

## Notice of meeting of

### Decision Session - Executive Member for City Strategy

**To:** Councillors Steve Galloway (Executive Member)

**Date:** Tuesday, 7 July 2009

**Time:** 4.00 pm

**Venue:** The Guildhall, York

### AGENDA

#### Notice to Members - Calling In:

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

**10:00 am on Monday 6 July 2009**, if an item is called in *before* a decision is taken, *or*

**4:00 pm on Thursday 9 July 2009**, if an item is called in *after* a decision has been taken.

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

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

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

#### **2. Minutes**

(Pages 3 - 14)

To approve and sign the minutes of the last meeting of the Decision Session – Executive Member for City Strategy held on 2 June 2009.

### **3. Public Participation**

At this point in the meeting that members of the public who have registered their wish to speak can do so. The deadline for registering is by **5.00pm on Monday 6 July 2009**.

To register please contact the Democracy Officer for the meeting, on the details at the foot of this agenda.

### **4. Beckfield Lane - Extension of Cycle Route** (Pages 15 - 28)

This reports examines options for extending the off-road cycle facilities on Beckfield Lane. The Executive Member is asked to consider these options in order to allow this scheme to progress.

### **5. A19 Fulford Road Corridor Update** (Pages 29 - 46)

This report is an update on progress with the development of proposals to improve the Fulford Road corridor and to seek a decision on a scheme for improvements to a section of Fulford Main Street to the Heslington Lane junction.

### **6. Peckitt Street and Friar's Terrace Flood Protection Scheme** (Pages 47 - 54)

This report provides details of a proposed flood protection scheme to reduce flood risk from the River Ouse to properties on Peckitt Street and Friar's Terrace. The Executive Member is asked to agree the principle of implementing the scheme.

### **7. Public Rights of Way - Proposal to restrict public rights over the access between Scarcroft back lane and Scarcroft Green, Micklegate Ward, York** (Pages 55 - 108)

This report considers the closure of an access point leading on to Scarcroft Green from Scarcroft Road back lane, using Gating Order legislation in order to prevent crime and anti-social behaviour associated with the back lane. The Executive Member is recommended to make a Gating Order to close the access point.

**8. Village Accessibility Review** (Pages 109 - 150)

This report advises the Executive Member of the outcome of the Village Accessibility Review, which examined the safety and ease of access issues at eight junctions with radial routes into York. The Executive Member is asked to determine which schemes should be taken forward for implementation in this financial year.

**9. City Strategy Capital Programme - 2009/10 Consolidated Budget Report** (Pages 151 - 166)

This report consolidates the 2009/10 City Strategy Capital Programme to include the carryover schemes that were not completed in 2008/09 and makes adjustments to scheme allocations to align with the latest cost estimates and delivery projections. The Executive Member is asked to approve the carryovers and the increase to the 2009/10 capital budget.

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

**Information Report:**

A Safer Way : Department for Transport Consultation document on making Britain's roads the safest in the world.

As the Information Log is not yet up and running the above report has been published on-line for information.

Democracy Officer:

Name: Jill Pickering

Contact Details:

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

- Registering to speak
- Business of the meeting
- Any special arrangements
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Contact details are set out above.

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### Further information about what's being discussed at this meeting

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## **Holding the Executive to Account**

The majority of councillors are not appointed to the Executive (38 out of 47). Any 3 non-Executive councillors can 'call-in' an item of business from a published Executive (or Executive Member Decision Session) agenda. The Executive will still discuss the 'called in' business on the published date and will set out its views for consideration by a specially convened Scrutiny Management Committee (SMC). That SMC meeting will then make its recommendations to the next scheduled Executive meeting in the following week, where a final decision on the 'called-in' business will be made.

