

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

To: Councillor D'Agorne (Executive Member)

Date: Tuesday, 13 April 2021

Time: 10.00 am

Venue: Remote Meeting

AGENDA

Notice to Members – Post Decision Calling In:

Members are reminded that, should they wish to call in any item* on this agenda, notice must be given to Democracy Services by **5:00 pm on 15 April 2021**.

*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 Customer and Corporate Services Scrutiny Management Committee.

Written representations in respect of items on this agenda should be submitted to Democratic Services by **5.00pm on 9 April 2021**.

1. Declarations of Interest

At this point in the meeting, the Executive Member is 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 this agenda.

- 2. Minutes** (Pages 1 - 12)
To approve and sign the minutes of the meetings held on 9 February and 9 March 2021.

3. Public Participation

At this point in the meeting members of the public who have registered to speak can do so. Members of the public may speak on agenda items or on matters within the remit of the committee. Please note that our registration deadlines have changed to 2 working days before the meeting, in order to facilitate the management of public participation at remote meetings. The deadline for registering at this meeting is at 5.00pm on Friday 9 April 2021.

To register to speak please visit www.york.gov.uk/AttendCouncilMeetings to fill out an online registration form. If you have any questions about the registration form or the meeting please contact the Democracy Officer for the meeting whose details can be found at the foot of the agenda.

Webcasting of Remote Public Meetings

Please note that, subject to available resources, this remote public meeting will be webcast including any registered public speakers who have given their permission.

The remote public meeting can be viewed live and on demand at www.york.gov.uk/webcasts. During coronavirus, we've made some changes to how we're running council meetings. See our coronavirus updates (www.york.gov.uk/COVIDDemocracy) for more information on meetings and decisions.

- 4. Hyperhubs Projects** (Pages 13 - 26)
This report presents the options to proceed with the planning application for the Union Terrace Hyperhub.

- 5. Consultation with options for restrictions 140 – 154 Boroughbridge Road** (Pages 27 - 42)
This report presents the consultation results for 140-154 Boroughbridge Road and to seeks the Executive Member to determine what action is appropriate.

6. Strategic Review of City Centre Access and Parking (Pages 43 - 78)

This report seeks approval of the scope and methodology of the Strategic Review of City Centre Access and Parking.

7. Place Transport Capital Programme - 2021-22 Budget Report (Pages 79 - 94)

This report sets out the programme of works to be delivered through the Directorate of Place Transport Capital Programme in 2021/22.

8. Urgent Business

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

Democracy Officer:

Robert Flintoft

Contact details:

- Telephone – (01904) 55704
- Email – robert.flintoft@york.gov.uk

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

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

Contact details are set out above.

This information can be provided in your own language.

我們也用您們的語言提供這個信息 (Cantonese)

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

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

Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)

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

 (01904) 551550

City of York Council

Committee Minutes

Meeting	Decision Session - Executive Member for Transport
Date	9 February 2021
Present	Councillors D'Agorne and Widdowson
Apologies	

57. Declarations of Interest

The Executive Member was asked to declare, at this point in the meeting, any personal interests, not included on the Register of Interests, or any prejudicial or disclosable pecuniary interests that he might have had in respect of business on the agenda.

The Executive Member declared a personal interest in relation to item 4. Resident Parking Consultation for Broadway West and Westfield Drive. This is because the Executive Member lived on one of the streets listed in the item. For item 4. Cllr Paula Widdowson Executive Member for Environment and Climate Change attended to make a decision.

58. Minutes

Resolved: That the minutes of the Joint Budget Decision Session of the Executive Members for Transport, Economy and Strategic Planning, and Environment and Climate Change held on 12 January 2021 be approved and signed by the Executive Member as a correct record.

59. Public Participation

It was reported that there had been ten registrations to speak at the meeting under the Council's Public Participation Scheme.

Cllr Fenton was joined by local resident Sarah Costello in requesting that the Residents Priority Parking scheme in the Revival Estate be implement despite not receiving the 50% response rate required. They noted the high support from those that responded and the unique nature of the area which might have contributed to a response of below 50%, they also requested the a 20 MPH speed limit be introduced.

Cllr Craghill spoke in favour of the proposals relating to Navigation Road Walking & Cycling Improvements. She noted the mixed response from residents for a one way plug in the area and therefore, welcomed an Experimental Traffic Regulation Order (ETRO) to test how it in the changes would work.

Cristian Santabarbara spoke in relation to the Cycle Courier Proposal to Permit Access to Footstreet Area, he outlined that cyclists needed a trial scheme to allow access through the city centre.

Robyn Jankel from the York Cycle Campaign noted that they supported the proposals for Navigation Road and would support a trial to offer a safe north south access for cyclists through the city. They also highlights the interruptions to regular cycle networks while flood defence work was being undertaken and a concern that the Council was not delivering a good enough or fast enough solution to the interruptions caused.

Max Potts spoke as a business owner in the city centre who uses cycle couriers to deliver food. He outlined the need for a safe and efficient route needed for couriers through the city centre. He noted that the radius of delivers had shrunk due to the requirement for cyclists to walk through the city centre and the need for couriers to make two delivers per hour to earn the minimum wage, something which was increasingly difficult for couriers due to restrictions in the city centre.

Alex Marshall spoke as President of the IWGB union for precarious workers. He noted that current restrictions on couriers in the city centre, had meant that couriers faced failing to deliver on time and the financial costs of this or fines for breaking the current rules which could amount to a couriers wages for the day. He expressed that couriers had worked as key workers throughout the COVID-19 pandemic and asked the Council support them by amending the rules on the footstreets.

Nick West also owned a business in York, he noted that business' like his own would not have survived during COVID-19 without couriers and expressed the need for couriers to be able to move around the city at all times of day efficiently to deliver food on time. he also noted that current restrictions had had impact on car drivers that worked as couriers.

Christian Taylor noted that his business had reduced the number of days it opened due to challenges presented by COVID-19 and a lack of government support. He expressed that couriers played a vital part to his business and that the current restrictions to the foot streets had had a negative impact on couriers working in the city.

Cllr Kilbane raised concerns that a review of cycle options in the footstreets area as proposed in the report to agenda item 9 would delay the implementing of solutions to allow cyclists and couriers access through the city centre. He noted that the closure of Terry Avenue would mean losing a north south route through the city and recommended that the Council engage stakeholders such as disability groups and the York Cycle Campaign to safely amend the footstreets restrictions.

Cllr Melly noted that the city had benefited from the extension of the footstreets in the city, but noted that improvements were required and that more should be open to cyclists. She noted that the Police already had the ability to enforce against dangerous cycling and couriers required access to perform their job. She also noted that current restrictions did not prevent all vehicles accessing the city centre and that cycle couriers could be added to the vehicles with authorised access.

60. Resident Parking Consultation for Broadway West and Westfield Drive

Cllr Widdowson considered the report presented by officers and noted the responses for both Broadway West and Westfield Drive. Due to a 75% return and 71% in favour for Broadway Drive she supported initiate the legal procedure to amend the Traffic Regulation Order to include Broadway West in the R63 Resident Parking Area. To operate 9am to 5pm Monday to Friday with a 30 minute parking allowance for non-permit holders. For Westfield Drive she supported no further action be taken as only 25% respondents were in favour of a residents parking area.

Resolved:

- i. To initiate the legal procedure to amend the Traffic Regulation Order to include Broadway West in the R63 Resident Parking Area. To operate 9am to 5pm

Monday to Friday with a 30 minute parking allowance for non-permit holders.

- ii. No further action to be taken for Westfield Drive.

Reason: This is the preferred options of the majority of residents who replied to the consultation.

61. Economy & Place Transport Capital Programme – 2020/21 Monitor 2 Report

An update was provided on the Economy & Place Transport Capital Programme and it was noted that COVID-19 and flooding had delayed some schemes in the programme. Discussion took place regarding the Capital Programme and the development of the Active Travel Fund programme and were approved and noted.

Resolved:

- i. Approved the amendments to the 2020/21 Economy & Place Transport Capital Programme.
- ii. Noted the progress of schemes in the Transport Capital Programme, and the development of the Active Travel Fund programme.

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.

62. Consideration of consultation results from the Revival Estate following a petition being received requesting Residents' Priority Parking

Officers introduced the report and noted that responses for a implementation of Residents Priority parking area had come back below the 50% threshold and therefore was recommended for no further action. Discussion took place regarding the high rate in favour of Residents Priority parking area from the 43% that responded. It was also considered that due to flats in the area with different parking arrangements this may have affected the response rate. Therefore, the Executive Member supported taking forward the formal advertisement of the TRO process to try and get a clearer view of all residents opinion of the scheme.

Resolved:

- i. To take forward the formal advertisement of the TRO process to try and get a clearer view of all residents opinion of the scheme, based on the percentage of respondents in favour (71%) of the scheme.

Reason: To obtain a further view of residents opinion of the scheme.

63. Hopgrove Lane South Consultation Update

The Executive Member welcomed the comments provided by local Ward Members and agreed to support a further investigation to deliver a safe scheme.

Resolved:

- i. Noted the consultation feedback and to investigate further the possibility of a safe scheme.

Reason: To consider the local Member views, and decide the best way forward.

64. Navigation Road Walking & Cycling Improvements - Consultation Results and Final Proposals

Officers introduced the report and outlined two concerns raised by the Police in relation to the proposals, these were in relation to access to two businesses and the one way plug on Navigation Road. It was confirmed that both of these concerns could be mitigated in the design phase. The Executive Member requested that officers continue to engage with the Police to ensure mitigations identified can alleviate concerns. It was also requested that Ward Members would be kept up to date.

Resolved:

- i. Instructed officers to complete the design of the Navigation Road one-way plug and introduce it on a trial basis using an Experimental Traffic Regulation Order;

- ii. Instructed officers to complete the design of the other three aspects of the scheme and implement them following proposals on a permanent basis:
 - Measures associated with the Foss Islands Road / Navigation Road junction safety scheme
 - Repositioning the bollards at either end of Hungate Bridge to ensure equalities and safety compliance;
 - Improvements to signing and lining in the area between Navigation Road and Hungate Bridge.

Reason: To improve safety for both pedestrians and cyclists passing through the areas.

65. Response to Cycle Courier Proposal to Permit Access to Footstreet Area

Officers introduced the report which outlined the proposed response to the proposal submitted by the Independent Workers' Union of Great Britain (IWGB) York Group to City of York Council in January 2021, to create a courier pedal cycle permit scheme to enable cycle couriers to gain access to the footstreet area. The Executive Member thanked the public speakers on the item but noted that the council would need to undertake a review of access to the foot streets. The possibility of a permit system on a north south route was discussed.

The importance of identifying the best outcome that supported cyclists, pedestrians, and local business that supports modal change in how people get around the city was noted and the success of the E-Bike and E-Scooter trial was highlighted.

Resolved:

- i. Approved the continuation of the existing arrangements (including Temporary Traffic Regulation Order restrictions until 8pm outside of Lockdown/Tier 3 periods); and
- ii. Approved the commissioning of a detailed review of the proposal, alongside other cycle access options to the footstreets, as part of the process to potentially make permanent changes to the restrictions on access to the footstreets area.

Reason: To ensure that the concerns of all stakeholders are adequately considered prior to making any changes to footstreet restrictions in accordance with the decision by the Executive on The Future of the Extended City Centre Footstreets on 26/11/2020.

Cllr A D'Agorne, Executive Member for Transport
[The meeting started at 10.10 am and finished at 11.36 am].

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Meeting	Decision Session - Executive Member for Transport
Date	9 March 2021
Present	Councillors D'Agorne
Apologies	

66. Declarations of Interest

The Executive Member was asked to declare, at this point in the meeting, any personal interests, not included on the Register of Interests, or any prejudicial or disclosable pecuniary interests that he might have had in respect of business on the agenda. None were declared.

67. Minutes

Resolved: That the minutes of the Decision Session of the Executive Member for Transport held on 18 January 2021 be approved and signed by the Executive Member as a correct record, subject to a number of grammatical corrections and the removal of Cllr Widdowson from attendance who had not attended the meeting.

68. Public Participation

It was reported that there had been no registrations to speak at the meeting under the Council's Public Participation Scheme.

69. Osbaldwick 20mph Speed Limit Objections

Officers introduced the report and noted that one objections had been received in relation to introduction of a 20mph speed limit, having taken this into account officers were recommending that the 20mph speed limit be introduced as advertised. The Executive Member noted the objection and highlighted that average speeds in the area were already close to 20mph and the introduction would reduce the number of signs required in the area that currently identify changes between 20 and 30mph.

A concern raised by a Ward Councillor regarding an incident at a junction within the scheme was noted and it was confirmed that officers could explore whether a give way sign could be installed to improve safety at the junction.

Reason:

- i. Agreed to the introduction of a 20mph speed limit be introduced as advertised.

Reason: Because this will achieve a reduction in signs and poles on street in Osbaldwick village and a reduction in the future ongoing maintenance costs.

70. Access Fund and Programme update

Officers introduced the report and noted the impact COVID-19 had had on the delivery of schemes in 2020. Therefore it was noted that an estimated underspend of £130,000 was available (from the 2020/21 DfT Access Fund allocation) to be brought forward to the 2021/22 budget. An extra £180,054 from DfT's new Local Authority Capability Fund had also been allocated to the Council (since submission of the report) for 2021/22 to make the iTravel Programme 2021/22 budget an estimated £310,000.

Work that had been able to go ahead was outlined including York's first Walking Festival in September 2020 in partnership with Indie York.

