

## Notice of a public meeting of

### Decision Session - Cabinet Member for Transport, Planning & Sustainability

**To:** Councillor Merrett (Cabinet Member)

**Date:** Thursday, 10 April 2014

**Time:** 5.00 pm

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

### AGEND a

#### **Notice to Members - Calling In:**

Members are reminded that, should they wish to call in any item\* on this agenda, notice must be given to Democracy Support Group by **4:00 pm on Monday 14 April 2014.**

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

Written representations in respect of items on this agenda should be submitted to Democratic Services by 5.00pm on Tuesday 8 April 2014.

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

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

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

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

- 2. Minutes** (Pages 1 - 4)  
To approve and sign the minutes of the last Decision Session held on 13 March 2014.

**3. Public Participation - Decision Session**

At this point in the meeting, members of the public who have registered their wish to speak at the meeting can do so. The deadline for registering is **5:00pm on Wednesday 9 April 2014.**

Members of the public may speak on:

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

**Filming or Recording Meetings**

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

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

[http://www.york.gov.uk/downloads/download/3130/protocol\\_for\\_webcasting\\_filming\\_and\\_recording\\_of\\_council\\_meetings](http://www.york.gov.uk/downloads/download/3130/protocol_for_webcasting_filming_and_recording_of_council_meetings)

**4. Objections to the Experimental Traffic Regulation Order for the Increased Hours of Operation of the Footstreets Area** (Pages 5 - 26)

The purpose of this report is to consider the objections made during the first 12 months of the experimental Traffic Regulation Order governing the operating hours of the footstreets in the city centre and if appropriate to make the experimental Traffic Regulation Order permanent.

## 5. City and Environmental Services Capital (Pages 27 - 40) Programme - 2014/15 Budget Report

This report sets out the funding sources for the City and Environmental Services Transport Capital Programme, and the proposed schemes to be delivered in 2014/15. The report covers the Integrated Transport and City and Environmental Services Maintenance allocations.

## 6. Urgent Business

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

Democracy Officer:

Name: Laura Bootland

Contact Details:

- Telephone – (01904) 552062
- Email – [laura.bootland@york.gov.uk](mailto:laura.bootland@york.gov.uk)

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

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

Contact details are set out above.

**This information can be provided in your own language.**

我們也用您們的語言提供這個信息 (Cantonese)

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

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

Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)

یہ معلومات آپ کی اپنی زبان (بولی) میں بھی میا کی جا سکتی ہیں۔ (Urdu)

 (01904) 551550

This page is intentionally left blank

City of York Council

Committee Minutes

---

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

---

**39. Declarations of Interest**

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

**40. Minutes**

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

**41. Public Participation/Other Speakers**

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

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

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

**42. A64 - Memorandum of Understanding**

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

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

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

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

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

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

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

**43. University Road Cycle Route & Crossing Improvement Scheme**

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

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

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

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

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

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

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

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





---

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

10 April 2014

Report of the Director of City and Environmental Services

**Objections to the Experimental Traffic Regulation Order for the  
Increased Hours of Operation of the Footstreets Area**

**Summary**

1. The purpose of this report is to consider the objections made during the first 12 months of the experimental Traffic Regulation Order governing the operating hours of the footstreets in the city centre and if thought appropriate make the experimental Traffic Regulation Order permanent. See plan of the area at Annex A.

**Background**

2. The introduction of the experimental Traffic Regulation Order was taken forward to achieve the following main objectives:
  - Unifying the times of the restrictions 7 days a week.
  - Extending the hours of operation of the footstreets.
  - Remove the route through the central area (Davygate, St. Sampson's Square and Church Street) which had been subject to extensive and increasing abuse.
3. The decision to use an experimental Traffic Regulation Order instead of the more usual permanent Traffic Regulation Order route was taken following some initial consultation carried out in the central area on a number of options and themes. Because of the degree of uncertainty and mixed views of those in the area an experiment was considered the most appropriate route as this would allow a rapid change in the restrictions if necessary.

**Consultation**

4. Information regarding the experimental Traffic Regulation Order was circulated to all properties within the central area covered by the proposals (see Annex A). In addition, this information was sent out to a number of organisations representing groups of people who would be affected by, or have an interest in, the changes.
5. Experimental Traffic Regulation Orders can be put in place for a maximum of 18 months and must remain unchanged for a minimum of 6 months before it can be made permanent after considering any

objections made. This period of time when the experimental measures are in place replaces the normal 3 week period for objections to be made to Traffic Regulation Orders. In this case the experimental Traffic Regulation Order has been in place unchanged for 12 months (ending 17<sup>th</sup> March 2014) of the 18 month experiment which is twice the minimum length of time required.

6. A total of 38 representations have been received relating to this experiment (a précis and officers comments for each representation is at Annex B). The representations fall into 3 separate categories, plus a few general comments, and the main areas of concern are outlined below.

**Reduction in Delivery Opportunity** (2 Representations)

7. Main Issue raised - Businesses making multiple deliveries (up to 40/day) within the city centre may have to increase the number of vehicles due to the reduced time period at the start and end of the day. Also, there is a need for loading bays in the city centre.

Officer comment

8. The increase in the footstreet hours was always acknowledged to compress the delivery period; however this was in order to benefit pedestrians in the main shopping area which would then have a knock on benefit to businesses. Hence it is not suggested that either the start or finish time of the footstreets be amended.
9. The provision of loading bays would clearly be beneficial to delivery drivers and businesses, but the scope for providing such facilities is limited. A small informal loading bay in Whip-Ma-Whop-Ma-Gate has just been made subject to a traffic regulation order and enforcement on non-loading use can now take place.
10. Whilst there is no evidence to suggest that deliveries are taking place earlier and later in the day, options for changes to how the central area operated, discussed earlier in the project, included simplifying the traffic regulation orders by making the loading period from 7am and finishing at 7pm (with the footstreets in the middle). A change to extending the loading hours would give a greater priority to deliveries over those wanting access or simply passing through the area, hence there are potential benefits to business now and/or in the future as circumstances change. In addition a potentially greater benefit would be a reduction in traffic generally outside the footstreet hours. A potential obstacle to this change would be for those who live within the city centre who can at present use a vehicle for access from 7 to 8am and 6 to 7pm. Quantifying

this is difficult but the numbers are thought likely to be small and there is scope to issue an annual waiver to residents, with a vehicle, living within the central area that would exempt them from the extended loading restriction. This exemption would not need to be publicised but would be used to overcome individual problems. A potential additional change to the hours of operation though not directly relating to deliveries would be to make the whole of the central area subject to an overnight (7pm to 7am) access only restriction.