## **Scrutiny Committees**

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

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

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City of York Council

Committee Minutes

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MEETING	DECISION SESSION - EXECUTIVE MEMBER FOR CITY STRATEGY
DATE	2 JUNE 2009
PRESENT	COUNCILLOR STEVE GALLOWAY (EXECUTIVE MEMBER)
IN ATTENDANCE	COUNCILLORS GILLIES, HEALEY AND POTTER

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### 1. **DECLARATIONS OF INTEREST**

Members were asked to declare at this point in the meeting any personal or prejudicial interests they might have in the business on the agenda.

Councillor Potter declared a personal non-prejudicial interest in agenda item 5 (Petition for Bus Service along Temple Lane, Copmanthorpe) as a member of the Management Board of York Wheels.

### 2. **MINUTES**

RESOLVED: That the minutes of the last meeting of the Executive Members for City Strategy and Advisory Panel held on 16 March 2009 be approved and signed by the Executive Member for City Strategy as a correct record.

### 3. **PUBLIC PARTICIPATION**

It was reported that there had been 4 registrations to speak at the meeting under the Council's Public Participation Scheme. Details of these speakers are set out under the individual agenda items.

### 4. **PETITIONS FOR 20MPH SPEED LIMITS ON RESIDENTIAL ROAD**

The Executive Member considered a report, which advised him of the receipt of two petitions for 20mph speed limits on residential roads, one on a city wide basis and the second in the South Bank area of the City.

Officers confirmed that no significant alterations to policy had occurred to implement a city wide 20mph speed limit on residential roads since Members had considered the issue on 14 July 2008. It was reported that the current speed management policy concentrated resources on roads that had a proven accident record in place, in order to focus on casualty reduction. In addition the Council was working with the 95 Alive partnership and the North Yorkshire Police to compile a list of suitable sites where 20mph speed limits could be introduced.

Officers reported that the Police had pointed out that they would expect all sites chosen to comply with DfT guidelines and that Police would be unable to enforce any restrictions.

Anna Semelyn, a Fishergate resident, spoke in support of a 20mph city wide speed limit. She stated that 80% of residents nationally supported such limits. She also made reference to the Officer report, which she felt, was flawed in particular in relation to the references to Portsmouth in paragraph 5 and that the reference to roads with proven accident records, in paragraph 11 discriminated against those roads where individual accidents took place. She pointed out that every 1 mile per hour reduction in speed gave a 3 to 6% reduction in injuries. She requested the Executive Member to support the implementation of a 20mph speed limit on all residential streets in the City.

Sonja Perry, also a Fishergate resident, referred to parking along terraced streets and to visibility problems for motorists when children crossed these roads. She referred to an accident her son had been involved in which she felt the introduction of 20mph speed limits on residential streets would help alleviate.

Andy Chase, a South Bank resident, also spoke in support of the petition from South Bank residents requesting a 20mph speed limit in their area. He stated that the petition now had a further 108 signatories and that he supported both traffic calming measures generally and a city wide scheme.

Councillor Potter, confirmed her disappointment at the Officers recommendations as she felt that neither option went far enough. Following receipt of a number of petitions from residents requesting the implementation of 20mph speed limits on residential roads she felt that city wide implementation would be a better way forward.

Councillor Gillies, confirmed that he supported the principle of such a limit but only in clearly defined neighbourhoods. He stated that he was not convinced by some of the claims made in support of a city wide scheme, particularly as such a scheme would be unenforceable by the Police. He expressed support for working with the Police in this matter.

Officers stated that they wished to see the results of the Fishergate trial before proceeding further. They confirmed that there were added benefits with a 20mph scheme as confirmed by the DfT and that the Department were consulting and recommending Authorities to look at implementing such speed limits on all roads. She also confirmed that there was incorrect information in Paragraph 5 of the report. It was reported that no comments had been received from Ward Members.

The Executive Member confirmed that this issue needed to be considered as part of a strategy to promote safe walkable neighbourhoods and a culture change regarding residential streets, rather than as part of a response to isolated speeding incidents.

Following consideration of all comments received the Executive Member then considered the following options:

Option 1 – Complete a list of potential future 20mph sites and the criteria against which they will be determined and assessed.

Option 2 – Do not compile a list of potential future sites and allocate the funding available on the basis of petition requests.