The Executive Member thanked officers for the work they had done over the past year across the Council and noted that the budget being brought forward to 2021/22 would be helpful in assisting residents throughout the city change how they travel.

Reason:

- i. That the Executive Member noted the proposed 21/22 iTravel Programme subject to funding.

Reason: To endorse the proposed approach to delivery for 2021/22 in support of the council plan outcome of enabling more residents to get around sustainably.

Cllr A D'Agorne, Executive Member for Transport
[The meeting started at 10.00 am and finished at 10.19 am].

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Executive Member Decision Session**13th April 2021**

Report of the Director of Environment, Transport and Planning
Portfolio of the Executive Member for Transport

Union Terrace Hyperhub – Planning Application**Summary**

1. York's 3rd Hyperhub was originally intended to be delivered at York Hospital, Bootham Court. Due to complex land ownership and access issues, this site was deemed unsuitable.
2. Union Terrace car park was selected as a likely alternative site, as it is close to the Hospital and city centre. The site is owned by City of York Council and no obvious barriers have been identified which would prevent planning permission being granted.
3. A quotation for construction costs has been obtained from Evo Energy Ltd via an existing contract and a budget estimate for a new 1MW substation has been provided by NPG.
4. The project is expected to cost £900,000 in total and funds are available from existing identified sources.
5. A decision is required to proceed with the planning application for the Union Terrace Hyperhub

Recommendations

6. The Executive Member is asked to:

Approve Option 1

Reason:

- This option contributes towards achieving one of the core aims of the EV Strategy; delivering an inner city Hyperhub.

- No other sites have been identified within the city centre which are suitable for constructing a Hyperhub whilst also being compatible with current LEP funding requirements.
- Moving forward with the Union Terrace Hyperhub will allow us to utilise the North Yorkshire LEP funding, in full, within the agreed time limits.

Background

7. The York Public EV Charging Strategy was launched in March 2020, setting out the next phase of the delivery of York's **EV charging** network up to 2025. The strategy includes the deployment of Ultra-rapid charging hubs, known as Hyperhubs, at strategic locations around the city.
8. £1.35million funding awarded by North Yorkshire LEP in June 2020 to develop York's public charging network, of which £550k was allocated for the construction of a 3rd Hyperhub located near the city centre.
9. Two other Hyperhubs are planned, located next to Monks Cross and Poppleton Bar Park & ride sites. An update on the progress of these sites and other work to upgrade York's public charging network is provided in "Annex A – Public EV Charging Progress Report".

Options

10. The following options are available:
 - Option 1 – Proceed with the application for planning permission for a Hyperhub at Union Terrace car park

Analysis

Option 1

Description:

11. See "Annex B – Proposed Hyperhub Plan".

12. The Hyperhub will be positioned in the southern corner of Union Terrace car park.
13. The Hyperhub will be accessed via the current car park entrance. The Charging area will be separated from the rest of the car park, allowing 24hr access to the chargers, whilst retaining the ability to control car park access via gates or automated barriers should this be required in the future.
14. The charging hub mirrors the design of Monks Cross and Poppleton Bar Hyperhubs, with a central charging island covered by a canopy.
15. Three 50kW Rapid chargers and three 150kW Ultra-Rapid chargers will be installed on the central charging island.
16. Ducting and foundation pads will be installed, allowing up to 2 additional Rapid or Ultra-Rapid chargers to be installed in the future.
17. The cost to install one additional Ultra-rapid and one additional rapid charger is £98,000 and is not currently included in the project.
18. Four double headed 7kW Fast charge points will be installed across 8 parking bays in the main car park, adjacent to the Hyperhub.
19. A 1MW substation will be constructed to supply power to the Hyperhub and Fast chargers. The substation will have sufficient capacity to facilitate additional charge points to be installed at the site in the future.
20. Solar PV is not currently included in the budget for this project. A 36kWp solar system has been costed as a design option at £30,000. A number of possible funding sources are being looked at to allow this to be included.

Other options already discounted

21. A proposal to construct a Hyperhub within the grounds of York Hospital, at Bootham Court, has been discounted due to complex land ownership and access issues which would significantly delay the project. It was also identified that planning permission would be challenging, given the close proximity to a number of listed buildings close by.

Implications

22. **Financial**

The project is funded as follows:

- £550,000 - North Yorkshire LEP
- £330,000 - CRAM – EV Strategy implementation
- £40,000 - S106 - Duncombe Barracks development

23. **Human Resources**

There are no HR implications.

24. **One Planet Council / Equalities**

- Hyperhubs are a key element in the Councils strategy in supporting the adoption of zero emission vehicles with associated air quality and climate change benefits.
- The Hyperhubs are designed with accessibility in mind. Charging bays are 2.4m wide with a 1.2m common area between each bay to allow wheelchair access to the charging units.

25. **Legal**

There are no legal implications.

26. **Crime and Disorder**

There are no Crime and Disorder implications.

27. **Information Technology**

The Information Technology implications of constructing the proposed designs has been considered and are included in the Project Plan. No issues are envisaged.

28. **Property**

There are no property implications.

29. **Other**

Approximately 15 general car parking spaces will be converted to allow the Hyperhub to be constructed..

Contact Details

Author:

Chief Officer Responsible for the report:

**Stuart Andrews
Transport Systems Project
Manager
Transport**

**James Gilchrist
Director of Environment, Transport and
Planning**

Report **Date** 26.03.21
Approved

Wards Affected: List wards or tick box to indicate all

All

For further information please contact the author of the report

Annexes

ANNEX A – Proposed_Hyperhub_Location

ANNEX B – Proposed_Hyperhub_Location

List of Abbreviations Used in this Report

NPG – Northern Powergrid

DNO – Distribution Network Operator

LEP – Local Enterprise Partnership

PV - Photovoltaic

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ANNEX A

Public EV Charging Progress Report:

Introduction

- This briefing note highlights key developments in the Hyperhubs project (TM07/16) and the Electric Vehicle Chargers Asset Renewal (TM04/20).

Hyperhubs (TM07/16)

Budget

Total: £2.2mil

- ERDF: £1mil
- OLEV: £800k
- CoYC: £400k

Progress

Monks Cross

Evo Energy Ltd started work on site in January 2021 and construction work is ongoing. Despite poor weather conditions during January and February, good progress has been made. The majority of the ducting work in the main car park and charging hub has been installed and foundations for the solar canopies have been completed. The steel legs of the solar canopies have been lifted into place and the canopy roof assembly is ongoing.



Figure 1: Monks Cross – Main Car park Canopies and Fast Chargers

Monks Cross Milestones

Main Car Park:

- EV Chargers complete – 26th March
- Canopies complete – 9th April
- Solar Complete – 23rd April
- Lights Complete – 23rd April
- Line Painting – 16th April

Charging Hub:

- Canopies complete – 9th April
- EV Chargers complete – 9th April
- Solar Complete – 23rd April
- Lights Complete – 23rd April
- Line Painting – 16th April
- Totems - TBC

LV Compound

- Ground Works Complete – 26th March
- Batteries Installed – 9th April
- Transformer and LV Boards – 23rd April
- EV/Solar Inverters Installed – 23rd April
- Final Connections – 14th May
- Fencing – 28th May

DNO Works

- May - TBC

Hyperhub Open:

- 14th June TBC

Poppleton Bar

Negotiations with the COVID test site representatives have been successful and the construction area has been cleared, allowing Evo Energy to complete their Geological surveys. We anticipate starting construction in April 2021 with completion expected by end of June 2021.

Energy Provider

The Hyperhubs will use on site solar PV and Battery storage as their primary power source. Any additional power will be provided through the CYC Group Contract with N-Power (YPO matrix), which ensures all electricity used will be from renewable sources.

Electric Vehicle Charger Asset Renewal (TM04/20)

Budget

Total: £1.3mil

- LEP £800k
- CRAM: £500k (Including 5 yrs maintenance and back office)

The LEP funding has been successfully spent by the 31st March 2021 deadline set out in the funding agreement. YNYER LEP have agreed to allow construction work to continue beyond 31st March as all outstanding costs are to be paid from Council funding.

Progress

Charger installation is ongoing with 3 sites now open to the public, only awaiting bay markings. Completion dates for the larger sites have been delayed somewhat as we cannot energise the chargers until Northern Power Grid connect the upgraded power supplies.

Table 1: BP Pulse Anticipated Completion Dates

Site	Planned completion dates
Beehive Centre of Excellence	Installed (Bay markings 25 th Mar)
Bootham Row Car Park	Installed (Bay markings 30 th Mar)
Tang Hall Library	Installed (Bay markings 22 nd Mar)
Poppleton Bar P+R Terminal	21 st March 2021
Marygate Car Park	Civils ongoing – Energise 14 th May
East Parade Car Park	7 th April 2021
Nunnery Lane Car Park	15 th April 2021
Bishopthorpe Rd Car Park	5 th June 2021
Monks Cross main car park	14 th June 2021
Monk Bar Car Park	25 th June 2021
Rawcliffe Bar P+R	12 th July 2021
Castle Car Park	On Hold
Union Terrace Car Park (not Hyperhub)	Spring 2021 with Hyperhub

Energy provider

Power for all CYC public chargers will be provided through the CYC Group Contract with N-Power (YPO matrix) which ensures all electricity used will be from renewable sources.

Publicity and Communications:

Hyperhubs

A press release, with news of the Monks Cross and Poppleton Bar Hyperhubs work, was sent to the publishers listed in table 2 on 18th February, including 3D rendered images of the Monks Cross and Poppleton Bar facilities. The story has also been picked up by a number of local news outlets.

Table 2: Publishers included in 18th Feb Hyperhubs press release.

ZapMap	WhatCar
Electrek	Guardian
EV Café	Auto Express
The Energyst	Next Green Car
Charge Devs	Drive Electric
Solar Power Portal	The Independent
Fully Charged	Ecotricity
Tesla	The Environmental Blog
ABB	Business Green
Bluetop Solar	Green Biz
Trina	Environmental News Network
EV Connectors	Green Journal



Figure 2: Artist's impression of Monks Cross Hyperhub



Figure 3: Artist's Impression of Poppleton Bar Hyperhub

BP Pulse – Back Office Handover

BP have emailed all “Charge your Car” network members that live in, or frequently visit our existing charge points, with details of the network changes and dates when each charge point will be switched over. Additionally, all York residents currently on the Charge Your Car network have been offered membership to the Pulse network at a reduced cost for 12 months.

Further details of installation dates and network will be communicated to residents via the Council’s website on a monthly basis.

BP Pulse Tariff

The City of York Network tariffs compare very favourably against commercial charging providers. We are also adopting a transparent tariff structure with no hidden fees, and no additional fees for contactless payments at Rapid/Ultra Rapid. There is no minimum spend and no transaction fee, so our tariff will be 20p or 25p regardless of the amount of charge received or the method of access.

Table 3 below shows the charging tariff’s which will apply to CoYCs chargers once on the BP Pulse network. The new tariff will be applied at each charge point as it is replaced and commissioned onto the BP Pulse network. The current rate of 15 p/kWh for Fast and Rapid charging will remain in place on our old chargers until they are replaced.

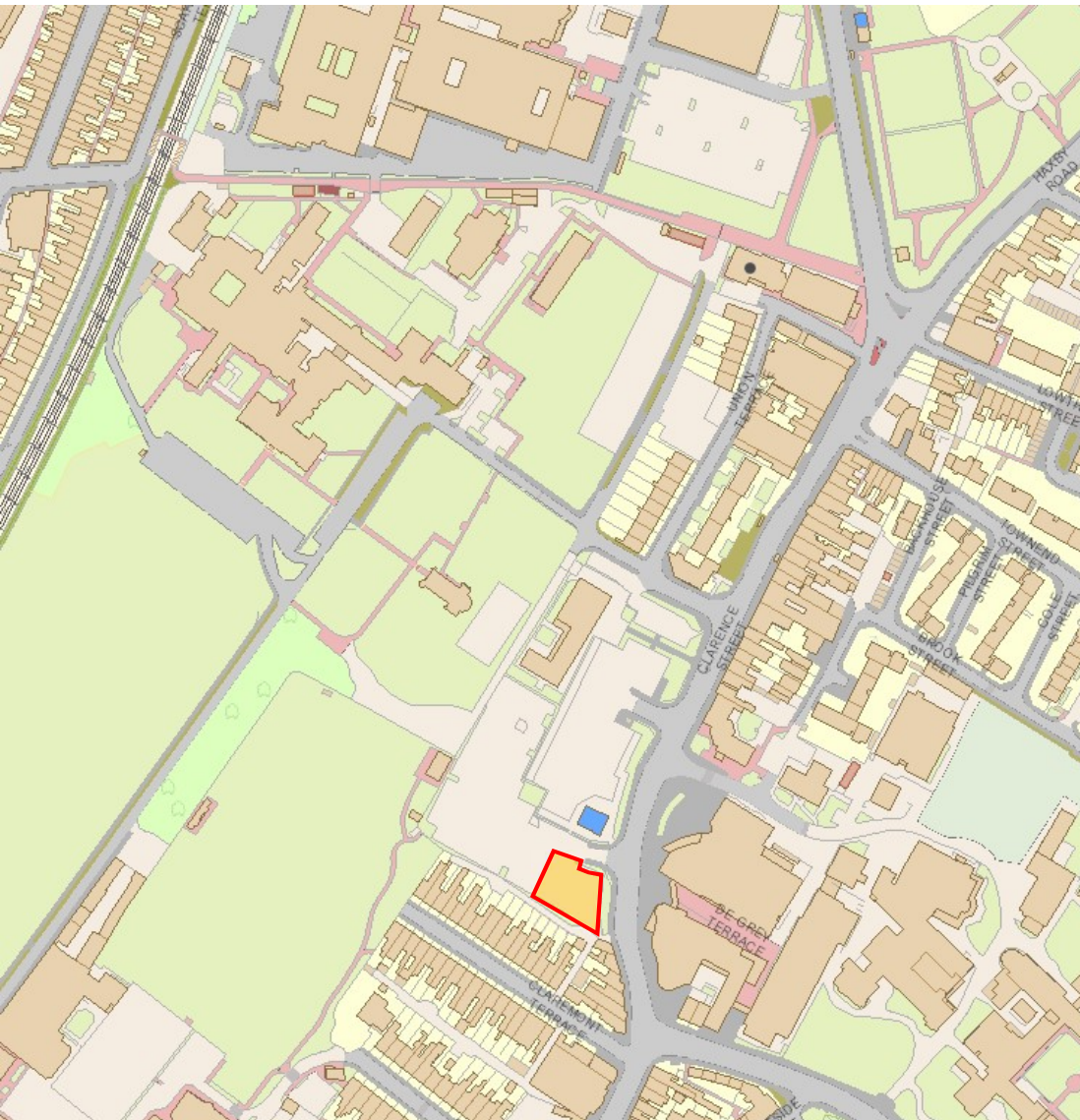
Table 3: Charging Tariff for all CoYC Public Chargers