**Blue badge / Green permit holders** (6 Representations)

11. A few comments have been received regarding the inability of blue badge holders to enter the streets as they used to. Insufficient space for green permit holders has not been raised as an issue though the ability to access St. Sampson's Sq. from only the Goodramgate direction was raised as a concern early on.

Officer comments

12. The change in the manner of enforcing the regulations (from Police enforcement to physical restriction in the street) was carried out to prevent the very regular throughout the day breach of the previous permanent regulations by drivers merely wishing to travel through the footstreets or Blue badge holders illegally seeking a parking space in the central core area - to the dis-benefit of the Green permit holders. Whilst it is acknowledged that there will have been some dis-benefit to some Green permit holders due to the additional travel time to access the area via Goodramgate, the aim of this change to the regulations has been fully realised. In addition, from ad-hoc observations, spaces are always available to Green permit holders in St. Sampson's Square and Church Street during the pedestrian period. The removal of the Davygate bollard and reintroduction of parking along Davygate is not thought desirable because the previous abuse of the restrictions would be quick to return.
13. The Blake Street to Lendal and Goodramgate to Colliergate Blue badge holder access loops (plus Castlegate) remain unchanged for use by Blue badge holders during the pedestrianisation hours. Whilst the ability to provide additional blue badge holder parking (either formal or informal) on street is very limited, 23 dedicated wide blue badge holder free parking spaces have been provided in: Castle, Piccadilly (where the Shopmobility scheme operates from), Monk Bar and Bootham Row car parks.

**Market traders (24 Representations)**

14. The main concerns raised by market traders is that their businesses often start very early in the morning (as early as 2.30am) and trade late in the afternoon is minimal, hence their working day is extended and the financial gain doesn't cover extra staffing costs at the end of the day. This has also been raised as a concern for the temporary events / markets in the city centre.

Officer comment

15. These concerns are very understandable. However giving a general dispensation for market traders to enter the footstreets at the old hours of operation throughout the year would compromise the footstreets ethos and create uncertainty with others as to what the hours of operation are and possibly raise the question of "if they're allowed in why can't we make deliveries"? Whilst the evenings are light, with weather at its best there is potential for growing custom later in the day. During the winter with darkness in the late afternoon and poorer weather, circumstances are different hence there may be times when continuing to operate a stall to 5pm is not desirable.

An existing power within the traffic regulation order is:

*"On any day after an officer has closed Newgate Market early a vehicle being used by a stallholder in connection with the conveyance of stallholder stock and equipment along a route through Goodramgate, Church St, King's Sq, and Colliergate provided such vehicle is not constructed or adapted to carry more than 16 seated passengers excluding the driver".*

16. Additional guidelines could be drawn up to allow the City Centre Manager or similar council officer to close the market during the winter months (say, October half term to February half term) at 4 or 4.30pm excluding those periods during major events such as the various Christmas fairs.
17. There are, however, opposing views amongst the market traders over the market closing time, hence to take account of this it is suggested that additional guidelines be drawn up for potential introduction providing this is in line with consultation carried out by colleagues elsewhere in the Council on the longer term aims of the market operation.

### **Additional Issue - Stonegate Loading Restriction**

18. Although no changes have been put forward for the loading regulations to Stonegate (vehicles are only allowed to enter the street to load / unload between 5.30am and 10.30am) concerns have been raised from time to time regarding abuse of these regulations. This type of restriction can only be enforced by the Police at the time of an offence and are not only quite difficult to enforce but are also often considered a low priority for policing action due to other more pressing workload issues. The success of the physical enforcement of the traffic regulations in Davygate by using bollards has prompted this to be considered again as an option for Stonegate. Whilst this solution would require a member of staff to remove the bollard at 5.30am daily, the City Council does already have street cleaning staff working during the early hours of the morning in the city centre who would be able to remove the bollards at or before 5.30am. Hence, it is suggested that this solution be trialled. Street cleansing confirm they are able to take on this role. Please note, there is no requirement to make any alteration to the current traffic regulation order.

### **Options**

19. **Option 1** – confirm the making of the experimental Traffic Regulation Order permanent.

This is a recommended option because the experiment has achieved its aims and these restrictions give a good firm foundation for considering further modifications as circumstances change.

20. **Option 2** – continue the experimental Traffic Regulation Order for up to the remainder of the 18 month period and decide at a later date whether to confirm or drop the experiment.

This is not a recommended option because the experimental restrictions have been in place for a full year and experienced the impact of all the usual activities that take place in the central area. In addition, there is no scope to amend the experimental restrictions to try a variation because any alternative would have to be in place for a minimum of 6 months which would take us beyond the maximum 18 month period for an experimental Traffic Regulation Order.

21. **Option 3** – end the experimental Traffic Regulation Order and revert to the previous restrictions.

This is not a recommended option.

22. **Option 4** – commit to consulting city centre retailers and businesses on the following and bring a report to a subsequent Decision Session meeting to consider the outcome:

- Extending the loading only option for motor vehicles in the footstreets 7 to 10.30am and 5 to 7pm.
- Standardising the motor vehicles access only restriction overnight (7pm to 7am) across the whole of the footstreets area.

This is a recommended option because it gives greater priority to deliveries and should reduce general traffic in the central area outside the footstreet hours.

23. **Option 5** – delegate authority to redefine the exemption for market trader’s early finish in line with the Authority’s longer term aims for the market operation.

This is a recommended option.

24. **Option 6** – approve the installation of a pair of bollards at the end of Stonegate to enforce the existing Traffic Regulation Order.

This is a recommended option. It should also be noted that if there are any unforeseen issues created by this approval the issue can be reconsidered at a later date.

### The Council Plan

25. Considering this matter contributes to the Council Plan building strong communities by engaging with all members of the local community likely to be directly affected by traffic management proposals.

### Implications

26.

<b>Legal</b>	There are no legal implications.
<b>Financial</b>	Under £1000 to complete the legal work to make the Traffic Regulation Order permanent. Under £1000 to install 2 removable bollards at the end of Stonegate
<b>Human Resources</b>	There are no Human Resource implications.
<b>Crime &amp; Disorder</b>	There are no crime and disorder implications
<b>Sustainability</b>	There are no sustainability implications
<b>Equalities</b>	There are no equalities implications
<b>Property</b>	There are no property implications

### Risk Management

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

## Recommendations

28. It is recommended that the Cabinet Member approves the following:

- That the experimental Traffic Regulation Order be made permanent.

