

2010/11 Outturn Report – Scheme Progress Report

1. This annex provides an update on progress on schemes within the Planning & Transport Capital Programme. A scheme by scheme review of progress and spend is set out in Annex 2, which shows the scheme status at the end of March 2011. Progress on schemes since the end of the financial year is also shown where appropriate.

Transport Schemes

ACCESS YORK PHASE 1

Budget: £385k (£25k LTP, £360k RFA Top-up)

Programme (including overprogramming): £385k

Spend to 31 March 2011: £412k

2. Access York Phase 1 (AY01/09). As reported earlier in the year, the Access York Phase 1 scheme has been placed in the Department for Transport's 'Development Pool' of schemes and there is now the opportunity to compete for funding with 48 other schemes for the available budget. Work on the preparation of the Final Bid is ongoing and the options to reduce costs are being considered. The Final Bid has to be submitted by 9 September 2011, and the funding outcome will be announced by DfT in December 2011. The successful schemes will receive funding from April 2012 onwards.
3. During 2010/11 further detailed design work has been carried out, mainly associated with the site at Askham Bar Park & Ride. In the latter part of the year work has been carried out to develop the Expression of Interest submission to DfT in January 2011, plus initial preparations for the Interim Bid, due in June 2011, and the Final Bid due later in the year.
4. The additional expenditure in the year was agreed in the report to the Executive in February to allow additional work to be done to prepare the Final Bid.

ACCESS YORK PHASE 2

Budget: £1,475k (£5k LTP, £1,220k RFA Top-up, £250k s106)

Programme (including overprogramming): £1,475k

Spend to 31 March 2011: £872k

5. Access York Phase 2 Development (AY02/08). This scheme was deferred earlier in 2010/11 due to the impact of the Government's Spending Review and the review of the Major Schemes process.
6. Traffic & Transport Model Enhancement (AY01/10). Data collection for the new model was completed in October 2010 and included roadside interviews, Park & Ride on-bus surveys, bus boarding and car park interviews, as well as traditional traffic count data. The data has been validated and input to the new model. The highway model scope has been expanded to cover the entire York area in detail, with Yorkshire and the rest of the country in lesser detail. The public transport model has been built and includes rail for the first time, and the demand (gravity) model has been built. Calibration and validation of the model started in January 2011 and is ongoing, with delivery of the validated model

expected at the end of June 2011. An allocation has been provided in the 2011/12 programme to complete the baseline model.

7. A19 Roundabout Improvements (OR01/09). Work started on this scheme in January 2011, and has continued into 2011/12. The work completed before the end of March 2011 included the utilities diversions, footway works, installation of street lighting, and earthworks. The road widening work is progressing and it is anticipated that the scheme will be completed in June.
8. The completion of the scheme will be later than expected due to the longer length of time required to complete the utilities diversions, the increased works due to unforeseen ground conditions, and the impact of restricted working hours allowed on the highway. Subject to confirmation of the costs of the compensation events, it is anticipated that the scheme will be completed within the overall original cost estimate. It is proposed to carry over the underspend to fund the completion of the work in 2011/12.

MULTI-MODAL SCHEMES

Budget: £730k (£550k LTP, £80k Cycling City, £100k s106)