	AC charger	43kW AC/ 50kW DC charger	150kW DC charger
bp pulse subscription	£0.20/kWh	£0.25/kWh	£0.25/kWh
bp pulse free instant access	£0.20/kWh	£0.25/kWh	£0.25/kWh
contactless or guest payment	£0.20/kWh	£0.25/kWh	£0.25/kWh

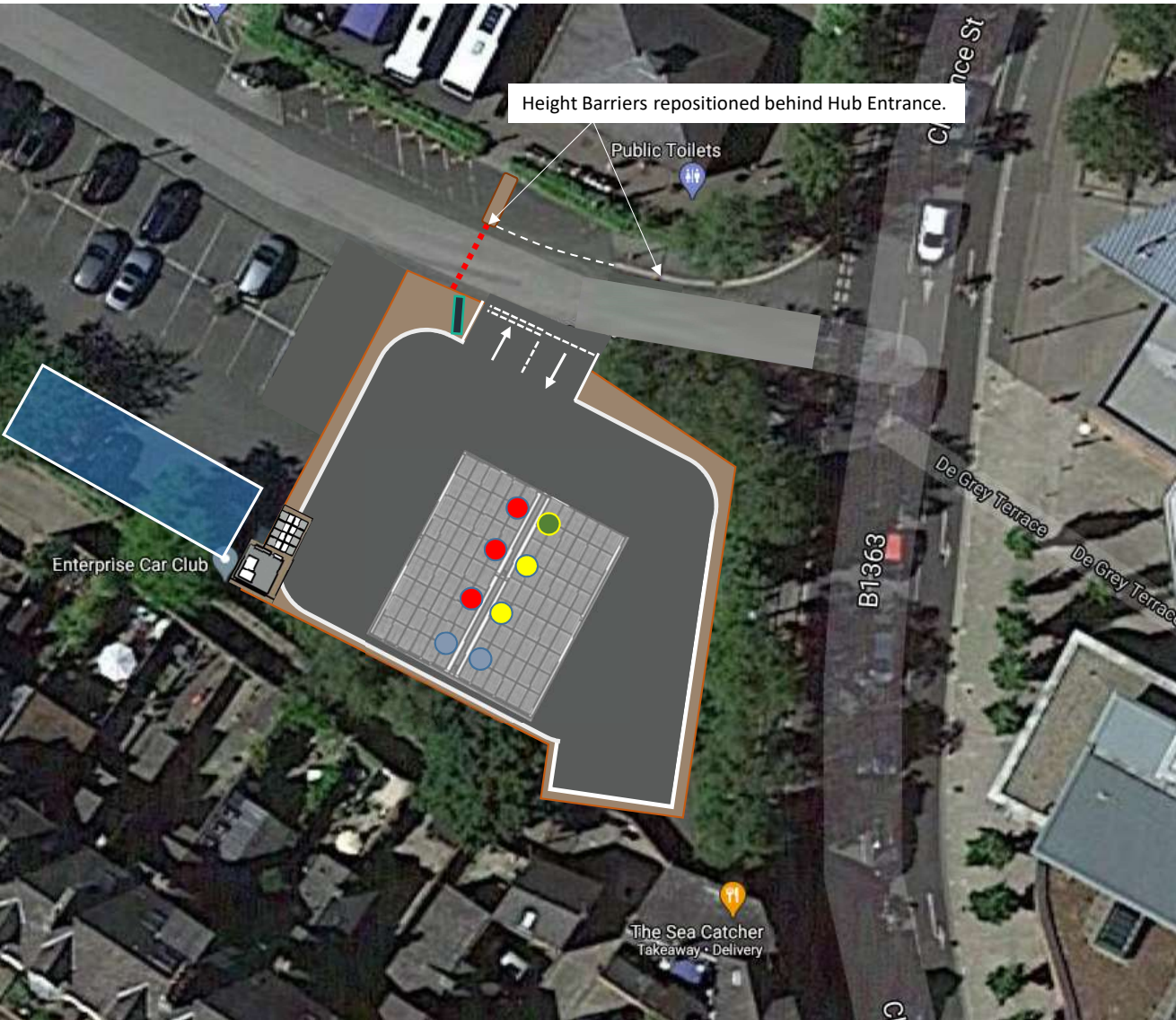
Maintenance

All new charging equipment will be covered by a 5 year maintenance plan and back office support. The package includes annual and ad-hoc maintenance visits, automated fault reporting and 24hr telephone support for customers.

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ANNEX A:
Union Terrace Hyperhub Location



Union Terrace Hyperhub

- 7kW Fast Chargers
- 150kW Ultra-rapid
- 50kW Rapid
- 50kW Rapid (with AC)
- Barrier
- Price Totem



Executive Member Decision Session

13th April 2021

Report of the Director Environment, Transport and Planning
Portfolio of the Executive Member for Transport

Consideration of results from the consultation with residents of 140-154 Boroughbridge Road

Summary

1. To report the consultation results for 140-154 Boroughbridge Road and to determine what action is appropriate.

Recommendation

2. It is recommended that approval be given to implement the advertised restriction for double yellow lines on one side of the carriageway only advertise additional restrictions in the turning head area adjacent to 152/154 Boroughbridge Road (plan included as Annex B)

Reason: To progress the majority views of the residents consulted

Background



3. Following a request from Ward Councillors, officers advertised a proposal for waiting restrictions on one side of the carriageway as part of the review process. This was advertised on 7th February 2020.
4. Objections were received to the proposal and these were considered by the Executive Member for Transport on 21 July 2020. The Executive Member resolved to:
5. Defer the decision and undertake further consultation with residents about their preferred option, to include introducing a Residents' priority Parking Area; the results of which are to be referred back to the Executive Member for a decision on the way forward.

Reason: to further involve residents in the decision making process and allow us to implement a scheme with confidence that it has a majority of residents in approval. The request for additional restrictions in the turning head could be included within the same consultation process.

6. We hand delivered consultation documentation to all properties on 16th December 2020 requesting residents return their questionnaire sheets or email their preferences by the 15th January 2021.
7. 4 Options were given – the consultation documentation and option maps are included in the report as Annex A.

Consultation Results

8. We received a reply from 8 of the 12 residents.

Option		No.
1	No Further Action – carriageway to remain unrestricted	3*
2	Implement as advertised	3*
3	Implement as advertised but with additional restrictions in the turning head adjacent to 152/154	4
4	Further consideration is given to Resident Permit parking	0

(*2 residents indicated they had no preference over option one or two)

Resident Comments – comments received from 3 residents

9. Never had a problem with parking in 27 years (in support of option 1)
Main issue is when vehicles park opposite (in support of option 2)
10. Two of the options I deem as completely unreasonable. The initial issue that was raised was due to a van parking on the pavement side opposite the houses with a 'for sale' sign in, approximately eighteen months ago. This was resolved when one of us asked the owner kindly to move it. Since then there has been zero issues down the street.
11. I come back to the options you sent to us dated 16/12/2020.
Option 3 I find unsatisfactory as I have the 'turning head' as you called it outside my front window. If you look down the street to the other block of houses, there is again a 'turning head' with vehicles parked in all day every day, with no proposal to apply restrictions to. When I purchased the house I was told this was on street parking for visitors, which I utilise occasionally and considerately.
12. The remainder of the street regularly have visitors as they are all elderly, this causes slight frustration as they park on the paths outside the associated houses, but make it difficult for myself working full time, and my neighbour to get through as we are right at the end of the street.
13. I feel that by putting waiting restrictions outside my property it is restricting my ability to have guests as the rest of the street can so freely do. It would only be fair if the restrictions followed the length of the street on both sides, but that would be ridiculous.
14. I therefore object to option 3, option 4 is also unreasonable in my opinion. We are not close to the city centre and find it unfair to have to pay to have vehicles parked on street.
15. I would be more than happy for it to remain as is and not have the expenditure on yourselves as it isn't really to anyone's benefit. However I would also be content with the original proposal to go ahead.

Options (as given to residents) with Analysis

16. **Option 1:** No Further Action

This is not the recommended option because of the returns we received only three were in favour of this option, with two of these indicating they had no objection to Option 2 (implement advertised restriction).

17. **Option 2:** Implement the restriction as advertised in February 2020.

18. This is not the recommended option for implementation without further proposals. We are proposing we implement the restriction as advertised at this time – see Option 3 (recommended option) for further analysis.

19. **Option 3:** Implement the restriction as advertised in February 2020 and once implemented advertise a proposal for additional restrictions in the turning head area.

20. This is the recommended option for the following reasons:

- (a) 7 out of the 8 residents had no objection to implementation of restrictions in this area and in particular the implementation of the previously advertised restriction. Consequently, we consider it beneficial to implement the restriction at this time.
- (b) 4 Residents expressed a preference for additional restrictions in the turning head area outside 52/54 Boroughbridge Road
- (c) Implementation of the advertised restrictions prior to advertising additional restrictions would allow residents and officers to monitor and assess the impact and judge whether additional restrictions would be beneficial or necessary.
- (d) Residents will have an additional opportunity to object to the proposal for additional restrictions in the turning head area. Objections would be brought back to the Executive Member for consideration and resolution.

21. **Option 4:** Consideration of a Resident Parking priority parking scheme with no on street waiting restrictions

22. This is not the recommended option as no resident expressed a preference for this option during the consultation.

Consultation

23. The consultation documentation is reproduced within this report as Annex A.

Council Plan

24. The Council Plan has Eight Key Outcomes:

- Well-paid jobs and an inclusive economy
- A greener and cleaner city
- Getting around sustainably
- Good health and wellbeing
- Safe communities and culture for all
- Creating homes and world-class infrastructure
- A better start for children and young people
- An open and effective council

The recommended proposal contributes to the Council being open and effective as it responds to the request of the residents to solve the problems they are experiencing.

Implications

25. **Financial** –The cost of implementation will be covered by the budget allocation to the department for introducing new restrictions.
26. **Human Resources** – If implemented, enforcement will fall to the Civil Enforcement Officers necessitating an extra area onto their work load.
27. **Equalities** – None identified within the consultation process.
28. **Legal** – The proposals require amendments to the York Parking, Stopping and Waiting Traffic Regulation Order 2014: Road Traffic Regulation Act 1984 & the Local Authorities Traffic Orders (procedure) (England & Wales) Regulations 1996 apply
29. **Crime and Disorder** – None
30. **Information Technology** – None
31. **Land** – None
32. **Other** – None

33. **Risk Management** - There is an acceptable level of risk associated with the recommended option.

Contact Details

Author:

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Traffic Project Officer
Transport
Tel: (01904) 551497

Chief Officer Responsible for the report:

James Gilchrist
Director Environment, Transport and
Planning

Date: 25.03.21

Wards Affected: Acomb

For further information please contact the author of the report.

Annexes:

Annex A: Consultation documentation

Annex B: Recommended Option



To the Occupiers
140A - 154 Boroughbridge Road

Directorate of Economy and Place

West Offices
Station Rise
York
YO1 6GA

Tel: 01904 551550

Email:

Highway.regulation@york.gov.uk

Date 16th December 2020

Dear Resident

Re Access Road adjacent to front elevation to your properties.

You may remember in February last year we advertised a proposal for waiting restrictions (double yellow lines) opposite your properties on the access road.

This was made to try and manage the parking issues experienced by residents and allow better access and egress from garages and your off street parking amenities (by preventing vehicles parked opposite).

We received two objections to the proposal. These were considered by the Executive Member for Transport (Cllr A D'Agorne) in July. He decided to;

Defer the decision and undertake further consultation with residents about their preferred option, to include introducing a Residents' Priority Parking Area; the results of which are to be referred back to the Executive Member for a decision on the way forward.

Reason: to further involves residents in the decision making process and allow us to implement a scheme with confidence that it has a majority of residents in approval. The request for additional restrictions in the turning head could be included within the same consultation process.

I have attached a questionnaire sheet and plans for 4 options on your street.

Please complete the questionnaire to let us know your preferred option and return in the Freepost envelope by 15th January 2021.

You can contact me on highway.regulation@york.gov.uk if you want further information or want to discuss further. Alternatively ring 01904 551550 and the contact centre will leave a message for me to phone you back.