Reason: because the changes introduced during the experiment have achieved the desired affect with minimal reported problems.

- Delegate authority to officers to redefine the exemption for market traders early finish in line with the Authorities longer term aims for the market operation and its aims for the footstreets area.

Reason: to recognise the very different trading environment in the Market compared with the more usual business activities that take place in buildings.

- That a further report be prepared considering the extension of the loading only period to 7 to 10.30am and 5 to 7pm and creating a standardised access only restriction overnight of 7pm to 7am.

Reason: to further reduce general traffic in the central area and extend the loading only period, given the reduction caused by the extended footstreet hours; reduce confusion over varying hours and restrictions; acknowledge the spread of peak hour traffic and encourage the early evening city centre economy.

- Approve the installation of removable bollards at the St. Helen's Square end of Stonegate to physically enforce the loading only period.

Reason: to achieve greater compliance with the Traffic Regulation Order.

### Contact Details

#### Author

Alistair Briggs  
Traffic Network  
Manager  
Tel. No. (01904)  
551368

### Chief Officer Responsible for the Report

Frances Adams  
Assistant Director Transport, Highways  
& Waste

Report Approved      **Date 27/3/2014**

### Wards Affected:

**Guildhall**

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

**Annexes:**

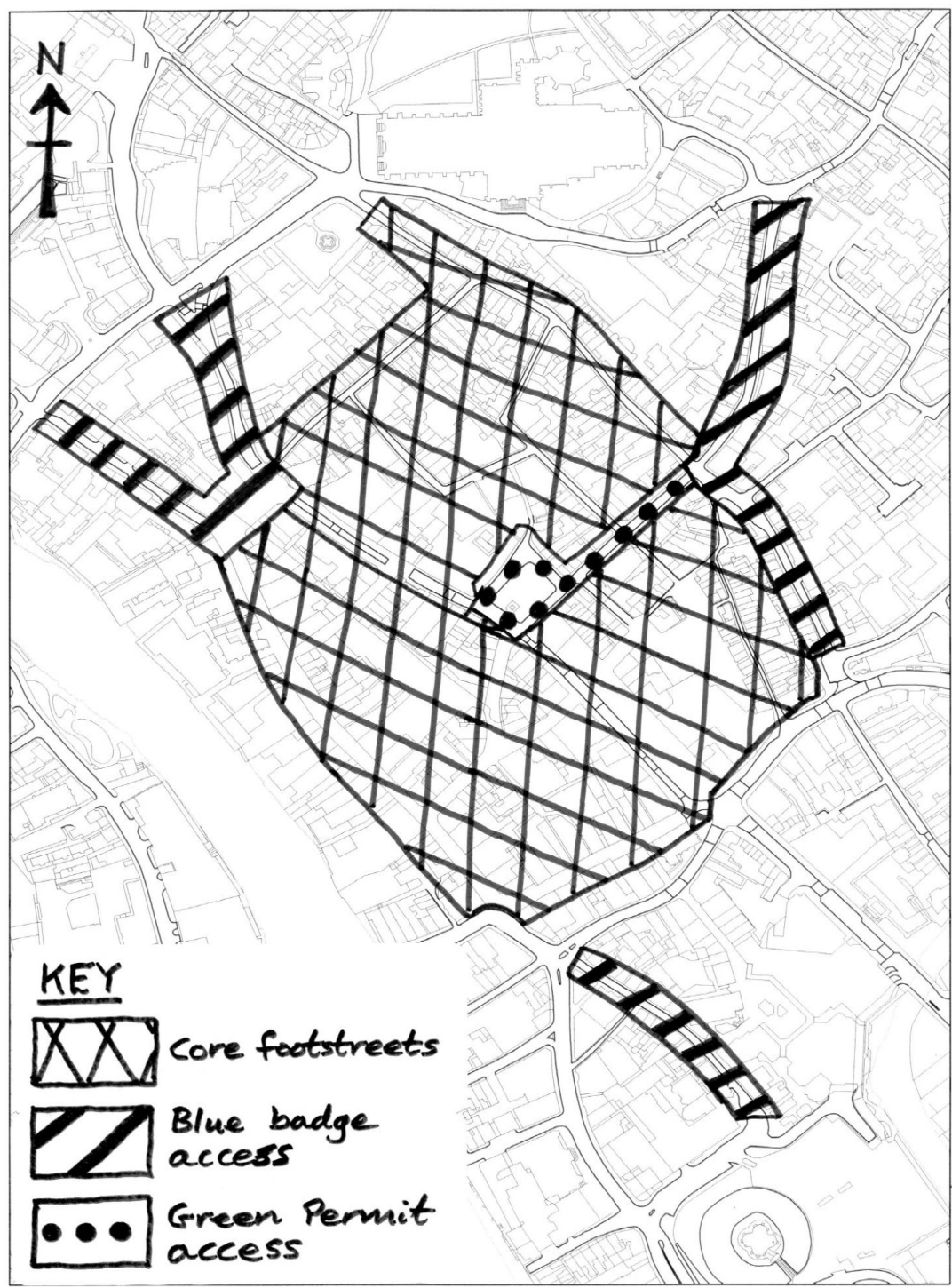
- Annex A Plan of the area
- Annex B Experimental Traffic Regulation Order Information Circulated
- Annex C Objections / Comments Relating Loading
- Annex D Objections / Comments Relating to Blue Badge Holders
- Annex E Objections / Comments Relating to the Market Area
- Annex F General Objections / Comments

**Background Information:**

None



Plan of the Area



This page is intentionally left blank

## Annex B

### Information Circulated for the Experimental Traffic Regulation Order

---



Properties within  
the city centre  
pedestrian zone

Network Management  
Directorate of City and  
Environmental Services  
West Offices, Station Rise  
YORK  
YO1 6GA

Tel: 01904 551368  
Email:  
[highway.regulation@york.gov.uk](mailto:highway.regulation@york.gov.uk)

Date: 15<sup>th</sup> February 2013

Dear Sir or Madam,

#### **Experimental Extension of the Footstreet Hours**

Last year consultation was carried out to help determine possible changes to the way the footstreets operate. Various options were put forward during the consultation following on from which approval was granted to take forward an 18 month Experimental Traffic Regulation Order as outlined below.

- The footstreets will operate from 10.30am to 5pm 7 days a week.
- Davygate will be closed to traffic at its junction with St. Helen's Square using bollards during the footstreet hours (in the same manner Parliament Street is at present).
- The one way traffic flow around St. Sampson's Square will be reversed so that access will only be from the Davygate end rather than from the Church Street end.
- Access into the St. Sampson's Square area for Green Permit holders during the footstreet hours will only be from the Goodramgate direction.