Programme (including overprogramming): £780k

Spend to 31 March 2011: £830k

9. Blossom Street Multi-Modal Scheme (PT07/06). As reported earlier in the year, the improvements to the Blossom Street/ Queen Street/ Micklegate/ Nunnery Lane junction were completed in October 2010. New traffic signals were installed at the junction, and a new pedestrian crossing was installed on Blossom Street at the Bar Convent. A new advanced green signal for cyclists was provided at the Queen Street junction, and amendments to the road layout were made to improve the left turn from Queen Street to Blossom Street.
10. Fishergate Gyratory Multi-Modal Scheme (MM01/08). The development of a scheme to improve the Fishergate Gyratory for all road users has continued, following approval of the outline proposals for the scheme at the June 2010 Decision Session. Work has also been carried out to identify potential highway improvements to improve access to the re-opened Barbican Centre, which will be implemented in 2011/12 following further feasibility work and consultation.
11. Fulford Road – 09/10 Completion (PT04/06). As reported earlier in the year, the Stage 2 improvements between Hospital Fields Road and Heslington Lane had carried over from the 2009/10 capital programme, and were completed in early 2010/11. Following a review of the completed scheme, it was agreed at the November Decision Session to remove the section of north-bound bus lane between Fulford Cross and Hospital Fields Road, which was carried out in January 2011.
12. Fulford Road (Cemetery Road to Fishergate) (MM01/10). Improvements to the section of Fulford Road between the Cemetery Road junction and Fishergate School started on site in February and were completed in April. The scheme included two new zebra crossings outside Fishergate School, footway widening, amendments to cycle facilities including new crossing points, and a new 20mph limit along this section of road. The work was carried out at the same time as a

Yorkshire Water maintenance scheme on this section of road to reduce disruption to road users. A study is also being carried out to identify possible improvements for pedestrians in the vicinity of the Cemetery Road junction.

13. The allocation for the scheme was £80k, but the scheme cost in 2010/11 was £140k. The cost of the scheme increased due to the addition of the 20mph limit scheme (approved at the March Decision Session), and the decision to implement the scheme during the road closure for Yorkshire Water, which required the works to be completed in a shorter period of time than originally expected. Additional work was carried out to address drainage problems identified during the course of the work, and some additional resurfacing work was required where road condition had deteriorated due to the severe winter weather, which also increased the scheme cost. A funding allocation will be required in the 2011/12 programme for the carryover costs from this scheme.

AIR QUALITY & TRAFFIC MANAGEMENT

Budget: £205k (£135k LTP, £20k s106, £50k Grant Funding)

Programme (including overprogramming): £205k

Spend to 31 March 2011: £209k

14. Urban Traffic Management & Control (UTMC) Projects (AQ01/10). The main focus of the UTMC programme in 2010/11 has been the completion of the upgrade of the council's Urban Traffic Control (UTC) instation with new technology, which has replaced equipment at the end of its lifespan and will allow greater integration between UTC and UTMC.
15. Other work has included the purchase of two wireless traffic cameras, which can be moved around the highway network to allow short-term monitoring of particular locations and problems, and the purchase and installation of six new display screens, which can provide real-time bus information and travel news including information on service disruptions and alterations. Overall, the spend on the UTMC and BLISS projects in 2010/11 was £194k, against a budget of £200k.
16. Section 106 funding has been used to support the development of the Low Emission Strategy in 2010/11, and LTP funding was used to purchase equipment for air quality monitoring across the city.
17. James St Link Road Phase 2 Development (JS01/09). Good progress has been made with the developer of the site to enable the link road to be completed. It is anticipated that a planning application will be submitted in 2011/12, which would enable construction of the link road to commence once the site has been decontaminated.
18. Car Park Ticket Machines (TM01/10). New ticket machines have been installed at Esplanade, Marygate, Bootham Row, Castle, and Nunnery Lane car parks, which allow the use of credit/ debit cards for transactions.
19. James Street Link Road Phase 1 (JS01/10). The retention on the contract and final landscaping works have now been completed. An allocation for the final £10k payment will need to be provided in the 2011/12 programme.

PARK & RIDE

Budget: £40k

Programme (including overprogramming): £40k

Spend to 31 March 2011: £46k

20. Park & Ride Site Upgrades (PR01/10). Several improvements were carried out at Park & Ride sites during the year, including the extension of the bus layby at Rawcliffe Bar Park & Ride and the installation of a new height barrier at Grimston Bar Park & Ride.
21. Park & Ride City Centre Bus Stop Upgrades (PR02/10). The relocation of the Park & Ride bus stop on Piccadilly was completed in 2010/11, including footway widening and the installation of a new bus shelter. The scheme cost was greater than originally expected due to the increased cost of the footway widening and kerbing work.