Yours faithfully

Sue Gill
Traffic Project Management
Transport

Questionnaire Sheet

140A to 154 Boroughbridge Road



Please indicate your option preference by ticking the appropriate box:
Plans for each option have been provided.

	YES	NO
1. No Action: i.e. leave the carriageway unrestricted as now		
2. Implementation of the proposal for double yellow lines as advertised in February		
3. Implementation of the proposal for double yellow lines with additional restrictions in the turning head outside 52 & 54 as requested by two residents		
4. A resident parking permit scheme; this would involve a cost to the householder for permits. More details about Resident Parking is on our website.		
5. I would like to suggest a different option (please provide details)		

Title: (Mr. Mrs. Miss Ms) -----**Initial:** -----

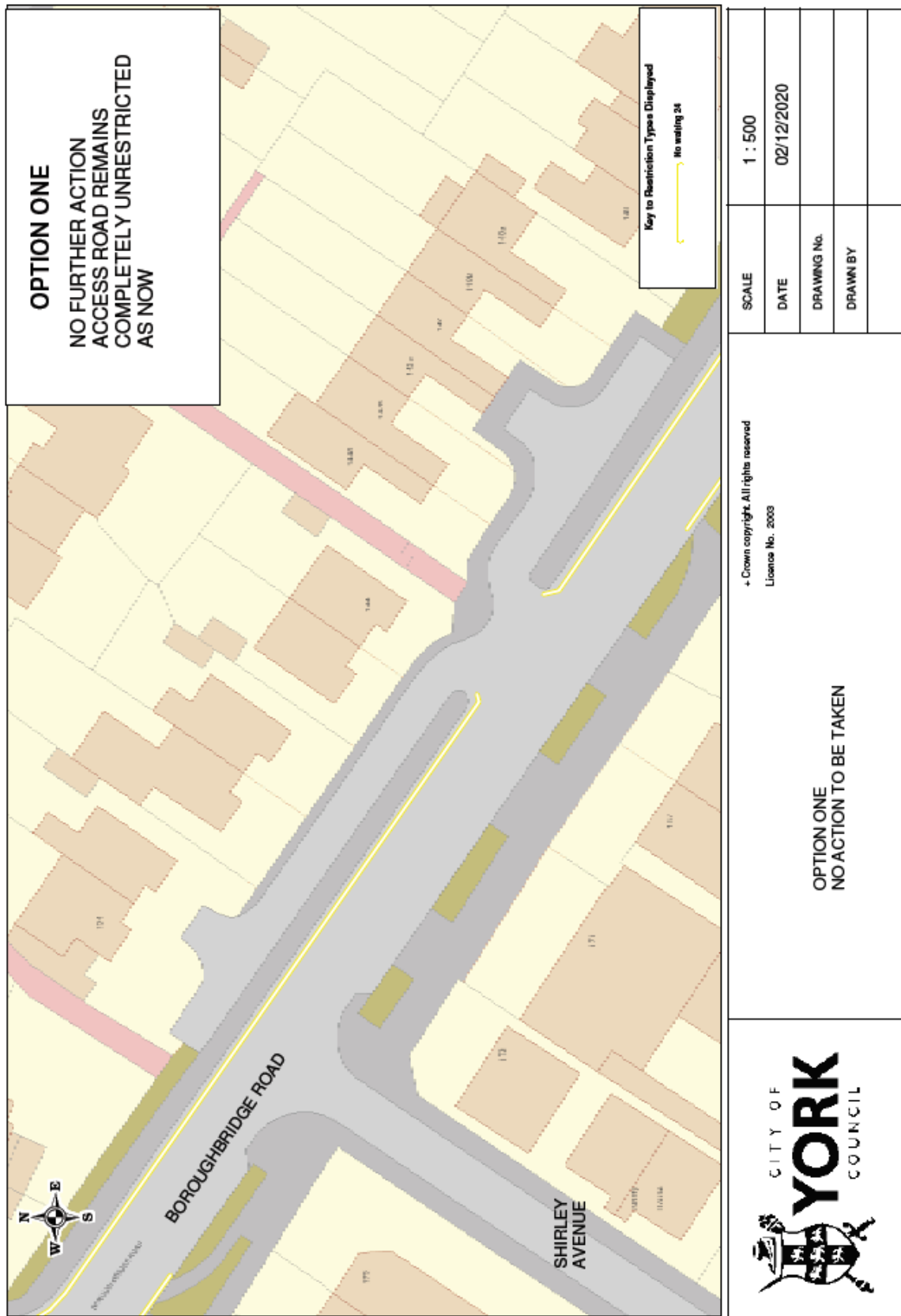
Surname: -----

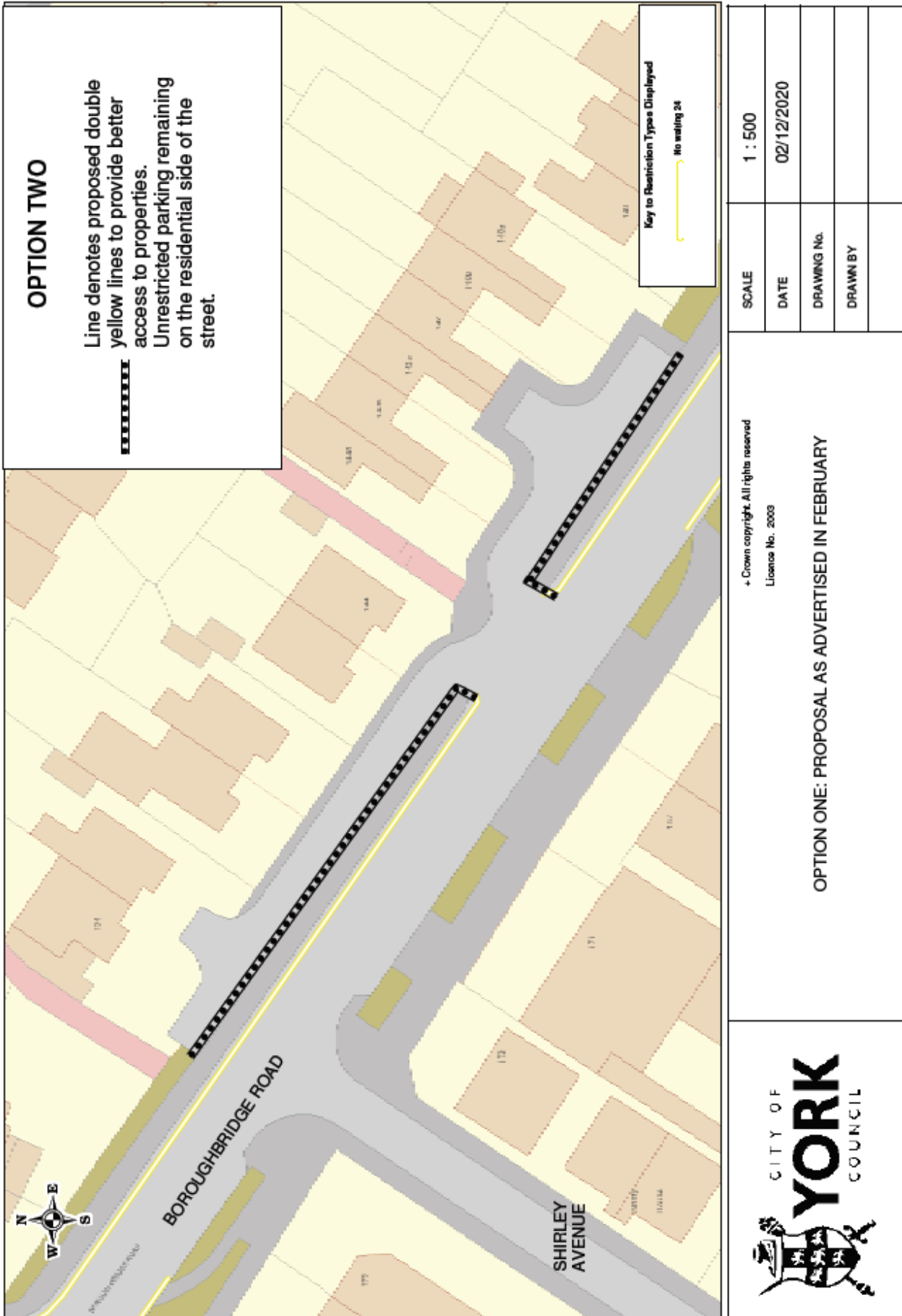
Address: -----

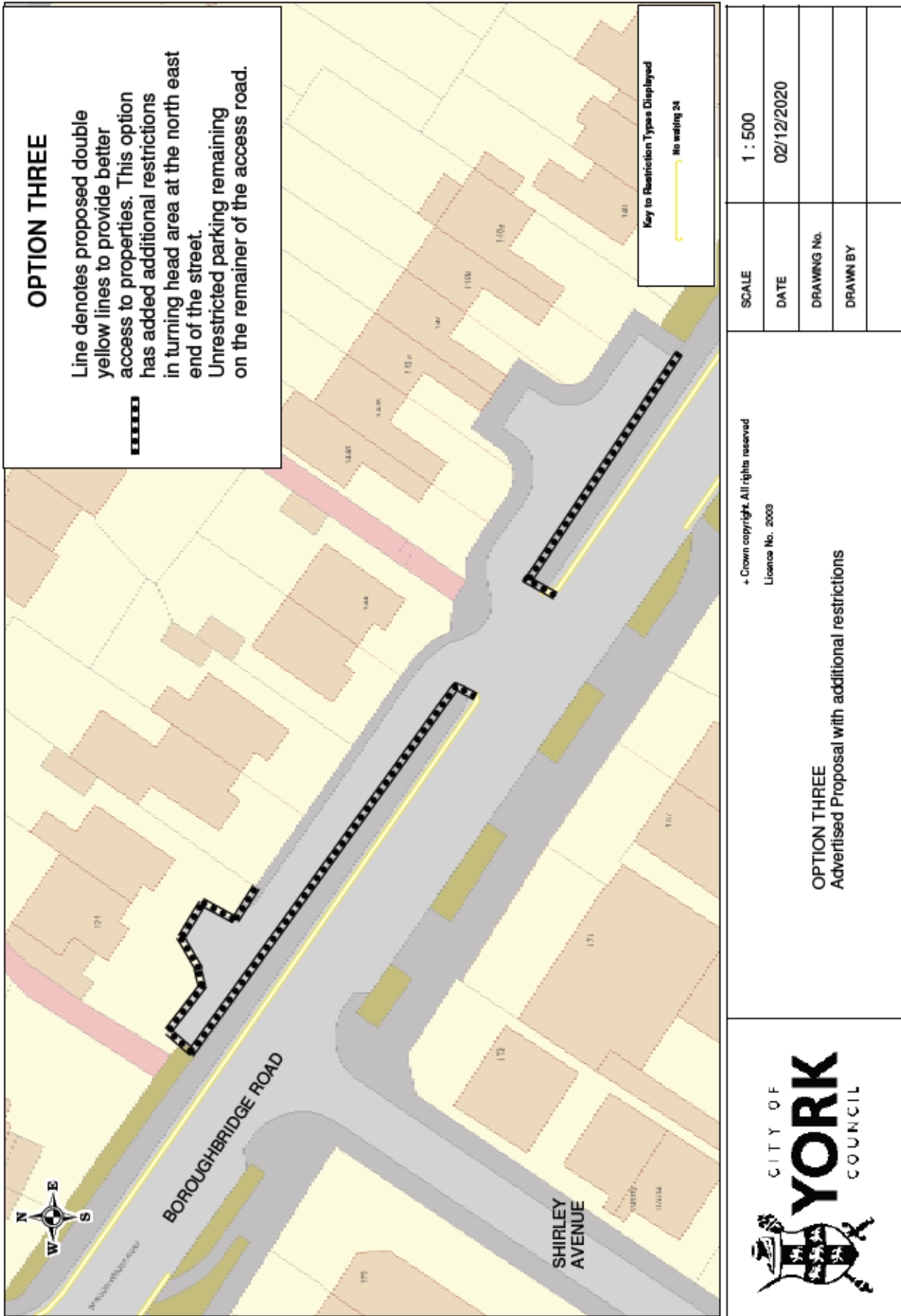
Postcode -----

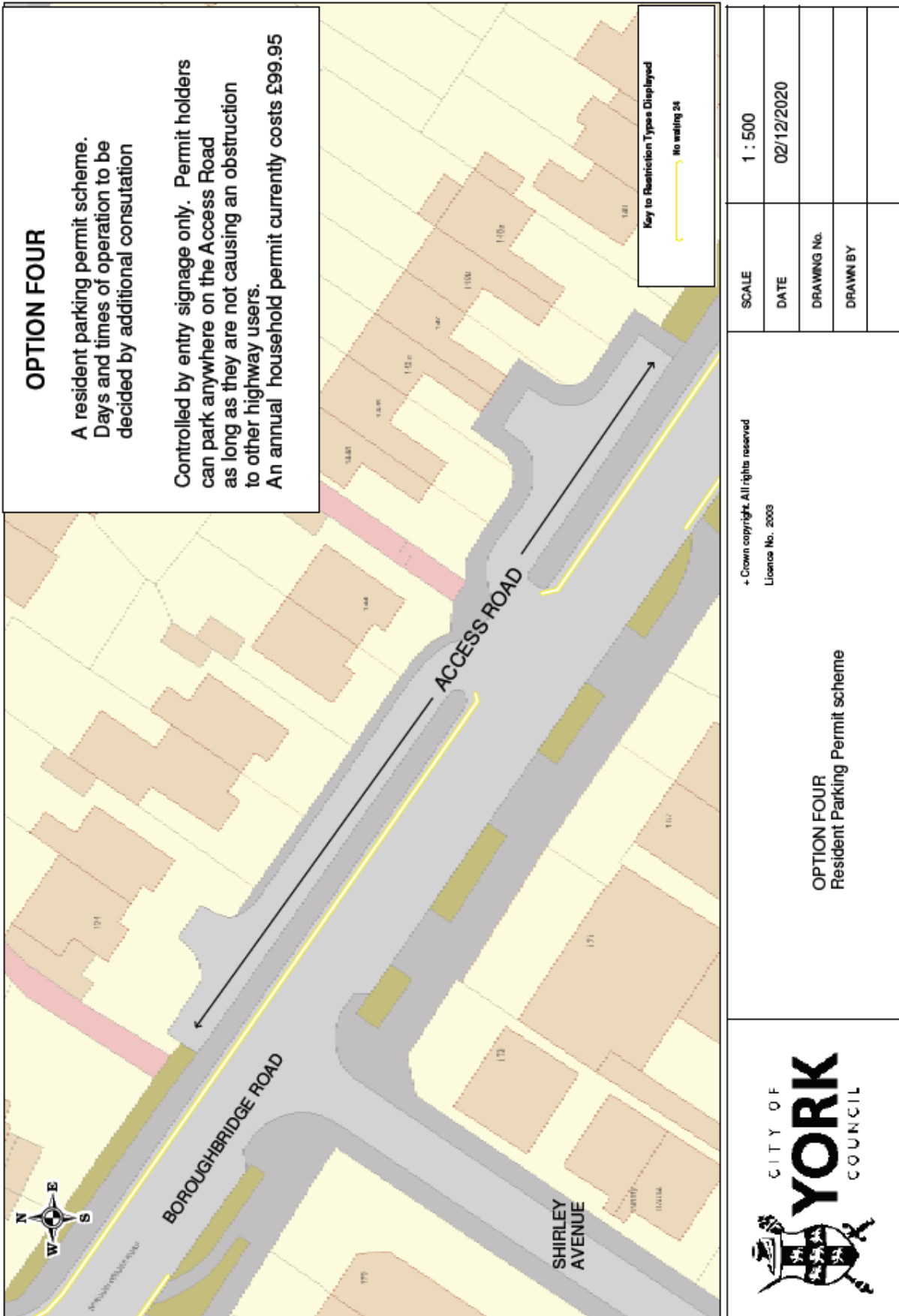
Please return in the freepost envelope provided by the 15 January 2021. If you prefer you can email your preferences and comments to highway.regulation@york.gov.uk

Please write any further Comments you wish to make overleaf (or use separate sheet)









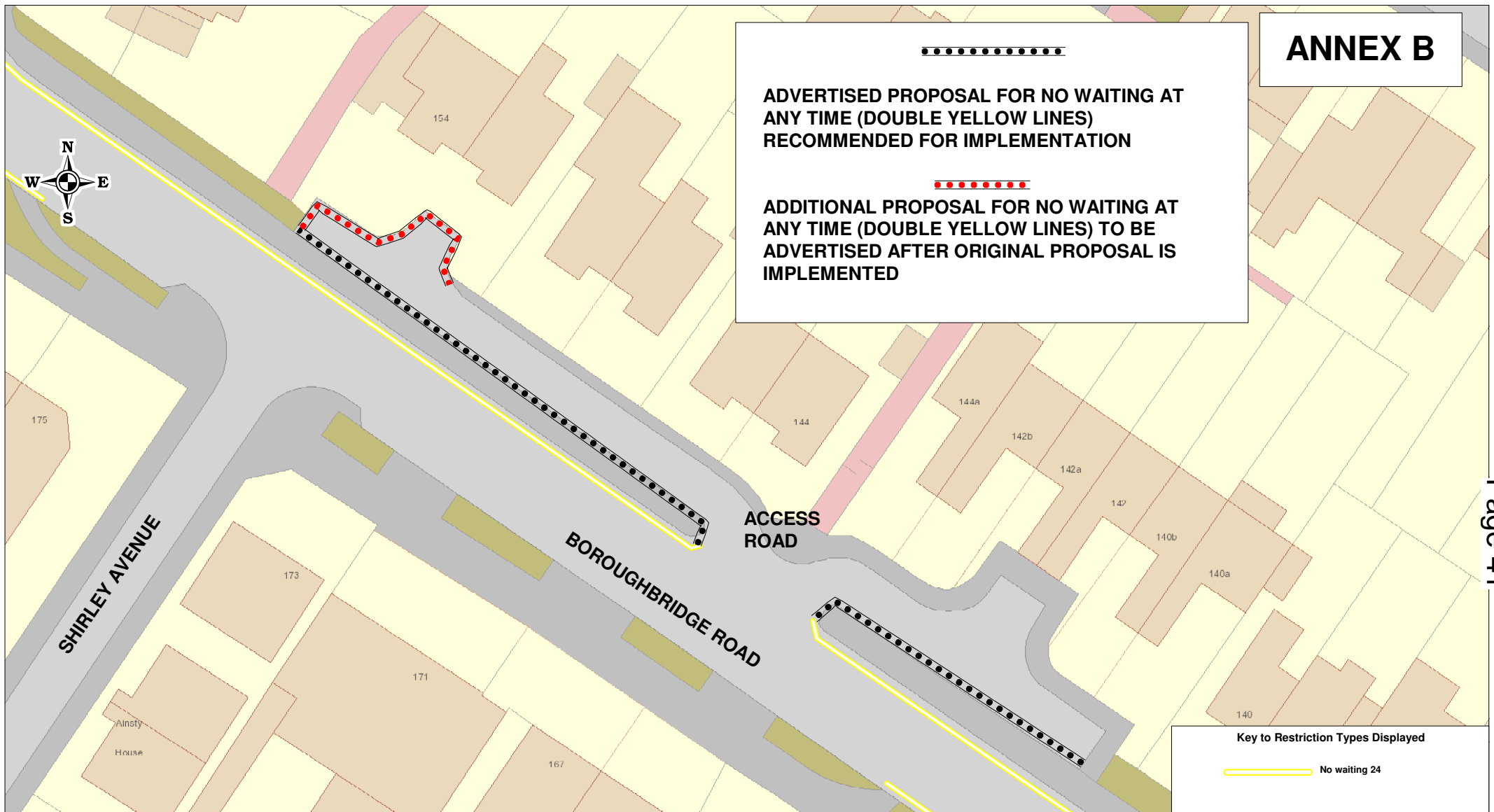


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ANNEX B


ADVERTISED PROPOSAL FOR NO WAITING AT ANY TIME (DOUBLE YELLOW LINES) RECOMMENDED FOR IMPLEMENTATION


ADDITIONAL PROPOSAL FOR NO WAITING AT ANY TIME (DOUBLE YELLOW LINES) TO BE ADVERTISED AFTER ORIGINAL PROPOSAL IS IMPLEMENTED



Key to Restriction Types Displayed

 No waiting 24



Annex B, Recommended Option (Option 3)

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SCALE	1 : 500
DATE	09/02/2021
DRAWING No.	
DRAWN BY	

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Decision Session – Executive Member for Transport**13 April 2021**

Report of the Director of Environment, Transport and Planning

Strategic Review of City Centre Access and Parking**Summary**

1. This report seeks approval of the scope and methodology of the Strategic Review of City Centre Access and Parking.
2. This review was commissioned by the Executive in November 2020 as part of the decision to start the formal process to make permanent a number of city centre footstreets that had been temporarily extended in response to Covid-19.
3. The review will explore how the existing mitigations for those affected by the proposed permanent changes to the footstreets, and general accessibility to the city centre, can be improved.
4. City wide questions about future car parking provision across all sectors and ownership need to be explored through the upcoming Local Transport Plan 4 to ensure they are supported by appropriate policies. Consequently this review will focus on council car parks to create a hierarchy which will identify which should be prioritised for investment and improvements; the role they can play in improving city centre access; and inform how any future potential changes in parking demand is managed.

Recommendations

5. The Executive is asked to:
 - 1) Approve the scope for the review of city centre access and parking.

Reason: to proceed with carrying out the review

- 2) Approve the methodology and programme for the review, including carrying out consultation and engagement.

Reason: to allow the review to commence in line with the programme with a report to be brought back in September 2021.

- 3) Note that the review is to be completed prior to the implementation of the permanent footstreet extension in September 2021, as is set out in the programme.

Reason: to continue to improve the existing mitigations for those affected by the proposed permanent changes to the footstreets that are due to be implemented in September 2021.

- 4) Note the review of city centre parking is critical to the Executive making the decision as to whether to proceed with St George's Field multi-storey car park as part of the Castle Gateway Masterplan. This decision is required in October 2021.

Reason: to enable an informed decision to be taken by the Executive as to whether to proceed with St George's Field multi-storey car park.

Background

6. In November 2020, Executive approved a budget of £40k to undertake a full strategic review of the city's parking and access, to be completed by summer 2021. The main purpose of the review is to continue to improve the existing mitigations for those affected by the temporary changes to the footstreets that are proposed to be made permanent from September 2021.
7. The report specifically identified a number of outcomes the review must as a minimum include
 - A full review of the **Shopmobility offer**
 - A feasibility study for a **city centre shuttle service** for people with mobility issues
 - **Identify two car parks** with potential for achieving **gold standard for disabled users**