These changes will come into effect on Monday 18<sup>th</sup> March 2013. If you would like to make any representations regarding this proposal please write or email to the address above for my attention after 18<sup>th</sup> March and during the first 6 months of the experimental period. Please note that whilst the experimental period is for 18 months changes can be made if considered desirable during this time before a new permanent order is made or the regulations revert back to the original restrictions.

Director: Darren Richardson

[www.york.gov.uk](http://www.york.gov.uk)

Whilst I appreciate these changes may initially create some disruption and inconvenience to your current routine I hope that in a short while the improvements aimed for will also benefit you. In order to try to minimise disruption during the first few days of the change over I should be grateful if you could ensure these changes are made known to regular visitors, staff, etc and your suppliers so they can consider changes to their delivery schedules if necessary.

Yours sincerely,

A handwritten signature in black ink that reads "Alistair Briggs". The signature is written in a cursive style with a horizontal line underneath the name.

Alistair Briggs  
Traffic Network Manager

## Annex C

## Objections / Comments Relating Loading

Ref	Comments	Officers response	No.
24	Some delivery vehicles spend several hours within the city walls making multiple drop offs to a wide variety of premises. The reduced hours available in the footstreets area may make it necessary to increase the number of vehicles to achieve all the deliveries before 10.30am. Vehicles making one or two deliveries are unlikely to be affected.	These comments (ref 24) were received at the very start of the experimental period. It is acknowledged that there is scope for this to occur, however it is hoped that the increased vehicle free period in the city centre will encourage increased trade in the city centre.	1
24	Questions the ability of the post office and security vans ability to access the area.	The post office and security vehicles have a long standing special exemption in the traffic order and there are no plans at present to amend this.	1
24	Drivers have to spend a considerable amount of time parked up and barrowing goods about due to there being no loading bays other than the one in Whip ma whop ma gate which is always full of cars	Since this was raised the loading bay in Whip ma whop ma gate has been formalised to allow enforcement if it is being used for parking.	1
24	Incidents on the highway network can lead to drivers arriving late into the city and having to park up in places like Duncombe Place (where there is no dedicated loading facility), then barrow goods into the city centre.	Un-planned highway incidents can lead to severe difficulties to achieving multiple scheduled deliveries. The scope for providing more dedicated loading facilities is limited, but there may be locations where this could be re-considered.	1
25	The extension to the	This is correct and the aim is	1

	<p>footstreet hours has reduced the time deliveries and collections can be made from 4 hours to 2.5 hours.</p>	<p>to try to encourage a better visitor / shopper experience in the city centre to encourage economic growth.</p>	
25	<p>The new hours of operation have resulted in a much more congested period in the morning in Lendal due to the shorter delivery period and the introduction of cycle racks. This makes it even more difficult for customers to collect their goods. This has affected the ability to maintain and attract new business to the shop.</p>	<p>It is acknowledged that there is scope for this to occur, however it is hoped that the increased vehicle free period in the city centre will encourage increased trade in the city centre. Whilst the introduction of cycle racks is not part of the footstreets experiment it is important to bear in mind that a significant number of people do cycle into the city to carry out their daily business. The council is also investigating a freight consolidation scheme in the longer term.</p>	1
25	<p>The experimental restrictions on Lendal Bridge have also contributed to these problems.</p>	<p>The Lendal Bridge experiment is outside the scope of the Footstreets review. However the time of restriction has been linked to the pedestrian hours, which allows delivery vehicles to the city centre to use the bridge as previously.</p>	1

**Annex D**  
**Objections / Comments Relating to Blue / Green Badge Holders**

<b>Ref</b>	<b>Comments</b>	<b>Officers response</b>	<b>No.</b>
28	Blue badge holders unable to park outside St. Michael le Belfry for the 11am or 5pm service.	Blue badge holders may park on yellow lines in Duncombe Place for up to 3 hours	1
29	Blue badge holder unable now to get a taxi into the city centre for weekly visits	Whilst there has been no change to the ability for blue badge holders to access the city centre via Blake St or Goodramgate, the hours for access into the inner core (Parliament St, Coney St, etc) have reduced. These changes may make it necessary for someone to change what had previously been a well established routine.	1
30	(This comment also referred to The Lendal Bridge restriction and temporary restrictions on movement due to road works) - Difficult for blue badge holders to access the city centre to pay bills with the new times and banks shutting at 5pm. Would like to revert to the 4pm finish and be allowed down Davygate.	It is acknowledged that during the Lendal Bridge restricted period some Blue badge holders would have a longer journey to get to either the Goodramgate or Blake Street disabled access loops. Davygate has restricted Blue badge holder access for many years. The new bollard merely enforces that restriction, though for a longer period now.	1
31	Is getting increasingly difficult to park or get to blue badge parking spaces in York and is unhappy about the restriction on Davygate.	The restriction at Davygate may have lead to an increase in parking taking place in the Blake St and Goodramgate Blue Badge access loops due to the physical enforcement of Davygate, but casual observations throughout the period indicate that there is nearly always space available. In addition - as	1

		mentioned in paragraph 14 of the report - more dedicated parking spaces have been provided in some city council operated car parks.	
32	<p>Considers the restrictions on Blue badge holders in the city centre to be discriminatory.</p> <p>Had to cancel their attendance at a 50+ festival in the Guildhall because they could not get access to retrieve equipment.</p>	<p>Traffic restrictions normally apply to all road users however in the city centre Blue Badge Holders have been granted exemptions that allow them additional hours of entry into the area when loading is permitted. In addition 2 access loops (Blake Street and Goodramgate) are available for use throughout the pedestrian period.</p> <p>Deliveries and collections from premises such as the Guildhall without a blue badge would have to be before 10.30am and after 5pm like anyone else.</p>	1
38	<p>Blue badge holder used to park in High Petergate for the Sunday 4.30pm service at St. Michael le Belfry. Would like the previous hours of operation reconsidered.</p>	<p>Whilst maybe not quite as convenient, Blue badge holders may park on the yellow lines in Duncombe Place for up to 3 hours.</p>	1