PUBLIC TRANSPORT IMPROVEMENTS

Budget: £340k (£267k LTP, £73k Grant Funding)

Programme (including overprogramming): £340k

Spend to 31 March 2011: £289k

22. Haxby Station Scheme (PT03/08). As reported earlier in the year, the development of the Haxby Station scheme was deferred due to the impact of the Government's Spending Review and the review of the Major Schemes process.
23. Bus Location & Information Sub-System (BLISS) (PT01/10). The conversion of the city's bus stop real-time information display equipment from Private Mobile Radio (PMR) to GPRS-type communications was completed in 2010/11. This increases the reliability of the signs and improves the way journey information can be displayed. Other work completed in 2010/11 included the addition of rail journey planner software to the five Cityspace kiosks in the city, and upgrades to the loop detection system at the Low Poppleton Lane rising bollard to reduce delays to buses using the route.
24. Bus Stop & Shelter Programme (PT02/10). Schemes completed in 2010/11 included the completion of work that had carried over at the end of 2009/10, an upgrade of bus stops along the northern section of Service 11 following First's changes to the route, and the installation of new bus stops in Poppleton along the revised Service 20 route. Feasibility work has also been carried out to develop schemes for implementation in 2011/12.
25. Dial & Ride Vehicle (PT03/09). Two new low-floor minibuses were purchased for the council's Dial & Ride service, and have been in use since December. This has increased the number of buses to four, and will reduce disruption to the Dial & Ride service due to vehicle maintenance issues. The purchase of the new buses was part-funded by a £73k grant from Yorkshire Forward.
26. Station Frontage (PT05/10). A review of traffic arrangements at York Station was carried out during the year and reported to the March Decision Session. Minor amendments were made to the road markings around the FTR stop to

improve traffic flow, and the council will continue to work with East Coast to develop aspirations for a revised traffic layout at the station in the longer-term.

27. The Quality Bus Contract Scheme Development was deferred following the Government's Spending Review in 2010, and has not been progressed in the year. Work has been carried out to develop the Taxi Card scheme, which will replace the use of National Travel Tokens for concessionary fares entitlement, but the card readers for taxis were not delivered before the end of March. An allocation to fund the purchase of the card readers will be needed in the 2011/12 programme.

WALKING

Budget: £335k (£235k LTP, £40k s106, £60k CYC funding)

Programme (including overprogramming): £360k

Spend to 31 March 2011: £221k

28. Dropped Crossing Budget (PE01/10). A total of 12 pairs of dropped crossings were installed at various locations across the city, following requests from the public.
29. Minor Pedestrian Schemes Budget (PE02/10). Minor pedestrian schemes completed in 2010/11 included new dropped kerbs in New Earswick, and a new footpath on the A19 (South) between Wheldrake Lane and Howden Lane, which was constructed as part of the A19 drainage improvement scheme.
30. Clifton Moor Pedestrian Audit Schemes (PE03/10). A number of improvements were carried out in 2010/11 to provide new dropped kerbs and minor footway improvements in the Clifton Moor area, following an audit of the main pedestrian routes in previous years to assess whether they met the council's accessibility standards.
31. Footstreets Review (PE04/09). Work has been carried out to develop the measures that received 'in principle' approval from Members at the 11 May 2010 Executive meeting. Some consultation has been carried out on the proposals to standardise the Footstreets hours, and work has been carried out to assess the potential for cycle access through the Footstreets along Low Petergate/ Colliergate, including some consultation with key stakeholders. Work has also been carried out on the options to reduce signing and lining, and the possible inclusion of Fossgate within the Footstreets. A report will be taken to Members later in the year to provide an update on the progress of these schemes and options for implementation.
32. City Centre Accessibility Improvements (PE04/10). The improvements to the Park & Ride bus stop on Museum Street, including footway widening, were completed in March. Work started on the Library Square improvement scheme in March and has continued into 2011/12. Amendments have been made to the lay-out of Library Square to create a more pedestrian-friendly environment while retaining access for service vehicles. The carriageway level has been raised to remove the need for steps at the entrance to the library, and new lighting columns and benches have been installed. Two disabled parking

spaces have been retained, and additional disabled parking spaces have been provided on Blake Street.