 - A feasibility study to explore options for a **delivery hub model** for the city centre

- Consider through engagement the recommendations set out in the **independent review of York's access offer**
- Continuing dialogue with disabled residents on how we ensure that York continues to improve and enhance its access offer, and to continually improve these mitigations and help explore solutions together that accompany any permanent changes

8. The aim is to undertake a strategic review of the access requirements and existing council car parking provision in a rapidly evolving city centre.



9. The review is split in to the two key areas, access and parking. The review of access is predominantly a public and stakeholder engagement led review supported by a number of feasibility studies that have already been carried out. The parking review, however, will be an evidence based review, with certain outcomes and recommendations drawing on the engagement work carried out as part of the access review.

City Centre Access

10. The City Centre Access review builds on the engagement work already carried out and responds to the issues raised by the operation of the extension of the footstreets carried out in response to Covid-19.

11. The review will focus on improving city centre accessibility for those who have been affected by the revised footstreets namely disabled groups, businesses and deliveries, cyclists, taxis and residents that live within the footstreets.

12. The objectives identified for the city centre access review are as follows:

- a. Improve disabled access
- b. Ensuring sustainable delivery solutions for city centre businesses
- c. Review the operation of taxis
- d. Explore how all cycling groups access and cross the city centre
- e. Understand and respond to access needs of city centre residents

City Centre Access



13. Under each of these objectives are a number of outcomes which have been identified. These outcomes include those which were specifically requested as part of the November Executive report.

14. Along with the outcomes, we have identified the main evidence and engagement that is required as part of the review:

a. Improving disabled access

- Feasibility study of a shuttle service for those with mobility issues
- Review of the Shopmobility service
- Audit of the quality of disabled access
- Implement actions which are deemed to be appropriate from the previously commissioned independent review of disabled access
- Engage with disabled groups

b. Ensuring sustainable delivery solutions for city centre businesses

- Feasibility study of delivery hubs
- Explore storage lockers
- Spatial mapping of loading bays
- Engage with businesses and delivery drivers/cycle couriers

c. Review the operation of Taxis

- Spatial mapping of taxi ranks and drop off points
- Engage with taxi drivers, businesses and disabled groups

d. Explore how all cycling groups access and navigate the city centre

- Map the city centre cycle routes
- Review operation of cycle couriers
- Explore options for city centre cycling couriers
- Explore disabled cyclist access and blue badge permit options for cyclists

- Engage with cycling groups, cycle couriers and disabled groups

e. **City centre residents** (*affected by the footstreets*)

- Access for off street parking - map off street parking locations
- Consider trades people/access
- Engage with residents

15. All the technical evidence and engagement will be pulled together and where relevant fed in to the **City Centre Parking Review**. The final report will be considered by Executive in September 2021.

City Centre Parking

16. The city centre is changing, both pre-covid and accelerated by the impacts of Covid-19. There is also uncertainty as to how people's behaviours and attitudes may have changed as the city starts to open up again, and going forward post-recovery.

17. This state of flux due to Covid-19 directly affects demand for parking in the city centre, resulting in uncertainty around the long term level of parking demand.

18. Due to this uncertainty, now is not the right time to try to identify the required parking capacity in the city centre long term. Furthermore any policy changes to parking provision need to be supported by council policies. It is therefore appropriate that any city wide questions about future car parking provision are explored through Local Transport Plan 4 (LTP 4).

19. This review of city centre parking will focus on council owned car parks with a view to creating a reliable evidence base which can inform future decision making.

20. Seeking to bring about any change through reducing council provision without planning policies could lead to the private sector filling the gap and benefiting from parking revenue.

21. Council car parks generate £7m revenue each year, a vital income source to the council. However, very little evidence is currently collected from the car parks to allow decisions to be made to maximise their efficiency.