## Annex E

### Objections / Comments Relating to the Market Area

<b>Ref</b>	<b>Comments</b>	<b>Officers response</b>	<b>No.</b>
1, 2, 4, 6, 8, 9, 11, 15, 20, 21, 37,	Extends the working day for market traders / farmers.	Noted.	11
1	The changes don't help traders in a recession.	The aim is to improve the shopper /visitor experience in the city centre to encourage them to stay longer.	1
1	These changes will also affect small shop keepers and we don't want just big name stores in York.	The aim is to improve the shopper /visitor experience in the city centre to encourage them to stay longer.	1
1, 4	Additional vehicles, used by traders, on the road around 5pm.	Noted.	2
2, 8, 19, 20,	Very little business is carried out late afternoon	Noted.	4
2, 3, 4, 5, 6, 7, 8, 9, 10, 16, 17, 19, 21, 37,	Takes longer to get home because travelling at the same time as everyone else.	Noted.	14
3, 4, 5, 6, 7, 9, 10, 16, 17, 37,	The additional hour at the end of the day is not generating extra income and has increased costs (wages, overtime)	The aim is to improve the shopper /visitor experience in the city centre to encourage them to stay longer.	10

3	Concerned about security packing up in the dark	The times for access to the market area were relaxed for the winter period (November to February half term) on Sundays through to Friday to take account of the outdoor trading conditions such as adverse weather.	1
8	The finish time should be earlier because people tend to buy earlier in the day because they do not want produce that's been out in the sun on a stall all day.	Ending the markets earlier is not in all stall holders interests and allowing vehicles in to the area would compromise the footstreets effectiveness.	1
11	The extra hour exceeds the driver working hours for a lorry and exceeds EU working time directives	Noted and it is acknowledged that some businesses may have to alter some of their long established routines.	1
11, 15,	Causes hardships to traders and their families	Noted.	2
11	This will lead to a large reduction in traders using the market.	This has not been reported as a problem.	1
12, 13, 14,	Objects to the extended hours (no reason given)	Noted.	3
18	In poor weather there are very few customers and it takes longer to get home in the traffic.	The Market manager does operate a flexible closing time on these occasions. In addition, the times for access to the market area were relaxed for the winter period (November to February half term) on Sundays through to Friday to take account of the outdoor trading conditions such as adverse weather.	1
19	Too late to buy stock for the following days trading because of the extra hour at the end of the day.	Noted and it is acknowledged that some businesses may have to alter some of their long established routines.	1
22	The market traders vehicles cause additional congestion in Goodramgate around	Whilst this may happen from time to time some congestion in Goodramgate around the	1

	5pm	end of the footstreet hours of operation has also been reported around the previous finish times.	
37	No increase in customers even in good weather has been noted over the course of the experimental period.	Noted.	1
37	More difficult for drivers to get into York to collect stall, wares, etc.	Allowing vehicles in to the area would compromise the footstreets effectiveness.	1
23	<p><b>Support</b></p> <p>Business has improved due to others vans not blocking the stall.</p> <p>Potential customers are staying longer.</p> <p>Some customers choose to buy heavy or perishable goods at the end of the day on the way home.</p> <p>Fewer vehicles in the area make it safer for people.</p> <p>Suggests some flexibility of hours for market during the winter period.</p>	<p>This was one of the hoped for aims.</p> <p>Conflicts with others views but may be due to different trading position</p> <p>Difficult to quantify as recorded injuries have long been very low in the city centre.</p>	1

This page is intentionally left blank

## Annex F

### General Objections / Comments

Ref	Comments	Officers response	No.
27	The footstreets have never worked well since they were introduced in the 1980's. Suggests: Deliveries 6am to 9am Monday, Wednesday and Friday Disabled drivers 9am to 11am Tuesday and Thursday Non-disabled 9am to 11am Wednesday and Friday No transport 11am to 5pm every day with on the spot fines for ignoring the restrictions.	The footstreets have worked well over the last quarter century and the current experiment is aimed at extending the benefits whilst also simplifying the system to achieve greater compliance. The suggestion put forward is not practical.	1
33	There are a number of drivers driving and parking the wrong way round in St. Sampson's Sq.	Compliance with the revised restriction early on was poor, however it has significantly improved. The low speeds do not make non-compliance a safety concern	1
34	Supports the aim of the experiment and would like more action by the Police to tackle inappropriate vehicle speed in the central area	Support noted however the issue of speed is outside the scope of the Experimental Traffic Regulation Order for the footstreets review.	1
35	Their business owns a property in St. Sampson's Sq and opposes the extension of the footstreet hours because of fears of adverse effects on trade. <b>(NOTE</b> - received before the order came in to force)	The aim of this Experimental Traffic Regulation Order is to facilitate greater trading opportunity through a more pleasant environment for shoppers without the presence of vehicles.	1
36	Too many vehicles in the area around 5.30pm when there are still many people	The previous restrictions ended at 4 or 4.30pm not 6pm.	1

	<p>walking in the streets. Would like to go back to 6pm. The signs indicating there are restrictions have been removed make it no longer clear if the area is restricted.</p>	<p>There are still signs at every entry point advising drivers of what the restrictions are.</p>	
--	---	--	--



---

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

10 April 2014

Report of the Director of City and Environmental Services

### **City and Environmental Services Capital Programme – 2014/15 Budget Report**

#### **Summary**

1. This report sets out the funding sources for the City and Environmental Services Transport Capital Programme, and the proposed schemes to be delivered in 2014/15. The report covers the Integrated Transport and City and Environmental Services (CES) Maintenance allocations.

#### **Background**

2. Following approval at Full Council on 27 February 2014, the CES Planning & Transport Capital Programme budget for 2014/15 has been confirmed as **£7,637k**. The budget includes £2,823k of Local Transport Plan (LTP) funding, plus other funding from the from the Local Sustainable Transport Fund (LSTF) grant, the Better Bus Area Fund (BBAF) grant, the Department for Transport's Local Pinch Point Funding (Tranche 3) grant, developer contributions, and council resources.
3. This is a significantly lower level of funding than was available in 2013/14 (£23,649k budget at Monitor 2), due to the additional funding from the Better Bus Area Fund (BBAF) for the Access York Phase 1 scheme in 2013/14.
4. In addition to the Transport Capital Programme, major improvement schemes in the city centre are proposed as part of the Reinvigorate York programme. Funding is included in the Transport Capital Programme as a contribution towards the Reinvigorate York projects.