33. Amendments have been made to the footways at the entrance to the Museum Gardens, and a new raised crossing point has been provided at the Lendal/ Museum Street junction. New cycle parking has also been provided on Lendal in addition to the cycle parking retained in Library Square.
34. The £60k CYC funding provided by Property Services for improvements to the access to the York Explore library centre was slipped to 2011/12 at the Monitor 3 Corporate Capital Programme report to complete the works. Some additional funding will also be required in 2011/12 for the carryover costs from this scheme.
35. Improvements to Hungate Bridge Approaches (PE06/10). The council has funded the demolition of the concrete 'tunnel' adjacent to the former Walker's builders merchant site in 2010/11, and feasibility work has been carried out on possible improvements to Navigation Road to link to the new bridge. The new bridge is expected to be completed by August 2011.
36. Rawcliffe Recreation Ground Shared-Use Path (PE07/10). As reported earlier in the year, this scheme was deferred to 2011/12 following the Government's Spending Review. The scheme is currently on site and will be completed in June well in advance of the planned opening of the new Clifton with Rawcliffe school.
37. Both the Howden Dike Crossing and the Minster Piazza schemes were removed from the programme earlier in the year. The Howden Dike Crossing scheme was unable to be progressed as a funding contribution from the Parish Council was not available in 2010/11. The Minster Piazza scheme was removed from the programme as the funding is not required until 2012/13.

CYCLING

Budget: £1,622k (£347k LTP, £100k RFA Top-up, £950k Cycling City, £225k s106)

Programme (including overprogramming): £1,744k

Spend to 31 March 2011: £1,237k

38. Lendal Hub Station (CY01/09). The new secure cycle parking facility at the former electricity sub-station at Lendal Bridge opened at the start of January 2011. Operated by Bike Rescue, it provides secure cycle parking for 100 cycles, changing facilities and lockers.
39. Orbital Cycle Route: James Street to Millennium Bridge (CC03/09). This scheme has provided a link between the existing cycle facilities at the north end of James Street and the riverside cycle route to the Millennium Bridge. A new off-road cycle path has been provided on James Street and new traffic signals have been installed at the James Street/ Lawrence Street junction, which includes a toucan crossing to link to the route via Heslington Road, Horseman Avenue, and Melbourne Street to New Walk and the route to the Millennium Bridge.

40. The majority of the work was substantially complete in March, but some work has continued into early 2011/12, including amendments to the new traffic signals and minor completion works on other sections of the route, which will require additional funding in the 2011/12 programme.
41. Orbital Cycle Route: Clifton Green to Crichton Avenue (CC01/09). This scheme has provided a link between existing cycle facilities at Clifton Green and the cycle route along Crichton Avenue. The scheme consisted of cycle lanes and a new toucan crossing on Water Lane, a new cycle path along the southern edge of the Kingsway North central land, and an off-road path linking Kingsway North to the existing route on Crichton Avenue. Work started on site in January 2011 and was completed in early 2011/12. Additional funding will be required in the 2011/12 programme for the carryover costs from this scheme.
42. Orbital Cycle Route: Hob Moor to Water End (CC02/09). This scheme has provided a link between the existing cycle route across Hob Moor and the Water End/ Boroughbridge Road junction. The majority of this route is on-road through Hamilton Drive, Hobgate, Manor Drive South and Lindsey Avenue to Boroughbridge Road. On-road cycle lanes have been provided at the Green Lane roundabout, and the zebra crossing on Acomb Road has been replaced with a toucan crossing. A one-way system and 20mph limit has been provided in the Milner Road area to improve links to the Orbital Cycle Route from the west.
43. Work started on the scheme in early 2011, but the new toucan crossing on Acomb Road was not installed until early 2011/12 due to the availability of the traffic signals contractor. Additional funding will be required in 2011/12 for the carryover costs from this scheme.
44. Wigginton Road Cycle Route (CY01/07). New cycle facilities have been provided along Wigginton Road, which has completed the missing section of the Haxby to Station cycle route. New on-road cycle lanes have been provided between Clarence Street and Vyner Street, with a section of off-road path near the new hospital access, and the pelican crossing by the hospital access has been converted to a toucan crossing. The scheme links to the cycle facilities provided on the hospital site as part of the new car park development, which have been funded by the hospital, and also links to existing cycle routes on Crichton Avenue and the Foss Islands route.
45. The budget allocation for this scheme was £75k, but it became apparent late in 2010/11 that the scheme cost would increase due to additional resurfacing work that was required due to poor carriageway condition. There were also additional costs due to protection of utilities equipment, additional carriageway widening work, and changes to working hours for the contractor.
46. Beckfield Lane Phase 2 (CY07/09). Work to install a new toucan crossing and a section of off-road cycle track on Beckfield Lane (to the south of the Ostman Road junction) started on site in March. The work has carried over into 2011/12 as the traffic signals contractor was not able to install the new signals in March. Additional funding will be required in 2011/12 for the carryover costs from this scheme.

