve very little cost to the council and would neatly sidestep many of the issues raised.</p> <p>Peter Brown</p> <p>Appendix 1 Use by vehicles prior to 1930</p> <p>We would submit that paragraph 17 in the report is factually wrong. In an email sent in 2009 to the officer who drafted the report we stated that this assertion was incorrect and requested details of the evidence, which supported the assertion. No reply was received.</p> <p>Grange Lane was used by vehicles prior to 1930. The evidence to support this relates to the public tip on land adjacent to Grange Lane.</p> <p>That there was a tip is supported by the following evidence:-</p> <ul style="list-style-type: none"> a) anecdotal evidence of elderly residents who remember scavenging on the tip while youngsters b) a ground radar survey by York Archaeological Trust which identified modern tip deposits c) regular finds of early 20th century pottery and other remains d) the minutes of the Greater Ouseburn Council which are in the North Yorkshire Archives e) a narrative to this effect in the article by Jennifer Kaner. f) Environmental Health records held by York City Council

AGENDA ITEM	REPORT	RECEIVED FROM	COMMENTS
4	<p>PROW – Investigation into the status of Grange Lane, Rufforth (continued)</p>		<p>The fact that vehicles were used by the council to access this public tip is supported by the fact that we understand from discussions with the late Jennifer Kaner that she had examined minutes from the 1920s in the public archive to this effect (ie purchase and maintenance of vehicles etc) . WE imagine that there may well have been members of the public who also used vehicles to access the tip, but in all likelihood the majority at that time would have been pedestrians.</p> <p>This information was supplied in 2000 to Robin Carr, who was at that time the public rights of way officer. This is the same Robin Carr whose name appears at the foot of the current report as a consultant. No doubt he has overlooked this material in his research for the report.</p> <p>We therefore conclude that paragraph 17 is , in all likelihood, incorrect , and that there is therefore a further option open to the Executive Member - ie to apply exception 16(d.) . This would be option D</p>
7	<p>PROW – Proposal to restrict public rights over 7 alleyways in the Southbank area of Micklegate Ward, York (page 159)</p>	<p>Nick Jones (Scarcroft Hill resident)</p>	<p>Unfortunately I am overseas on business, so will be unable to attend.</p> <p>I remain fully supportive of the proposed scheme and hope it will be passed.</p>

AGENDA ITEM	REPORT	RECEIVED FROM	COMMENTS
			<p><i>I should also point out that traffic islands would potentially introduce a new physical hazard into the road environment. Therefore, we consider it would be sensible to review the effectiveness of the double white line scheme before deciding if the introduction of physical islands and the necessary road widening are justified.</i></p> <p><i>I trust that the further information above adequately deals with the points you have raised.</i></p>
12	Six Month Review of Speeding Issues Page 313	Cllr R Potter	<p>I welcome the report and the suggestions to help reduce speeding in a number of areas of the city. However, I do still have some concerns over the reporting mechanism designed by the Council in conjunction with SYP. It is now very difficult to report speeding as it has to be done on the form shown at annex (e). Residents don't know where to get a form, it is still not on the internet or available by email. When I used the forms to report speeding on behalf of residents they were returned to me saying that only residents could fill them in!! Frankly, I find this ridiculous.</p> <p>I would be very grateful if we can</p> <ul style="list-style-type: none"> • have the form available on the website • allow the form to be returned electronically • allow third party reporting <p>I do not believe that it should be so hard to report speeding issues. I have taken this up via the ACC Sue Cross as a NYPA member. I think it would be helpful for a two-pronged approach. I would ask for your support.</p>

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