- RESOLVED: That the Executive Member agrees to:
- i) Request officers to progress a list of potential sites, including any in the South Bank area, for additional 20mph limit schemes and bring a subsequent report to Members setting out the process for allocating funding to requests for 20mph speed limits on residential roads. <sup>1</sup>.
  - ii) Continue to address speed management issues under the current policy rather than introduce a city-wide 20mph scheme.
  - iii) Inform the lead petitioners of the outcome of the report. <sup>2</sup>.

REASON: To ensure that speed issues are addressed through a data led process that targets resources at casualty reduction but enables officers and Members the opportunity to gather data on the effect of 20mph speed limits and whether it would be appropriate to promote a city-wide scheme in the future.

Action Required

- 1. Officers report back on potential sites for additional 20mph limit schemes. SS
- 2. Inform lead petitioner of decision. SS

**5. PETITION FOR BUS SERVICE ALONG TEMPLE LANE, COPMANTHORPE**

Consideration was given to a report, which outlined details of a petition presented to Council earlier in the year, which sought retention of a bus service along Temple Lane, Copmanthorpe. An additional Annex had been published with the agenda, which gave an analysis of passenger journeys on this route over a period of time.

It was confirmed that Officers were also carrying out preliminary investigations into the use of a shared private hire vehicle on up to three days per week from Temple Lane, Copmanthorpe to the city centre. Initial investigation of the legal aspects suggested that a vehicle would currently require pre-booking and that it could only be publicised to a residents club, which would need to be formed for the purpose. This was expected to be relaxed when revised Regulations, awaited under the Local Transport Act 2008 were implemented.

The Executive Member referred to further written representations he had received from:

- Local Members for Rural West York, who suggested investigation of modification of the Dial and Ride service or shared car hire or taxibus options;
- Councillor Healey, who requested that consideration be given to returning a scheduled bus service by the diversion of the No 21 service;
- Councillor Hudson, who supported examination of the shared taxi option;
- John Grogan, MP, concerning the large number of representations he had received from residents of Temple Lane, regarding the loss of the bus service. He asked for consideration to be given to the diversion of one C1 (now 21) bus a day in each direction;
- Comments submitted by Mr Nigel Brown, local resident, from bus users living around the Temple Lane area suggesting a number of alternative solutions and to the problems for elderly residents if no further action was taken;
- Response from First York in which they stated that if a number of problems could not be overcome that they were unwilling to undertake any changes to their services.

Nigel Brown, a local resident, made representations in support of the retention of a bus service which ran along Temple Lane. He referred to the additional information provided on passenger numbers and pointed out that this usage was a compelling reason for rerouting the bus, which would only involve a 6 minute detour. He stated that residents felt that the withdrawal of the No 21 bus service to Temple Lane discriminated unfairly against them.

Councillor Potter referred to the numerous emails the local MP had received from elderly resident in relation to the loss of this bus service. She requested the Executive Member to request Officers to further investigate the use of Dial a Ride and York Wheels in a proactive way.

Councillor Gillies expressed his support for the previous speakers. He stated that he supported the re-routing of the service along Temple Lane.

Councillor Healey confirmed that residents were in favour of re-routing the service to enable them to regain their independence. He questioned what options were available with the available resources.

Officers confirmed that a bus service could possibly be provided along Temple Lane, Copmanthorpe in one of the following ways, with each option having a cost, in many cases substantial, attached:

- Provide a self contained 2 or 3 day a week link from Acaster Malbis to either Askham Bar or York City Centre
- Extend First York Service 13, either in whole or part, to a new terminus in Temple Lane

- Join First York Service 13 (Monks Cross – Copmanthorpe) to Service 11 (Ashley Park – Bishopthorpe) via Temple Lane and Appleton Road
- Revise the new Service 21 to run via Bishopthorpe on some days and Copmanthorpe on others
- Alternatively, the Council could decide to take no action to reinstate bus service provision along Temple Lane.