47. Station Access Ramps (CY04/09). This scheme was developed in partnership with East Coast in order to create new pedestrian/ cycle accesses to York Station from Post Office Lane and Lowther Terrace. The legal agreement for the new accesses has now been signed, and the contractor started work on site at the end of March. The council is providing £200k in total to East Coast for this scheme, and the outstanding contribution of £110k will be carried over to 2011/12. Additional funding will be required in 2011/12 for the implementation of minor highway improvements to link to the new accesses.
48. A number of other smaller schemes have also been completed during the year, including amendments to barriers on off-road routes to allow access for people with wheelchairs, unconventional cycles, and cycle trailers, and also to improve access for the small maintenance vehicle for sweeping, gritting, and snow clearance. Minor improvements to cycle routes across the city have been funded from the Minor Cycle Schemes budget, and feasibility has continued on several proposed cycle schemes as part of the Cycle Scheme Development block. The installation of lights on the cycle route across Bootham Stray was carried over from the 2009/10 programme and was completed in April 2010.
49. Cycle Route Maintenance (CC10/09). The Cycle Route Maintenance funding was used to address the maintenance issues identified in the audit of cycle facilities carried out in 2009/10, and fund other maintenance requests throughout the year. Work completed in 2010/11 included resurfacing a section of the cycle route by the Barracks (from Fulford Road to Walmgate); a contribution to the Stockton Lane maintenance scheme to fund the installation of more cycle-friendly gully covers; and maintenance work at several locations across the city identified in the cycle audit. An allocation will be required in 2011/12 to fund work that was completed at the end of 2010/11 but was not charged during the year.
50. Cycle Route Signing (CC07/09). A total of 118 new signs (30 double-sided and 58 single-sided) were installed along the new 'Way of the Roses' National Cycle Route that runs through York. Funding was allocated for the design and purchase of signs for the Orbital Cycle Route, but it was not possible to purchase the signs before the end of 2010/11, and the scheme will be included in the 2011/12 capital programme for completion.
51. New cycle parking has been provided at various locations across the city, and match-funding has been provided to employers for the installation of cycle parking for employees, including York Hospital, White Cross Court, and other smaller companies.
52. Following a report to the December Decision Session, the shared-use cycle route over Crichton Avenue bridge was converted into a segregated route using a trial 'hoofprints' marking. Retention costs from the 2009/10 Crichton Avenue cycle route scheme have also been funded from this budget.
53. Inner Ring Road (Crossings & Route) (CC05/09). The new narrow cycle lanes on Gillygate (inbound) were completed in summer 2010, and a review of the scheme was carried out in early 2011, which will be reported to a future

Decision Session meeting. A decision on the proposed scheme on Lendal Bridge will be made following the outcome of the review.

54. Funding was included in the 2010/11 programme for minor amendments to the Clifton Bridge Approaches cycle scheme identified in the Stage 3 Safety Audit of the scheme, which were completed in 2010/11. A review of the Water End/ Clifton Green junction is being carried out following the Scheme Evaluation report to the December 2010 Decision Session and the 'Councillor Call for Action' review. The increased spend for this scheme was due to the additional work required to carry out the review and respond to the 'Councillor Call for Action' review.
55. The implementation of the Bootham Crossing scheme was deferred earlier in the year at the Consolidated Report stage, and will be considered for implementation in future years. The City Centre Cycle Parking allocation was intended to fund new cycle parking to replace the cycle parking removed from Blake Street, and will be completed in 2011/12 as part of the Library Square scheme. Some feasibility work has continued on the proposed upgrade to Scarborough Bridge, but delivery of this scheme is anticipated to be dependent on the progress of the York Central development.