## Proposed Transport Capital Programme

5. The proposed budget has been split into a number of blocks (shown in Table 1 below), which summarise the strategic aims of the third Local Transport Plan (LTP3) and the Council Plan. More details of the proposed allocations are included in the following paragraphs and in Annex 1 to this report.
6. The allocations shown in Table 1 include funding for schemes committed in previous years and an allowance for overprogramming. Overprogramming is used in the capital programme to ensure that the funding allocation is fully spent within the year. It allows additional schemes to be developed and delivered if other schemes are delayed due to unforeseen circumstances.
7. From the start of the LTP3 period, the level of overprogramming has been kept to a much lower proportion than in previous years, due to the reduced Local Transport Plan funding allocation compared to previous years

**Table 1: Proposed 2014/15 Transport Capital Programme**

<b>Proposed Transport 2014/15 Capital Programme</b>	<b>£1,000s</b>
Access York Phase 1	2,002
Public Transport Schemes	1,115
Traffic Management	2,240
City Centre Improvements	40
Cycling & Walking Network	1,487
Safety Schemes	450
Scheme Development & Completion	100
City Walls Restoration	290
Alleygating	85
<b>Total Transport Programme</b>	<b>7,809</b>
<b>Overprogramming</b>	<b>172</b>
<b>Total Transport Budget</b>	<b>7,637</b>

8. The proposed programme for 2014/15 has been developed to support the five strategic aims of LTP3, and the priorities identified in the Council Plan, including the completion of the



Access York scheme, and the delivery of the A19 Local Pinch Point Improvement scheme, following the successful bid for funding to the Department for Transport. The programme takes account of the anticipated progress delivering schemes in 2013/14, including schemes that may carry over into 2014/15, and schemes that were developed in 2013/14 for implementation in future years.

9. Work on the Access York Phase 1 scheme to provide two new Park & Ride sites at Askham Bar and Poppleton Bar, with associated highway works and improvements to the A59 Roundabout, started on site in May 2013 and is expected to be complete by June 2014. As previously reported to the Cabinet Member in the Monitor 2 report in December, progress on the scheme was delayed due to land condition and utility diversion issues, and funding was slipped to 2014/15 due to these delays. An additional £200k allowance has been allocated to cover contingencies for the project in 2014/15.
10. There will also be a significant element of carryover funding for this scheme, owing to the slippage of approximately six weeks in the delivery of the project. The precise level of the carryover will become more certain as the works are nearing completion.
11. In the Public Transport block, it is proposed to provide funding for improvement work at Rawcliffe Bar Park & Ride, and an allocation for the ongoing feasibility work on a rail/bus interchange at York Station. Funding has also been allocated from the LSTF grant for further roll-out of real-time passenger information displays, and for the ongoing work on the Bus-SCOOT system.
12. As reported to the Cabinet Member in the Monitor 2 report in December, some funding from the Better Bus Area Fund grant was slipped into 2014/15 due to delayed progress on these schemes. The proposed 2014/15 programme includes the implementation of the Clarence Street bus priorities scheme, the completion of the York Station Interchange scheme, improvements at the Theatre Royal Interchange (including a contribution to the Reinvigorate York schemes at Exhibition Square and Duncombe Place), and the completion of the Stonebow Interchange scheme.

13. The Traffic Management block includes funding for the continued development of the Urban Traffic Management & Control (UTMC) and Bus Location and Information Sub-Systems (BLISS) systems. Funding is also allocated for the implementation of the A19 Pinch Point scheme to construct highway and public transport measures on the A19 to the south of York, following the award of £1.9m part-funding for this scheme in September 2013. The scheme will be match-funded by a contribution from the Local Transport Plan funding and by developer contributions as part of the Germany Beck development.
14. As in previous years, an allocation for the monitoring of air quality in the city centre and an allocation for the ongoing review of street furniture, signing, and lining to reduce street clutter has been included in the City Centre Improvements block.
15. As stated in the Monitor 2 report in December, completion of the Haxby to Clifton Moor cycle route was delayed as the bridge design and tender process took longer than originally expected, and the bridge would now be installed in early 2014/15. Funding was to be allocated in the 2014/15 programme for the carryover cost of the scheme.
16. The tenders for the new bridge for the scheme came in higher than originally anticipated, which was principally due to poor ground conditions at the bridge location. To enable the redesigned scheme to be progressed, a further allocation of £350k has been provided to cover the additional cost of the new bridge.
17. Funding has also been allocated in the Cycling and Walking Network block for the implementation of a new off-road cycle route on University Road. Minor improvements to the walking route from the Station to Lendal have been developed in 2013/14, and will be progressed in 2014/15. An allocation has been included for the completion of work on the Rufforth-Knapton cycle route, which has been match-funded by Yorwaste, Sustrans, and Rufforth Parish Council.
18. The review of the cycle network carried out in 2012/13 identified schemes to address the 'missing links' in the existing cycle network, and funding has been allocated in 2014/15 for

the development and implementation of schemes identified in the priority list.

19. Funding is available from the LSTF grant for a number of smaller schemes, including cycle parking at schools, match funding to employers towards the cost of providing cycle parking, infrastructure improvements identified in the cycle route audit, and work to link gaps in the existing cycle network. An allocation has also been provided for minor pedestrian and cycle schemes across the city.
20. Following the implementation of the West York 20mph limit scheme in 2013/14, and feasibility work to develop the next phase of the programme, funding has been allocated to allow the North York and East York 20mph schemes to be implemented in 2014/15.
21. Funding has also been allocated to continue the Safe Routes to Schools programme, and for schemes to improve safety across the city, including a contribution to speed management measures on University Road to support work being carried out by the University to address safety issues at this location.
22. To allow schemes to be developed for implementation in future years, an allocation of £50k has been allocated to fund feasibility and design work in 2014/15.
23. As in previous years, an allocation of £50k has been included to fund retentions, final completion works, and items identified during the safety audits of schemes completed in previous years.
24. As reported to the Cabinet Member at the Monitor 2 report in December, part of the funding allocated for City Walls improvements in 2013/14 was slipped to 2014/15 due to the length of time required to develop the Walmgate Bar improvement scheme. Feasibility and design work for the Walmgate Bar scheme is ongoing, and the scheme will be implemented in 2014/15.
25. An allocation of £85k has been included in the capital programme for the continuation of the programme of alleygating work across the city.

## **Consultation**

26. 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.
27. Funding for the capital programme was agreed by the council on 27 February 2014. Whilst consultation is not undertaken on the capital programme as a whole, individual scheme proposals do follow a consultation process with local councillors and residents.

## **Options**

28. The Cabinet Member has been presented with a proposed programme of schemes, which have been developed to implement the priorities of the Local Transport Plan and the Council Plan.