Officers confirmed that they were only able to negotiate with bus companies regarding changes to services and that they could not enforce a change.

Other suggested solutions put forward, which officers had already established, or considered, not to be feasible were:

- Divert some or all Yorkshire Coastliner services from Hallcroft Lane/Top Lane via Copmanthorpe and Bishopthorpe to & from Tadcaster Road
- Revise the new Service 21 to run along Temple Lane and return between Acaster Malbis and Bishopthorpe
- Revise the new Service 21 to run some journeys each day via Bishopthorpe and some journeys via Copmanthorpe

The Executive Member confirmed that this was a difficult problem and that he wished to keep all available options open and to consider the matter in following receipt of further details.

- RESOLVED:
- i) That the Executive Member requests Officers to give further consideration to ways in which the demand for public transport from Temple Lane, Copmanthorpe to York City Centre can be satisfied.
  - ii) Officers to prepare a report in relation to the above for consideration at a future Executive Member decision session, to include analysis of the advantages and disadvantages of the following options:
    - a) Requesting First York Ltd. to extend their commercial Bus Service 13 beyond its current terminus into Temple Lane, Copmanthorpe or
    - b) Diverting the number 21 service through the Temple Lane area either on a permanent or part time basis or
    - c) Rerouting the number 21 permanently via Copmanthorpe.
  - iii) That should all these options prove to be impractical or beyond available resources then Officers should recommend to a future meeting how a shared taxi or York Wheels service from Temple Lane to the City Centre, and return, on a limited number of days per week could be established.

- iv) That Officers, when considering how the best use of the additional Dial and Ride vehicle can be achieved, take into account the comments made by residents about the current service when consulted about this agenda item. <sup>1</sup>.

REASON: That this potentially offers the most cost effective means of providing a more convenient bus service for the residents of the Temple Lane area of Copmanthorpe than currently exists, as it is unlikely to involve the Council in additional expenditure disproportionate to the scale of the problem.

Action Required

1. Officers further investigate public transport options/shared SS taxi service/Dial and Ride and report back.

**6. PETITION TO FIRST YORK BUS COMPANY CONCERNING THE CHANGES MADE TO THE NO 13 SERVICE FROM HEWORTH TO MONKS CROSS AND YORK COLLEGE**

The Executive Member considered a report, which related to a petition, presented to Council earlier in the year, which sought retention of the No 13 bus service linking Heworth to Monks Cross and York College.

Officers confirmed that since the petition had been submitted a number of changes had been made to the bus network in Heworth.

Councillor Potter who, spoke on behalf of the Ward Members, confirmed that they were pleased that service changes had been made but that these were unfortunately not joined up, as different bus companies required different tickets.

Officers confirmed that cross Bus Company ticketing had been discussed with all operators but that the Council were unable to impose this on them.

The Executive Member stated that unfortunately the introduction of a system that would allow for a single fare to be paid for split journeys would cost over a third of a million pounds to introduce plus an ongoing commitment from taxpayers.

The following option was presented for the Executive Member's consideration: To allow the route and service changes of Autumn 2008 and Spring 2009 to become established and revisit the issue if the services do not adequately connect Heworth to Monks Cross or York College.

Following further discussion it was

- RESOLVED: That the Executive Member agrees to:
- i) Note the content of the petition and inform the lead petitioner of the outcome of the report. <sup>1</sup>.
  - ii) Allow the route and service changes of Autumn 2008 and Spring 2009 to become established and revisit the



issue if the services do not adequately connect Heworth to Monks Cross or York College. <sup>2</sup>.

REASON: Council officers are working to further promote, sustain and develop the local bus network in Heworth and continue to monitor the development of 'Yorcard' in the interests of introducing a cross-operator ticket at the earliest opportunity.