22. The main aim of the review of parking is to create a hierarchy of council car parks that can be used in the future to inform a strategy of how any potential future decline in parking demand is managed and which council car parks would be prioritised for investment and improvements.
23. There are four objectives identified in the review of city centre parking:
- Provide an improved evidence base for future decision making
 - Identify strategic priority car parks for investment and retention should parking decline in the future
 - Optimise and future proof council car parks, including revenue considerations
 - Respond to disabled access parking requirements

City Centre Car Parking

Provide improved evidence base for future decision making

Identify strategic priority car parks for investment and retention

Optimise and future proof CYC car parks including revenue consideration

Respond to disabled access parking requirements

24. Under each of these objectives are a number of outcomes which have been identified.
- Evidence Base**
 - Collate all available data
 - Identify and implement measures to improve future evidence base
 - Priority car park locations**
 - Provide a matrix for assessment of car parks using available data to produce a hierarchy
 - Assess car parks to create that hierarchy to target future investment
 - Maximise council land assets drawing on the evidence base, and recommendations from the **City Centre Access Review**
 - Optimise and future proof council car parks**
 - Improve customer experience and the quality of council car parks
 - Review the pricing and payment options to allow flexibility based on demand and prioritisation
 - Optimise capacity within council car parks and the revenue generation

- Target Electric Vehicle (EV) charging
- Maximise the use of the Park and Rides

d. Disabled access and parking

- Implement **City Centre Access** recommendations for Blue Badge parking
- Implement improvements to the Shop-mobility service
- Identify gold standard accessibility car parks

Programme

25. The programme below sets out the key stages and timescales for carrying out the review and compiling a report to be considered by Executive in September 2021.
26. The programme identifies where an update will be provided to PH CMT on the progress of the review.
27. The programme also identifies related work streams that are reliant on this review being carried out according to the proposed programme.
28. Included in the related work streams is the commencement of LTP 4. This review, including the evidence base gathered, engagement carried out and the concluding recommendations, will feed into the LTP 4 process, providing a long term plan to manage any future natural or policy driven reduction in parking demand or provision.

		Apr-21	May-21	Jun-21	Jul-21	Aug-21	Sep-21	Oct-21
	Exec Member Sign off of Scope	13-Apr						
	Develop and Agree Methodology							
	Update to PH CMT				★			
Access Review	Public and Stakeholder Engagement							
	Compile evidence base							
	Access Review - Draft Report							
Parking Review	Compile evidence base							
	Create Car Park Hierarchy							
	Parking Review - Draft Report							
	Access and Parking Review report to Executive							
	Permanent footstreet extension - implementation							
	Commence LTP 4							
	St George's Field Executive Decision							

Consultation

29. This review continues the dialogue with those affected by the extension of the footstreets, building on the engagement work already carried out. The previous engagement has played a significant role in shaping the scope and objectives of this review. As set out above, public and stakeholder engagement is central to the review of city centre access. The engagement approach is set out in Annex 2 and is consistent with the council's approach to resident engagement.
30. A Project Board has been formed to deliver this review chaired by the Corporate Director of Place. Representatives from Environment, Transport and Planning, and Economy, Regeneration and Housing sit on the Board, and have overseen shaping the scope and methodology.

Budget

31. A budget of £40k was approved by the Executive in November 2020 as part of the footstreets report to carry out a full strategic review of the city's access and parking offer.

Council Plan

32. The Council's objectives, as set out in the Council Plan 2019-2023 can be clearly seen represented through the aim and objectives of this review as well as the inclusive and transparent methodology proposed.
33. At the heart of the review is the aim of supporting a vibrant and sustainable city centre economy. This includes supporting the city centre to be attractive, safe and accessible to all, which as well as supporting the economic aspirations for the city, also promotes the independence, and health and wellbeing of all its residents.
34. The review reaffirms accessibility as a central outcome of the programme to deliver world-class infrastructure, public space and create a greener and cleaner city.

Implications

35. The report must demonstrate that all relevant implications of the proposals have been considered.
- **Financial** – The council budgets for £7m gross income from council car parks. The review needs to recognise this key source of revenue to the council and any conclusions take into account the financial impact on council services. The cost of the review (£40k) can be funded from the LTP revenue budget agreed for 2021/22.
 - **Human Resources (HR)** – There are no HR implications
 - **Equalities** – An Equalities Impact Assessment will be produced to accompany the strategic review report.
 - **Legal** – The review is being undertaken in-house so no procurement issues arise regarding the spending of the £40,000. If small amounts are required to be spent as part of the review, the team is aware to contact legal colleagues to conform with our CPRs. We have identified the work which we are involved in relating to city access security measures and the current autonomous transport study which may both impact on the review.
 - **Crime and Disorder** – There are no Crime and Disorder implications
 - **Information Technology (IT)** – There are no IT implications
 - **Property** – Implications covered in report

Risk Management

36. The review of City Centre Access will centre on consultation and engagement with all groups affected by the footstreets to ensure the voice and views of all stakeholders is considered in arriving at the recommendations

Contact Details

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Programmes
Regeneration and Asset
Management
01904 554153

Chief Officer Responsible for the report:

James Gilchrist
Director of Environment, Transport and
Planning

Report **Date** [Insert Date]
Approved

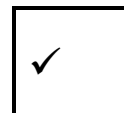
Specialist Implications Officer(s) List information for all

Financial:
Patrick Looker
Finance Manager

Legal:
Walter Burns
Senior Solicitor

Wards Affected:

All



For further information please contact the author of the report

Background Papers:

Report to the Executive – “Future of the extended footstreets”, November 2021

Annexes:

Annex 1 – Strategic Review of City Centre Access and Parking – Scoping Presentation

Annex 2 – Strategic Review of City Centre Access and Parking – Engagement Plan

List of Abbreviations Used in this Report

LTP 4 – Local Transport Plan 4

Strategic Review of City Centre Access and Parking

Why are we doing the review?

- A requirement of the Executive decision in November to permanently extend the footstreet, to be completed by the implementation of the permanent footstreets in **September 2021**
- To allow Executive to make a decision as to whether to proceed with St George's Field multi storey car park, decision required in **October 2021**
- To guide the development of Local Transport Plan 4, which commences **September 2021**

Formal Exec decision and proposed delegation

November Executive Footstreets Report recommendation:

Undertake a full strategic review of the city's parking and disabled access offer as set out in this report, to be completed by Summer 2021 at a cost of up to £40k from the existing footstreet engagement and Local Transport Plan 4 budgets.

Reason: To ensure the permanent footstreet extensions set out above are accompanied by appropriate mitigations for those who have been affected by the revised footstreets and to improve city centre accessibility.

The full terms of reference for the review will be scoped out and agreed with the **Executive Member for Transport**, but will include:

- A full review of the **Shopmobility offer**
- A feasibility study for a **city centre shuttle service** for people with mobility issues
- **Identify two car parks** with potential for achieving **gold standard for disabled users**
- A feasibility study to explore options for a **delivery hub model** for the city centre
- Consider through engagement the recommendations set out in the **independent review of York's access offer**
- Continuing dialogue with disabled residents on how we ensure that York continues to improve and enhance its access offer, and to continually improve these mitigations and help explore solutions together that accompany any permanent changes

Aim

To undertake a strategic review of the access requirements and existing CYC car parking provision in a rapidly evolving city centre.



Scope and Key Principles – City Centre Access

- How do we best manage the accessibility of an evolving city centre?
- Builds on the engagement work and responds to the issues raised by the operation of, and the extension to the footstreets.
- Focus on disabled groups, businesses and deliveries, cyclists, taxis and residents who live within the footstreets.
- Does not focus on strategic transport decisions, which will be part of LTP 4.

Scope and Key Principles – CYC Car Parking

- We are still in a position of recovery, the city centre is changing and parking demand is state of flux, so now is not the right time to try to identify required capacity.
- CYC car parks generate £7m revenue each year
- Seeking to bring about change through reducing council provision without LTP 4 and associated planning policies could lead to the private sector filling the gap and benefiting from the parking revenue.
- This review will inform a strategy of how any future decline in parking demand is managed and which council car parks would be prioritised for investment and improvements.
- Therefore, the aim is to review the councils assets and create long term plan to manage any future natural or LTP 4 policy driven decline in parking provision.

Objectives

City Centre Access

Improve disabled access

Ensuring sustainable delivery solutions for city centre businesses

Review the operation of Taxis

Explore how all cycling groups access and navigate the city centre

Understand and respond to access needs of city centre residents

City Centre Car Parking

Provide improved evidence base for future decision making

Identify strategic priority car parks for investment and retention

Optimise and future proof CYC car parks including revenue consideration

Respond to disabled access parking requirements

Guide future Car Free City Centre considerations

Public and stakeholder engagement led

Technical and evidence base review led

Outcomes

City Centre Access

Disabled Access

Deliveries

Taxis

Cycling

Residents within Footstreets

Explore Shuttle Service

Review Shop-Mobility

Review quality and modes of access

Explore delivery hubs

Identify loading bays

Access

Disabled Access

Review operation of cycle couriers

Map city centre cycle routes

Explore disabled cyclist access

Access for off street parking

Trades people/ Access

Page 60

City Centre Parking

Evidence base

Priority car park locations

Optimise and future proof CYC car parks

Disabled access and parking

Collate all available data

Implement measures to improve future evidence base

Provide a matrix for assessment of car parks to produce hierarchy

Assess car parks to create hierarchy

Maximise CYC land assets

Improve customer experience and quality of car parks

Review pricing and payment options to allow flexibility

Optimising capacity and revenues

EV Charging

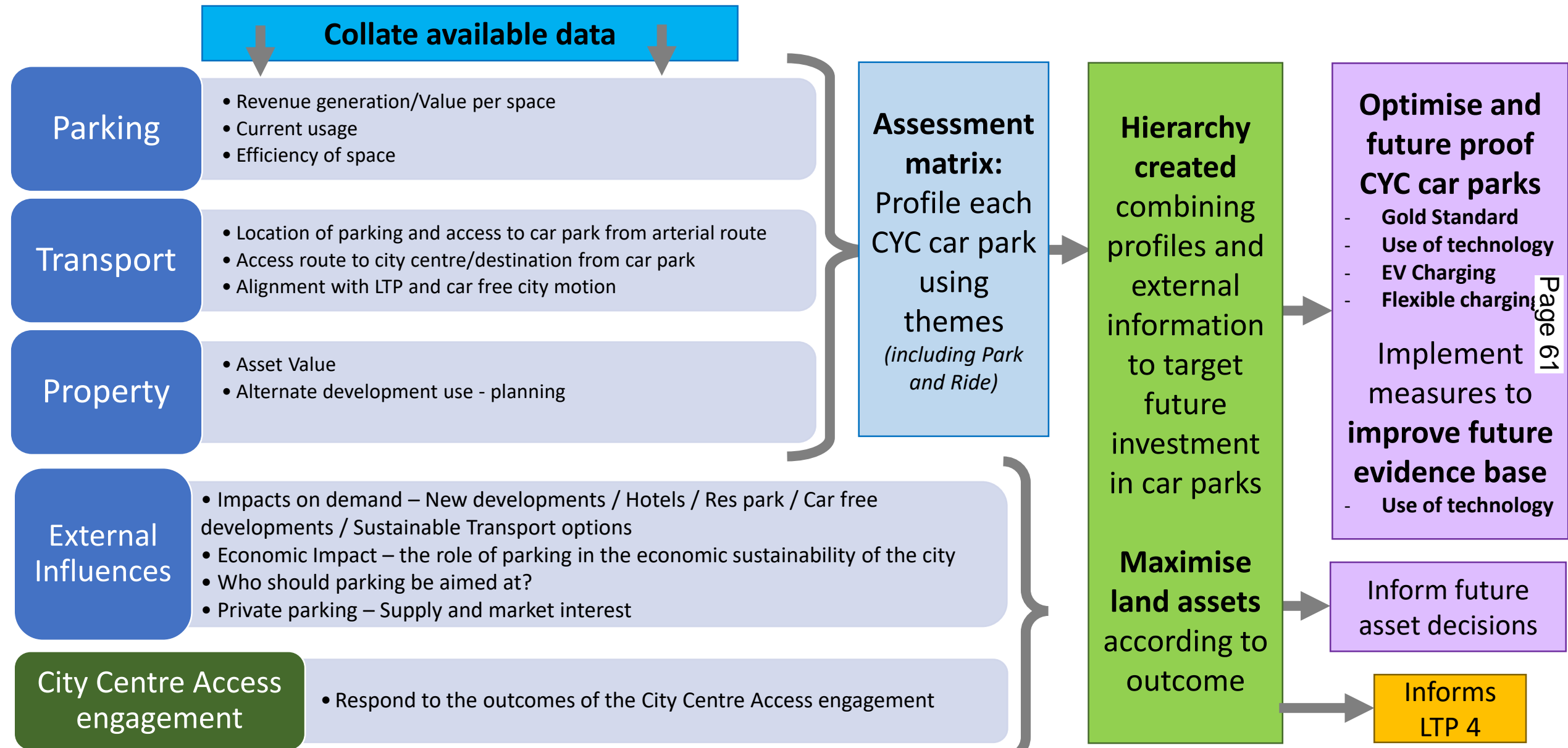
Maximising use of Park and Ride

Implement City Centre Access recommendations for Blue Badge parking

Implement improvements to Shop-mobility service

Identify gold standard accessibility car parks

Methodology - Assessment Matrix and Hierarchy



Approach

Exec Member: Cllr D'Agorne

Project Board: Neil Ferris / Tracey Carter / James Gilchrist / Tony Clarke / Dave Atkinson / Nick Collins / Patrick Looker

Project Lead: Andy Kerr / Katie Peeke-Vout

Engagement Lead: Gareth Wilce / Katherine Atkinson

External Support: To be confirmed

Key Stakeholders: To be confirmed

Exec agreed budget: £40K (£16k unspent engagement budget and £24k LTP4)

Approach – Timescales

	Mar-21	Apr-21	May-21	Jun-21	Jul-21	Aug-21	Sep-21
Outline Scope - PH CMT							
Exec Member Sign off of Scope							
Develop and Agree Methodology							
Public and Stakeholder Engagement - Access Review							
Draft Report - Access Review							
Compile evidence base - Parking Review							
Create Car Park Hierarchy							
Draft Report - Parking Review							
Reports to Executive							

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Engagement plan

Strategic review of city centre access
and parking



Engagement plan

- Scope
- Objectives
- Audiences – influence and impact
- Areas of influence
- Programme
- Resources inc. costs

Scope

The review covers eight different project areas addressing different aspects of access to the city centre. The engagement strategy identifies the audiences and insight required to develop the right approach to maximise access to the city centre. It will deepen insight into the needs and aspirations of key audiences, informing recommendations. While the project is also informed by ongoing counter-terror measures, this engagement does not cover the position or impact of infrastructure.