## **Analysis**

29. The programme has been prepared to meet the objectives of the LTP3 and the Council Plan priorities, implement the schemes identified in the LSTF bid and the BBAF bid, contribute the match funding required for the Access York scheme, and implement the A19 Local Pinch Point Fund improvements.

## **Council Plan**

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

## Implications

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

## Financial Implications

32. The LTP allocation for 2014/15 was confirmed by the Department for Transport on 29 March 2012. Following approval at Full Council on 27 February 2014, the full City and Environmental Services Transport Capital Programme budget for 2014/15 is **£7,637k**. The programme will be amended to include carryover funding from 2013/14 at the Consolidated Budget report in July
33. The programme is funded as follows:

<b>Funding</b>	<b>2014/15</b>
	<b>£1,000s</b>
Local Transport Plan	2,323
CYC LTP Top-up Funding	500
Section 106 Funding	300
Access York – EIF Funding	331
Access York – Section 106 Funding	100
Access York – CYC Funding	948
Local Sustainable Transport Fund	182
Better Bus Area Fund – EIF	798
A19 Pinch Point Grant Funding	1,780
CYC Funding (City Walls)	290
CYC Funding (Alleygating)	85
<b>Total Budget</b>	<b>7,637</b>

34. If the allocations proposed in this report are accepted, the total value of the City Strategy Transport Capital Programme for 2014/15 would be **£7,809k** including overprogramming. The overprogramming level of £172k is felt to be appropriate for the level of funding available in 2014/15.

### **Risk Management**

35. The Transport Capital Programme has been prepared to assist in the delivery of the objectives of the Local Transport Plan. Owing to the lower availability of funding for LTP schemes, there is a risk that the targets identified within the plan will not be achievable.
36. Due to the scale of the Access York Phase 1 Scheme, the potential for an adverse impact in financial terms needs to be highlighted, should there be greater demand than anticipated on the contingencies for unforeseen circumstances.

## Recommendations

37. The Cabinet Member is requested to approve the proposed 2014/15 City and Environmental Services Capital Programme as set out in this report and at Annex 1.

Reason: To implement the council's transport strategy identified in York's third Local Transport Plan and the Council Priorities, and deliver schemes identified in the council's Transport Programme.

## Contact Details

<b>Author:</b>	<b>Chief Officer Responsible for the report:</b>		
<b>David Carter</b> Major Transport Programmes Manager City & Environmental Services Tel No. 01904 551414	<b>Frances Adams</b> Assistant Director - Transport, Highways and Waste		
	<b>Report Approved</b>	✓	<b>Date</b> 01.04.14
<b>Specialist Implications Officer(s)</b> <i>List information for all</i>			
<b>Wards Affected:</b>		<b>All</b>	✓
<b>For further information please contact the author of the report</b>			

## Background Papers:

CES 2013/14 Capital Programme: Monitor 2 Report – 12 December 2013

## Annexes

Annex 1: Proposed 2014/15 City and Environmental Services Capital Programme

Glossary of Terms

CES - City and Environmental Services

LTP - Local Transport Plan

LSTF - Local Sustainable Transport Fund

BBAF - Better Bus Area Fund

UTMC - Urban Traffic Management & Control

BLISS - Bus Location and Information Sub-Systems

CRAM - Capital Resource Allocation Model



Scheme Ref	2014/15 Transport Capital Programme	Total 14/15 Budget	Comments
		£1,000s	

<b>Access York Phase 1</b>			
AY01/09	Access York Phase 1 - Park & Ride Sites	2,002.00	Completion of Park & Ride sites at Askham Bar & Poppleton Bar
	Askham Bar Expansion/ Relocation		
	A59 (Poppleton Bar)		
	A59 Roundabout Improvements		

<b>Total Access York Phase 1</b>	<b>2,002.00</b>
----------------------------------	-----------------

<b>Public Transport Schemes</b>			
New	Park & Ride Site Upgrades	110.00	Upgrades at existing Park & Ride sites
PT03/13	Rail/Bus Interchange Study	50.00	Development of new rail/bus interchange at York Station
<b>LSTF Schemes</b>			
PT08/11	LSTF - Real-Time Passenger Information Roll-out	20.00	New real-time passenger information displays
PT09/11a	LSTF - Introduction of Bus-SCOOT	5.00	Traffic signal priority work
<b>BBAF Schemes</b>			
PT05/12	York Hospital to City Link (Clarence St) Bus Lane & Associated Traffic Light Priority Measures	110.00	Implementation of bus priority measures on Clarence Street
PT08/12	York Station Interchange	30.00	Completion of improvements to bus stops and waiting facilities on Station Road
PT09/12	Theatre Royal Interchange	525.00	Improvements to bus stops and waiting facilities on St Leonard's Place and Museum Street, including contributions towards Reinvigorate York schemes
PT10/12	City Centre Interchange (Rougier St)	220.00	Improvements to bus stops and waiting facilities on Rougier Street
PT11/12	Stonebow Interchange	45.00	Completion of improvements to bus stops and waiting facilities on Stonebow

<b>Public Transport Programme Total</b>	<b>1,115.00</b>
---	-----------------

Scheme Ref	2014/15 Transport Capital Programme	Total 14/15 Budget	Comments
		£1,000s	

<b>Traffic Management</b>			
New	Urban Traffic Management & Control/ Bus Location & Information Sub-System	110.00	Upgrades to UTMC & BLISS systems
TM03/13	A19 Pinchpoint Scheme	2,130.00	Highway and public transport improvements on Fulford Road

<b>Traffic Management Programme Total</b>	<b>2,240.00</b>
---	-----------------

<b>City Centre Improvements</b>			
New	Air Quality Diffusion Tubes	20.00	Purchase of air quality monitoring equipment
New	Street Furniture, Signing, & Lining Review	20.00	Review of street furniture, signs & lining for de-cluttering

<b>City Centre Improvements Total</b>	<b>40.00</b>
---------------------------------------	--------------

<b>Cycling &amp; Walking Network</b>			
CY10/11	LSTF - Haxby to Clifton Moor Cycle Route	840.00	Completion of off-road route parallel to the Outer Ring Road to link Haxby, Wigginton & New Earswick to the Clifton Moor area
CY05/13	University Road Cycle Route	250.00	Conversion of verge to shared-use path
PE04/11	LSTF - Station to Lendal Route	25.00	Minor improvements pending wider review of Station Interchange area
CY06/13	Cycling Network Priority Schemes	170.00	Development & implementation of priority schemes identified in the review of the cycle network
New	Rufforth-Knapton Cycle Route	25.00	Completion of new off-road cycle route