SAFETY & ACCESSIBILITY SCHEMES

Budget: £365k (£350k LTP, £15k s106)

Programme (including overprogramming): £365k

Spend to 31 March 2011: £334k

56. Deighton Access Improvement (SA01/10). A new right turn lane and pedestrian refuge has been constructed at the A19/ Main Street Deighton junction, which provides a safe crossing point to the relocated southbound bus stop. This was a long-standing request from local residents, and was implemented as part of the A19 drainage and resurfacing improvements scheme, which reduced the cost of the scheme.
57. Other Village Access Schemes (SA02/10). A feasibility study was carried out to identify possible measures to improve safety and accessibility at the A1079/ Common Road junction, which identified that a traffic signals scheme with localised road widening would be a possible option for this junction. Following a report to the December 2010 Decision Session, it was agreed that this scheme would be reviewed and put forward for possible inclusion in a future years capital programme.
58. A contribution was made to the A64 study carried out by North Yorkshire County Council, and some minor amendments were made to Village Access schemes completed in previous years.
59. Local Safety Schemes – Various Locations (LS01/10). A review of casualty locations was carried out to identify sites where engineering measures could be implemented to improve safety. Improvements to signing and road markings were made at the Tudor Road/ Kingsway West junction, and new signs were installed at the Manor Heath/ Hallcroft Lane Copmanthorpe junction, along with improvements to anti-skid surfacing at the junction.

60. Review of Speed Limits on A & B Roads (SM01/10). Work on the review of speed limits on A and B roads has begun in 2010/11, and further work will be required to complete the review in 2011/12 and implement any measures identified in the review.
61. Speed Management Schemes – Various Locations (SM02/10). Feasibility and design work has been completed for schemes to address speed management issues identified in the 'Six-Monthly Review of Speeding Issues' reports. The purchase of new signs was completed in 2010/11, but work to implement 10 schemes across the city was carried over into 2011/12 and was completed in early 2011/12.
62. 20mph Limit Schemes (SM03/10). A number of petitions have been received for new 20mph limits across the city throughout the year, which have been reported to the Executive Member and included on the prioritised list of 20mph limit schemes. Feasibility and design work has been carried out in 2010/11 for the proposed 20mph Limit in the South Bank area, which was approved at OIC in January. Traffic signs were purchased in 2010/11 for implementation of the scheme in 2011/12. The overspend on this budget was due to the transfer of revenue funds, originally allocated to this project, to other schemes.
63. Holtby Manor Bends (DR01/10). Feasibility and design work has been completed for this scheme, and a new VAS was purchased for installation in early 2011/12. Installation of the VAS and associated signing improvements to highlight the double bend on this section of road will be completed in early 2011/12.
64. Reactive Danger Reduction (DR02/10). This allocation has been used for work on safety issues that have been raised throughout the year. Improvements have been made to the 20mph zone gateway on Penley's Grove Street, and localised carriageway widening on Acaster Lane, Acaster Malbis has allowed a passing place to be provided on this section of rural road.
65. Route Assessments (DR03/10). Feasibility studies have been carried out to develop schemes to improve road safety along sections of roads in York. Potential schemes were identified for Huntington Road, Elvington Lane, and Bootham/Clifton (A19 North), which would involve signing and road marking improvements, and will be implemented in 2011/12 if funding is available.
66. Safe Routes for 'Playbuilder' Schemes (DR04/10). The programme of Safe Routes for 'Playbuilder' schemes was reduced earlier in the year following the Government's Spending Review in 2010. Amendments were made to the entrance of the Orchard Park Huntington play area to reduce speed and keep vehicles off the footpath, and new cycle stands were installed at the Copmanthorpe Recreation Ground and the Viking Road Acomb play areas. Concerns had been raised about motor vehicles using the alleyways at each side of the Back Park play area, and bollards were installed to prevent through traffic using the alleyways.