It follows the principles of the council's emerging approach to resident engagement. The approach make sure key audiences competing for a small amount of space can understand other perspectives and explore responses together.

The engagement plan is mindful of overlap with the wider engagement programme, including My City Centre, My Castle Gateway, the Economic Strategy, and Local Transport Plan, as well as an anticipated statutory consultation over a traffic Regulation Order making some changes to the footstreets permanent beyond the temporary emergency powers.

Engagement Principles

The methodology for this review will reflect the principles of the emerging resident engagement strategy and the LGA engagement framework.

The aim of the strategy is to:

- Collate resident feedback to contribute to the development of the 10 year plan through the development of the carbon reduction, transport and economic strategies, health and wellbeing strategy, and to inform the council's approach to built infrastructure.
- Identify gaps in our understanding of resident feedback, either by theme or by audience (such as younger people) to ensure engagement is inclusive and represents the views of as much of the city as possible.

Engagement Principles

The objectives for the **resident engagement strategy** are:

- Develop and deliver ONE programme of resident engagement (called *Our Big Conversation*), that informs multiple strategies, projects and schemes taking a pan-organisation approach to break down internal silos and adhering to the LGA engagement framework.
- Build resident confidence by being clear, visible and open:
 - clear about the purpose of engagement – using a common language and approach to describing engagement.
 - visible about decisions that have already steered the projects to avoid undermining decision making
 - open about how their feedback is shaping activities and moving policy forward.
- Identify target communities and join-up conversations to support more inclusive engagement through targeted engagement activities.
- Identify gaps in audience engagement, thematic understanding and inclusivity and find innovative ways to address these, including working closely with Community Voices programme and Human Rights Network where appropriate.
- Share insight and resolve tensions to inform multiple strategies, including the 10 year plan.

Engagement objectives

The objectives of the City Centre Access engagement are to:

1. Secure engagement with all audiences with city centre access requirements, increasing diversity of voices in the conversation.
2. Deepen understanding of different access needs to inform policy decisions and recommendations for Executive Member for Transport.
3. Surface competing access needs and facilitate conversations to explore potential solutions
4. Provide insight to inform the council's other key strategies to be developed in 2021, including Local Transport Plan.
5. Draw on the expertise of city partners and networks representing disability advocacy, city centre business, taxi drivers, couriers and key stakeholders like the police. Incorporate their advice into the recommendations that are tested through further engagement.
6. Secure ongoing engagement to support implementation

Audiences

- City wide to all households, in public spaces and via social and digital communications
- Demographic data will be collected where possible
- Targeted engagement:
 - Disabled residents and advocacy groups representing all disabilities
 - Blue badge holders
 - Disabled cyclists
 - Other residents with limited mobility
 - Taxi drivers
 - City centre businesses
 - Delivery and courier services
 - City centre residents

Audience influence and impact

	Access routes	Shop mobility	Cycle access	Loading / deliveries	Taxis	Shuttle service
Blue Badge Holders (BBH)	✓	✓	✓	✓	✓	✓
Disabled residents and carers	✓	✓	✓			✓
Residents with reduced mobility	✓	✓	✓			✓
Disabled cyclists	✓	✓	✓			✓
Taxi drivers		✓		✓	✓	
City centre businesses			✓	✓	✓	✓
Couriers / delivery drivers			✓	✓	✓	
Cycling residents (and would-be cyclists)			✓			
City centre residents		✓	✓	✓		

Engagement will be inclusive to address:



Lack of internet access

Users who struggle with literacy are unlikely to use the internet alone and would not use the internet as their main source of coronavirus information



Reliance on family and friends

Users who tend to rely on family and friends to support them with tasks that require reading, but not all users have access to that support



Trusted & respected local figures

Respected figures and organisations that people listen to can help build trust in the service and dispel existing myths and alternative narratives



Information is confusing and does not land with the community

Official information is confusing and inconsistent and does not resonate with the user group. Thus, people get alternative narratives from social media and WhatsApp



Visual methods of passing information are beneficial

Pictures, videos, icons and physical signage are beneficial to users as they are visual and easier to quickly understand and engage with



Familiar settings and staff

Engagement activities in familiar places could reduce feelings of fear or exclusion and may increase uptake

What we already know

This engagement will build on existing insight:

- Disabled access community brief (2020) including concerns over cycling in footstreets, holistic picture of accessible parking
- Age friendly York action plan
- Proposals for cycling access from disabled cyclists, couriers and campaign groups
- Stakeholder conversations (York Civic trust, Shopmobility, York Wheels, Taxi associations, Police, York BID)



Provide balanced and objective info; Existing insight, Constraints Points of influence	Gain feedback and analysis on alternatives, deepen understanding of need from some groups	Sharing perspectives and understanding competing demands for ltd space	Gain feedback and analysis on emerging proposals	Measure impact and support implementation of recommendations
Engagement activities				
Social media key Qs CYC landing page Maps and factsheets on current provision, areas of influence and future constraints Web pages including Video content of the Shopmobility offer Member briefings	Surveys – online and print (Our City, potential library and pop-up events) Audience interviews/zoom workshops (taxis, couriers. city centre businesses, disabled residents and groups, shopmobility) Partner meetings Social media - key Qs, curated conversations Stakeholder interviews (Police, York BID, healthwatch)	Updated web pages Multi-stakeholder zoom workshops: - Cycling access - Delivery/taxis - Access routes Partner meetings Lived experience engagement over access routes and disabled cycling Social media: key Qs and curated conversations	Updated web pages Social media - present feedback and emerging ideas, curate conversations Partner interviews	Attend established fora of partner groups for feedback
Broadcast				
Signpost to web landing pages and mailing lists/resident eng lists Our City Partner/rep orgs cascade Media activity Potential letter to BBHs Letter to CC residents	PR Social campaign Targeted Social media ads Social communities Partner/rep orgs cascade Media activity	PR Social campaign Targeted Social media ads Social communities Partner/rep orgs cascade Media activity	PR Social campaign Targeted Social media ads Social communities Partner/rep orgs cascade Media activity Community impact assessment	Publish insight briefs

Executive decision

Key decision points

- 13 April 2021 - Decision session
 - confirms engagement timetable
- 19 April – Start public engagement
- End of July – Close engagement
- September – Executive decision

Resources and costs

Resources

- Project team time
- Access routes commission
- Social media ads
- Workshop technical support
- BSL translator (if required)
- Blue badge holder mailout

Costs

- TBC
- TBC
- Max £500
- 5 x £85 tech support
- £130 per session
- TBC

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Executive Member Decision Session

13 April 2021

Report of the Corporate Director of Place
Portfolio of the Executive Member for Transport

Directorate of Place Transport Capital Programme – 2021/22 Budget Report

Summary

1. This report sets out the programme of works to be delivered through the Directorate of Place Transport Capital Programme in 2021/22.

Recommendations

2. The Executive Member is asked to:

- 1) Approve the proposed programme of schemes for 2021/22.

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.

Background

3. Following approval at Budget Council on 25 February 2021, the Transport Capital Budget for 2021/22 has been confirmed at £44,241k. The approved budget includes funding from the Local Transport Plan (LTP) grant, grants for individual schemes and council resources.
4. The budget includes significant funding from various external sources, including grant funding from the European Regional Development Fund (ERDF) for the completion of the Hyper Hubs project, the National Productivity Investment Fund, the West Yorkshire Transport Fund, Transforming Cities Fund and funding from the Department for Transport for the Outer Ring Road Dualling scheme.

5. Details of the 2021/22 budget are shown in Annex 1 to this report.

2021/22 Major Schemes

6. The allocations within the Major Schemes block will deliver a significant programme of improvements to the city's transport infrastructure. Funding for these schemes has been secured from several external funding sources, with contributions from the council's capital budgets as agreed at Budget Council in February 2021.
7. Work on the Outer Ring Road scheme in 2021/22 will focus on finalising the detailed design and securing planning approval for the proposals, and acquiring the land required for the scheme, with construction planned to start in summer 2023. The allocation in the 2021/22 budget includes the full funding allocation for the scheme, and will be re-profiled across future years later in 2021/22.
8. Following the approval of the planning application for the Station Frontage scheme at the 4 February Planning Committee, funding has been allocated to carry out preparatory works, including land purchase and enabling works such as utility diversions in 2021/22 to allow the scheme to be implemented in future years. The allocation in the 2021/22 budget includes the full funding allocation for the scheme, and will be re-profiled across future years later in 2021/22.
9. As previously reported, progress on the Hyper Hubs project to provide additional vehicle charging infrastructure at Monks Cross and Poppleton Bar Park & Ride sites was delayed in 2020/21 due to the use of Poppleton Bar as a COVID-19 testing site, and funding was slipped to 2021/22 for the completion of the scheme. Work at Monks Cross Park & Ride is ongoing and will be completed in May 2021, and work at Poppleton Bar is expected to start in April 2021 and be completed in June 2021.
10. It was not possible to progress the proposed Hyper Hub at York Hospital due to land ownership and access issues, and initial feasibility work has been carried out on a proposed Hyper Hub at Union Terrace Car Park in place of the Hospital scheme. A separate report on the Union Terrace scheme is to be considered at this meeting, and if the proposals are approved, the scheme will be progressed in 2021/22.

11. The Smarter Travel Evolution Programme (STEP) aims to implement real-time monitoring and associated infrastructure to allow York to prepare for future transport measures such as connected and autonomous vehicles. As set out in the 2020/21 Monitor 2 report, funding was slipped to 2021/22 to allow work on the data platform and transport modelling to continue in 2021/22, following the completion of data collection and upgrades to communications infrastructure in 2020/21.
12. Funding has been allocated for the Electric Vehicle Charging Asset Replacement scheme, which will allow the work to install charging points at Park & Ride sites and council car parks to be completed in 2021/22. Works started on site in March 2021, with four sites completed by 31 March, and it is anticipated that the remaining new charging points will be installed and available for use by July 2021.
13. The City Centre Access scheme was affected by the changes to the city centre Footstreets area as part of the council's COVID-19 measures (to provide additional space for pedestrians to accommodate social distancing measures and space for outdoor hospitality). A decision was taken at the 26 November 2020 Executive to undertake design work on measures to cover a larger area of the City Centre. The revised scheme and delivery programme will be presented to a future Executive meeting.
14. The delivery of the final few bus conversions in 2020/21 was delayed due to the impact of COVID-19 measures, funding has been slipped to 2021/22 for the completion of the Clean Air Zone scheme. The funding awarded to bus operators allows them to convert their bus fleets to meet the emissions standard required for the city centre Clean Air Zone.
15. Funding has also been allocated for further development work on the proposed re-opening of Haxby Station, following the award of grant funding from the Department for Transport (DfT) from the New Station Fund to progress the development of the scheme.
16. Funding has also been allocated to develop enhancements for pedestrians, cyclists, and public transport on Tadcaster Road, which are planned to be progressed using the Transforming Cities Fund and delivered as part of the maintenance programme planned

for 2021/22 following the award of grant funding from the Challenge Fund in 2020/21.

2021/22 Transport Schemes

17. The proposed allocations for Transport Schemes are detailed below, and aim to deliver the strategic aims of the council's third Local Transport Plan (LTP3) and the Council Priorities. These schemes are funded from the Local Transport Plan grant, and supplemented by the council's capital resources. Further details of the programme are shown in Annex 2 to this report.
18. Funding has been allocated for the ongoing programme of upgrades to the city's Park & Ride sites, including resurfacing at Rawcliffe Bar and improvements to signage on the approaches to the sites. Funding has also been allocated for improvements to bus stops and shelters across the city, a contribution to the upgrade of the regional Real-Time Passenger Information system, and the purchase of two new Dial & Ride buses.
19. The grant funding for the School Bus Exhaust Refits and Tour Bus Conversions schemes was slipped to 2021/22 at the Monitor 2 report in February, as the conversion works to reduce emissions from school buses could not be progressed due to delays in the manufacturing process, and will be progressed in 2021/22 tbc. As set out in the report to the 19 March 2020 Executive, the trial of retro-fitting tour buses to convert them to electric drive has ended, and the council will discuss the possibility of reallocating the grant funding for other schemes in York with Defra.
20. The allocation for Traffic Management schemes includes funding for improvements to signs and lining throughout the city, funding to develop the potential permanent one-way closure of Coppergate (following the temporary scheme implemented as part of the Emergency Active Travel Fund programme), and funding from council resources for the continuation of the Traffic Signals Asset Renewal (TSAR) programme, with upgrades proposed to traffic signals at eight locations across the city.
21. Funding has also been allocated for the completion of schemes from the 2020/21 Transport Capital Programme, including the Bishophill/ Micklegate public realm improvements, the CCTV upgrade programme, improvements to signage to city centre car

parks, funding to continue reviews of key corridor routes into the city centre (Wigginton Road and Fulford Road), and funding for the completion of The Groves road closures trial. An allocation has been included for feasibility work to continue on potential improvements to the Hopgrove Lane South/ Malton Road junction, following the award of ward committee funding for the scheme.