Scheme Ref	2014/15 Transport Capital Programme	Total 14/15 Budget	Comments
		£1,000s	

CY06/11	LSTF - School Cycle Facilities	30.00	Match finding for cycle parking at schools, colleges, and businesses
CY07/11a	LSTF - Business Cycle Facilities Match Funding	20.00	
CY07/11b	LSTF - Business Cycle Facilities - 'Park That Bike' Match Funding	12.00	
CY08/11	LSTF - Cycle Infrastructure Audit Works	30.00	Upgrades to cycling infrastructure following audit of network in previous years
New	Woodland Way to Monks Cross Drive Link - linking gaps in the cycle network	10.00	Links between existing cycle networks in the Northern Quadrant of the city
New	Clarence Street Cycle Facilities	10.00	Improvements to cycle facilities on key route into city centre
New	Minor Pedestrian Schemes	17.50	Minor cycle and pedestrian improvements, including new dropped crossings
New	Dropped Crossings	15.00	
New	Minor Cycle Schemes	17.50	
New	Cycle Parking	15.00	

<b>Cycling &amp; Walking Network Programme Total</b>	<b>1,487.00</b>
--	-----------------

Safety Schemes			
New	20mph Programme	235.00	Implementation of North York and East York schemes
New	School Safety Schemes	55.00	Continuation of the Safe Routes to Schools programme
New	Local Safety Schemes/ Danger Reduction	55.00	Implementation of schemes to address safety issues
New	Speed Management Schemes	25.00	Implementation of schemes identified in the Speed Management Review process
New	University Road Speed Management Scheme	80.00	Implementation of scheme to address safety issues

<b>Safety Schemes Programme Total</b>	<b>450.00</b>
---------------------------------------	---------------

Scheme Ref	2014/15 Transport Capital Programme	Total 14/15 Budget	Comments
		£1,000s	

Scheme Development & Completion			
New	Future Years Scheme Development	50.00	Development of schemes for implementation in future years
-	Previous Years Schemes	50.00	Budget required for minor completion works and retention payments

<b>Total Scheme Development &amp; Completion</b>	<b>100.00</b>
--	---------------

<b>Total Integrated Transport Programme</b>	<b>7,434.00</b>
---	-----------------

### CES Maintenance Budgets

City Walls			
CW01/12	City Walls Restoration	290.00	Restoration work at Walmgate Bar

<b>Total City Walls</b>	<b>290.00</b>
-------------------------	---------------

Alleygating			
AG01/13	Alleygating Programme	85.00	Continued programme of alleygating works across the city

<b>Total Alleygating</b>	<b>85.00</b>
--------------------------	--------------

<b>Total CES Maintenance Schemes</b>	<b>375.00</b>
--------------------------------------	---------------

<b>Total CES Capital Programme</b>	<b>7,809.00</b>
------------------------------------	-----------------

<b>Total Overprogramming</b>	<b>172.00</b>
------------------------------	---------------

<b>Total CES Capital Budget</b>	<b>7,637.00</b>
---------------------------------	-----------------

<u>AGEND A ITEM</u>	<u>REPORT</u>	<u>RECEIVED FROM</u>	<u>COMMENTS</u>
4	Objections to TRO	Mrs Jo Cole	<p><b><u>First Email</u></b></p> <p>I am writing to ask you to reconsider your decision to extend the pedestrianised zone to 5pm on a Sunday? It is affecting my ability to attend my place of worship.</p> <p>I have been a member of St Michael le Belfrey church for over 4 years. I am a Christian and an important part of my faith is to attend church to worship God with fellow believers. I also have a disability, walk with a stick and have a blue disabled parking permit. The service I attend starts at 4.30pm. I used to park on High Petergate when the barrier was lifted at 4.30pm. However, since the change of hours I have to park in Deangate, or more recently due to road closures, Blake Street. Both of these options mean a considerable walk for me. This causes me a considerable amount of pain, discomfort and distress. On a 'good day' I can manage it, on a 'bad day' I cannot.</p> <p>I am not the only member of the congregation who has a disability. This problem must also affect disabled members of our 11am congregation too. I would ask you to reconsider your policy.</p> <p>Thank you for your time.</p> <p>Mrs Jo Cole</p>

			<p><b><u>Second Email</u></b></p> <p>Thank you for agreeing to pass on further information regarding by objection about the Pedestrian Zone.</p> <p>My original objection was regarding attending services at St Michael le Belfry church. I regularly attend the service that starts at 4.30pm. I previously parked outside the church on High Petergate, under the previous system. The response to my objection, in Annex D, is to park in Duncombe Place. I would suggest this is not a viable option as one side of the road is a taxi rank and the there is rarely a space available on the other side of the road! (Due in part to the Dean Court Hotel).</p> <p>I would also suggest that the comment "Whilst maybe not quite as convenient, blue badge holders may park on the yellow lines in Duncombe Place" shows a complete lack of understanding about the nature of disability. It can be the difference between attending a service or not. It's not about convenience it's about physical limitations. I can drive, but can't always walk very far. I am a recently widowed, disabled woman with a young son, I don't have a husband to drop me off near the church and go and park elsewhere. It's about independence and life is challenging enough as a disabled person, without parking restrictions making it even more difficult!</p>
--	--	--	--

			<p>There is mention of additional disabled parking spaces being provided in car parks. That's great, but not really a help if you can only walk short distances! Not all disabled people use wheelchairs or have carers to help them. Some disabled people walk with sticks/crutches/frames and need to park near to where they need to go. And whilst I appreciate that some people with blue badges were previously seen to 'abuse' the ability to park on Davygate with a green permit, I would suggest this might have been by accident with visitors not realising there was a different system? It wasn't clearly signposted. The removal of the ability to park on Davygate to visit the Halifax bank for example, or dare I say it, Betty's (yes disabled people like to go for afternoon tea too!) is a great shame.</p> <p>I find the tone of some sections of the report and some of the answers to objections raised by disabled people quite patronising. It sounds like the council are doing disabled people a favour by letting them park in the city. Whilst in fact I would suggest that actually disabled people pay their council tax like everyone else and should be able to access the city centre like able bodied residents.</p>
--	--	--	---

			<p>Whilst I see from the report that the recommendation is that the current pedestrian zone system remains, I would ask that the council reconsider this decision, even if it's just that the bollard be lifted on High Petergate at 4.30pm on a Sunday.</p> <p>Please don't hesitate to contact me if you require any further information.</p> <p>Thanks. Kind regards.</p> <p>Jo Cole (Mrs)</p>
--	--	--	---