SCHOOL SCHEMES

Budget: £236k (£211k LTP, £25k Cycling City)

Programme (including overprogramming): £236k

Spend to 31 March 2011: £178k

67. Hob Moor SRS (SR03/09). Pedestrian improvements including a new dropped crossing were completed at the school entrance, and work to improve the footways at the Green Lane Roundabout was carried out with the structural maintenance scheme earlier in the year, including new dropped crossings and tactile paving.
68. Ralph Butterfield SRS (SR06/09). A section of verge on Calf Close was converted to footway to provide a footpath link to the Park & Stride car park in the playing field car park.
69. Haxby Road Primary SRS (SR01/09). Amendments to the layout of the speed cushions on Haxby Road to the north of the school were carried out with the structural maintenance scheme during summer 2010. The central traffic island was removed and replaced by narrower traffic islands between the speed cushions and the cycle lane, which will prevent motor vehicles travelling in the cycle lane to avoid the speed cushions and passing too close to pedestrians on the pavement.
70. Hempland Primary SRS (SR02/09). The improvements to the cycle route through the park area at the back of the school were carried out in early 2011, which included widening the section of the path leading to the school from 2m to 3m and new school warning signs on Hempland Lane/ Burnholme Drive. The scheme cost was lower than originally estimated.
71. Work on the new zebra crossing on Stockton Lane started on site in March, and was completed in April, which included footpath widening on the corner of Hempland Lane. Funding will be required in 2011/12 for the carryover costs from this scheme.
72. Heworth Primary SRS (SR09/09). Approval has been granted for a 20mph speed limit on Heworth Road, including a new VAS. The scheme has been designed and will be implemented in 2011/12.
73. Naburn Primary SRS (SR04/09). Improvements to the existing speed table crossing point outside the school were completed in March, and new school warning signs were installed in April.
74. Minor works identified in the Stage 3 Safety Audit of the new access to York High off Gale Lane were completed in 2010/11, and a review of the existing 20mph zone on Tudor Road was carried out during the year. Other minor works following Safety Audits of schemes completed in previous years were also carried out during 2010/11.
75. It was not possible to implement the improvements to the speed table crossing point at Applefields/ Burnholme schools in 2010/11, and this scheme will be carried over into the 2011/12 programme for completion. Some minor work to

improve visibility and signage at Burton Green Primary School was carried out in 2010/11, but the amendments to parking restrictions following changes to the school entrance will be completed in 2011/12.

76. Feasibility work was carried out on proposed Safe Routes schemes for Acomb Primary, Danesgate/ Steiner schools, Fulford Secondary, Joseph Rowntree Secondary, Robert Wilkinson Primary, St Aelred's Primary, and Wheldrake Primary schools. This work will be used to develop a programme of Safe Routes schemes for 2011/12.
77. Following the Government's Spending Review in June 2010, the School Travel Plan grants for schools that had completed a Travel Plan were withdrawn. The council has been able to provide funding to schools in place of this grant to allow minor works to be carried out, including new cycle and scooter parking at Hemplands Primary, new signs at Naburn Primary, minor patching and lining work at Fulford Secondary, and a new path between the cycle shed and the playground at St Aelred's Primary.
78. A total of 140 cycle parking spaces were installed at Fulford Secondary, and improvements to existing cycle parking at schools were also completed in 2010/11, including work at Fishergate School.

PREVIOUS YEARS COSTS

Budget: £71k

Spend to 31 March 2011: £57k

79. As in previous years, an allocation was included in the programme for costs incurred against schemes delivered in previous years. These costs include safety audit requirements, minor amendments to schemes following completion, and the payment of retentions. A separate allocation was also included for the retention costs and landscaping costs from the Moor Lane Roundabout scheme.

City Walls

80. Repairs were carried out to the section of City Walls along Lord Mayor's Walk to Monk Bar. Due to the overspend against this scheme, the allocation for City Walls in 2011/12 will be reduced.