22. The allocation for Pedestrian & Cycle schemes will allow the development and implementation of priority cycle schemes, as set out in the proposed programme; the continued review and implementation of requests for new pedestrian crossings; smaller-scale schemes to improve pedestrian and cycling facilities across the city; and improvements to structures on the Public Rights of Way network to ensure the routes continue to be accessible. Funding has also been allocated for the completion of the Navigation Road cycle scheme, and for implementation of the Bootham Bar to Clifton Green cycle improvements scheme.
23. In addition to the Local Transport Plan grant, council funding has been allocated for a review of access barriers on the walking and cycling network to identify sites where amendments to barriers to improve accessibility can be made.
24. The allocation for safety schemes will fund measures to improve walking and cycling facilities and address safety issues on routes to school; measures to improve safety at accident cluster sites; measures to address safety issues raised by the public through the Danger Reduction programme; and schemes to address issues with vehicle speeds raised through the Speed Review process. Funding has also been allocated for the completion of schemes where feasibility and design work was carried out in 2020/21, including the Foss Islands Road safety scheme, and measures to address speeding issues on Elvington Lane and Sim Balk Lane.
25. The allocation for Scheme Development will be used to develop new schemes for implementation in future years; fund retention payments, final completion works, and items identified during safety audits of schemes completed in previous years; and fund the staff resources incurred in the development and implementation of Local Transport Plan-funded schemes.
26. Funding has also been allocated from the council's capital resources improvements for the ongoing programme of Bridge

Maintenance works, which includes continuing the programme of Principal Inspections and General Inspections, and development of a maintenance scheme for the refurbishment of Lendal Bridge during 2021/22. An allocation has also been included for the renewal of the existing flood signage in York, which will allow existing signs to be replaced and the installation of new signs where required.

Active Travel Fund

27. Following a successful bid for funding in 2020/21, the council was awarded £658k grant funding from Tranche 2 of the government's Active Travel Fund (ATF) to allow further improvements for pedestrians and cyclists to be implemented. This will be supported by £600k match funding from the council's transport budgets. Following a report to the 18 January Decision Session meeting, the proposed schemes were approved for development towards implementation:

- A1237 Ouse Bridge Cycle Lanes.
- Shipton Road (north of Clifton Green) Cycle Route.
- City Centre Access (inner ring road crossing at Tower Street).
- Wheldrake – Heslington Cycle Route and University area improvements.
- Acomb Road Cycle Lanes.
- People Streets Trial (Ostman Road).

28. Some initial feasibility work has been carried out in 2020/21 following the approval of the proposed programme, and the grant funding for the Active Travel Fund programme will be carried forward at year-end and added to the 2021/22 programme.

Consultation

29. The capital programme is decided through a formal process using a Capital Resources Allocation Model (CRAM). CRAM is a tool used for allocating the council's capital resources to schemes that meet corporate priorities.

30. Funding for the capital programme was agreed by the council on 25 February 2021. While consultation is not undertaken on the capital programme as a whole, individual scheme proposals do follow a

consultation process with local councillors and residents. A wider consultation regarding the council's budget for 2021/22 was carried out in winter 2020, as part of the process of developing the council's 2021/22 Budget.

Options

31. The Executive Member has been presented with a proposed programme of schemes, which have been developed to implement the priorities of the Local Transport Plan (LTP3) and the Council Plan.

Analysis

32. The programme has been prepared to meet the objectives of LTP3 and the Council Plan as set out below; implement the City Centre Access & Safety Scheme; complete the Hyper Hubs schemes; progress the Smarter Travel Evolution Programme; and progress the Outer Ring Road upgrades and Station Frontage major schemes.

Council Plan

33. The Council Plan has Eight Key Outcomes:

- Well-paid jobs and an inclusive economy
- A greener and cleaner city
- Getting around sustainably
- Good health and wellbeing
- Safe communities and culture for all
- Creating homes and world-class infrastructure
- A better start for children and young people
- An open and effective council

34. The Transport Capital Programme supports the prosperity of the city by improving the effectiveness, safety and reliability of the transport network, which helps economic growth and the attractiveness for visitors and residents. The programme aims to reduce traffic congestion through a variety of measures to improve traffic flow, improve public transport, provide better facilities for walking and cycling, and address road safety issues.

35. Enhancements to the efficiency and safety of the transport network will directly benefit all road users by improving reliability and accessibility to other council services across the city.
36. The capital programme also addresses improvements to the transport network raised by residents such as requests for improved cycle routes, measures to address safety issues and speeding traffic, and improvements at bus stops such as real-time information display screens and new bus shelters.

Implications

37. The following implications have been considered.

- **Financial:** See below.
- **Human Resources (HR):** In light of the financial reductions in recent years, the Executive Member's attention is drawn to the fact that the majority of Highways and Transport staff are now funded either through the capital programme or external funding. This core of staff are also supplemented by external resources commissioned by the council to deliver capital projects, which provides flexible additional capacity and reflects the one-off nature of capital projects.
- **Equalities:** There are no Equalities implications.
- **Legal:** There are no Legal implications.
- **Crime and Disorder:** There are no Crime & Disorder implications.
- **Information Technology (IT):** There are no IT implications.
- **Property:** There are no Property implications.
- **Other:** There are no other implications.

Financial Implications

38. Following approval at Budget Council on 25 February 2021, the total Economy & Place Transport Capital Programme budget is £44,241k. The programme will be amended to include any carryover funding from 2020/21 at the Consolidated Report in summer 2021. Overprogramming within the Local Transport Plan funded schemes will be used to limit the impact of scheme delay beyond officer control.

Risk Management

39. For larger schemes in the programme, separate risk registers will be prepared and measures taken to reduce and manage risks as the schemes are progressed throughout 2021/22.

Contact Details

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**Chief Officer Responsible for the
report:**

Neil Ferris

Corporate Director – Economy & Place

**Report
Approved**

Date Insert Date

**Report
Approved**

Date Insert Date

Specialist Implications Officer(s) List information for all

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

All

For further information please contact the author of the report

Background Papers:

E&P 2020/21 Capital Programme Monitor 2 Report – 9 February 2021

Annexes

Annex 1: 2021/22 Transport Budget

Annex 2: 2021/22 Transport Capital Programme

Annex 1 - Council Approved 2021/22 Transport Capital Budget

Funding	£1,000s
Local Transport Plan Grant	1,570
Traffic Signal Asset Renewal Programme	1,200
Developer Funding (Section 106)	32
Clean Bus Technology Grant	312
Local Transport Plan Schemes (CYC Funding)	314
Walking & Cycling Schemes (CYC Funding)	400
Bishophill/ Micklegate Public Realm Improvements	230
CCTV Upgrades Programme	157
Access Barrier Review (CYC Resources)	100
Bridge Maintenance	1,596
City Fibre Network	410
Flood Sign Renewal	150
Outer Ring Road Dualling	21,392
Station Frontage	13,472
Hyper Hubs	863
Smarter Travel Evolution Programme	535
EV Charging Asset Replacement	150
City Centre Access & Security	1,258
Clean Air Zone	100
Total	44,241

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2021/22 Transport Capital Programme	21/22 Budget £1,000s	Scheme Details
Public Transport		
P&R Site Upgrades	100	Improvements to Park & Ride sites
Rawcliffe Bar Resurfacing	120	
Bus Stop Improvements	100	Improvements to bus stops & shelters
Regional RTPI Programme	126	Contribution to regional scheme
Dial & Ride Buses	140	Purchase of two new Dial & Ride buses
Public Transport - Carryover Schemes		
P&R Advance Signage	80	Improved signage on routes to Park & Ride sites
School Bus Exhaust Refits/ Tour Bus Conversions	312	Refit of buses to meet air quality standards
Total Public Transport	978	
Traffic Management		
Air Quality Monitoring	20	Ongoing programme of monitoring
Signing & Lining	70	Citywide signing & lining work; installation of signage required for new Stadium
TSAR Programme		
A19 Shipton Road / P&R Access		
Hawthorn Road nr Lime Tree Ave		
Front Street, Acomb		
Haxby Road nr Park Avenue		
Bootham / Gillygate		
Malton Road / Elmfield Avenue		
Heworth Green nr Dodsworth Avenue		
Scarcroft Road / Scarcroft Hill		
Micklegate Resurfacing		
Coppergate One-Way Closure	100	Development of permanent scheme following temporary closure in 20/21
Traffic Management - Carryover Schemes		
Bishophill/ Micklegate Access Control	230	Proposed access & public realm improvements in vicinity of Victoria Bar
CCTV Asset Renewal	157	
Hungate CCTV	32	Renewal of CCTV network to improve traffic monitoring
Car Park Direction Signage	20	Improved direction signage to city centre car parks
Wigginton Road Multi-Modal Study	50	Study to assess impact of new developments along route
Fulford Road Corridor Improvements	45	Study to assess impact of new developments along route
Hopgrove Lane South Review	5	Further feasibility for potential improvements to Hopgrove Lane South/ Malton Road junction
The Groves Traffic Restrictions	50	Monitoring of measures installed in 2020/21
Total Traffic Management	1,979	
Pedestrian & Cycle Schemes		
Cycle Schemes		
University East-West Campus Link		
City Centre North-South Cycle Route		
Rougier Street/ Tanners Moat Cycle Gap		
Fishergate Gyratory Pedestrian & Cycle Improvements		
Hospital Fields Road Cycle Improvements		
Orbital Cycle Route - Lawrence Street/ James Street/ Regent Street Crossing Improvements		
Accessibility Improvements (Cycle Barriers)		
Terry's - Riverside Path Ramp Improvements		
Skeldergate - Cycle Improvements at Build-outs		
Fulford Road - Frederick House Development Improvements		
Tang Hall Lane / Foss Islands Path Access Improvement		
Nunthorpe Grove / Southlands Rd Point Closure Improvements		
Nunnery Lane - conversion of Victor Street Puffin to Toucan		
Manor Lane/ Shipton Road Junction Improvements		
Cycle Margin Works		

2021/22 Transport Capital Programme	21/22 Budget	Scheme Details
	£1,000s	
Access Barrier Review	100	Review of access barriers on the walking & cycling network
Cycle Minor Schemes	25	Minor improvements to cycle facilities throughout the city
Dropped Kerbs	40	Installation of new dropped kerbs across the city
Pedestrian Minor Schemes	10	Minor improvements as required throughout the year
Pedestrian Crossing Review	100	Implementation of schemes from prioritised list following review of pedestrian crossing requests
Wetherby Road		
Heworth Green		
Main St Copmanthorpe		
New Schemes	50	Repairs to structures on the Public Right of Way network
PROW Structural Repairs		
Pedestrian & Cycle Schemes - Carryover Schemes		
Navigation Road Cycle Route	20	Improvements to cycle facilities on Navigation Road
Bootham Bar-Clifton Green Cycle Route	15	New on-road cycle route

Total Pedestrian & Cycle Schemes	960
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Safety Schemes		
School Safety Schemes Programme	50	Measures to improve safety on routes to schools
Clifton Green Primary SRS	7	Completion of 2020/21 scheme
Local Safety Schemes Programme	50	Implementation of safety schemes following review of accident cluster sites
Foss Islands Road LSS	30	Completion of 2020/21 scheme
Danger Reduction	30	Investigation of issues raised by the public & implementation of minor schemes where required.
Speed Management Programme	50	Measures to address issues raised through the Speed Review Process
Elvington Lane SM	50	Completion of 2020/21 schemes
Sim Balk Lane SM	10	
Hempland Avenue SM	30	
Osbaldwick 20mph Limit	5	

Total Safety Schemes	312
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Scheme Development		
Future Years Scheme Development	50	Development of schemes for implementation in future years.
Previous Years Costs	50	Budget required for minor completion works and retention payments.
Staff Costs	200	Staff resources required to support transport capital programme.

Total Scheme Development	300
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Total Integrated Transport Programme	4,529
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Structural Maintenance		
Bridge Maintenance	1,596	Programme of maintenance work, including Lendal Bridge scheme
City Fibre Network	410	
Flood Sign Renewal	150	Review of existing flood signage across the city

Total Structural Maintenance	2,156
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2021/22 Transport Capital Programme	21/22	Scheme Details
	Budget	
	£1,000s	

Major Schemes

Major Schemes		
York Outer Ring Road - Dualling	21,392	Development of ORR Dualling scheme for implementation in future years
Station Frontage	13,472	Improvements to York Station and Station Road to improve access for all road users
Hyper Hubs	863	New electric vehicle charging infrastructure at Monks Cross & Poppleton Bar Park & Ride sites
Smarter Travel Evolution Programme	535	Completion of data platform and transport modelling works
EV Charging Asset Replacement	150	Upgrades of electric vehicle charging infrastructure in car parks and Park & Ride sites
City Centre Access & Safety	1,258	Development & implementation of permanent measures for the city centre area
Clean Air Zone	100	Grants to bus operators for conversion of vehicles to meet the emission standards of York's Clean Air Zone
Haxby Station	50	Development of new station following award of DfT grant funding
Tadcaster Road Transport Enhancements	50	Development of enhancements to provision for pedestrians, cyclists, and public transport as part of maintenance scheme

Total Major Schemes	37,870
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Total Programme	44,555
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Overprogramming	314
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Total Budget	44,241
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