Action Required

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|---|----|
| 1. Inform the lead petitioner of the decision made. | SS |
| 2. Report back on this service if required.         | SS |

**7. PETITION REQUESTING THAT THE COUNCIL MAKE REPRESENTATIONS TO BUS COMPANIES TO IMPROVE BUS SERVICE PROVISION IN SOUTH BANK / BISHOPTHORPE ROAD AREA**

Consideration was given to a report, which referred to a petition presented to Council making representations to improve the bus service between the South Bank/Bishopthorpe Road areas and the City Centre.

Officers confirmed that currently two public bus services operated in the area;

- Route 11 (Bishopthorpe – South Bank – City – Heworth)
- Route 21 (Colton – Acaster Malbis – Askham Bar – South Bank – City)

Ward Members pointed out that these routes served a significant number of elderly people and they questioned the possible re-routing of the Nos.11 service along Nunnery Lane. They had also raised concerns regarding the reliability of this route, which First Group had put down to highway obstructions. It was confirmed that Ward Members had subsequently not suggested any changes to the Officer recommendations.

The Executive Member confirmed that he was happy to support Ward Members views at this stage although he felt that there may be some resident resistance to any proposals to reduce car parking space availability.

The following options were presented for the Executive Member's consideration to improve the reliability of the service:

- a. Consult on making changes to the operation of Queen Victoria Street and Balmoral Terrace through traffic management measures to assist the progress of buses through the street (for example by installing formal passing places or by converting the road into a one way street from Bishopthorpe Road towards the Knavesmire).
- b. Examine the potential for more effective enforcement measures to improve bus priority in the City Centre.
- c. Discuss redistribution of the route 11 timetable with First Group, giving particular consideration to delays in the City Centre and at the Heworth end of the route.

The following options were presented for the Executive Member's consideration for the enhancement of the services:

- d. Give consideration to enhancing the frequency of either service 11 or service 21 through an open tendering process.
- e. Continue to proactively seek possible frequency improvements in conjunction with the developers of the former Terry's factory site.

RESOLVED: That the Executive Member agrees to:

- i) Note the content of the petition and inform the lead petitioner of the outcome of the report. <sup>1</sup>.
- ii) Support the following options:
  - a. Consult on making changes to the operation of Queen Victoria Street and Balmoral Terrace through traffic management measures to assist the progress of buses through the street (for example by installing formal passing places or by converting the road into a one way street from Bishopthorpe Road towards the Knavesmire).
  - b. Examine the potential for more effective enforcement measures to improve bus priority in the City Centre.
  - c. Discuss redistribution of the route 11 timetable with First Group, giving particular consideration to delays in the City Centre and at the Heworth end of the route.
  - d. Continue to proactively seek possible frequency improvements in conjunction with the developers of the former Terry's factory site. <sup>2</sup>

REASON: Council officers are working to further promote, sustain and develop the local bus network in South Bank and along Bishopthorpe Road. These measures would all, potentially; improve the quality of service offered to residents in the area.

Action Required

- 1. Inform the lead petitioner of decision. SS
- 2. Officers to undertake options a to d. SS

**8. PETITION FROM LOCAL RESIDENTS REQUESTING THE COUNCIL TO ENSURE COMPLETION OF THE JAMES STREET LINK ROAD**

The Executive Member considered a petition received from residents in the Heworth area of the city, requesting the City Council to ensure that the link road between James Street and Heworth Green was completed.

Officers reported that the final section of Phase 2 of the link road was effectively provided by the access road currently being constructed by Persimmon Homes to its 'The Forum' residential development off Heworth Green, which was nearing completion. The remaining southern section passed through land, which had outline planning permission for residential development and was currently owned by a private developer. The construction of this section of the link road was one of the conditions

attached to any permission and it was reported that negotiations were still ongoing as to how the site was to be developed.

In view of this the following options were suggested:

Option 1 - Pursue the developer's signing of the Agreement requiring him to construct the remaining southern section of Phase 2 (P2S). Under this option, the Council is expected to make a contribution from the Local Transport Plan allocation for enhancing the minor access road that would have otherwise been constructed, to the desired standard for the link road. If the developer decides not to proceed with the development (and the Council revokes the Planning Permission) then proceed with Option 2.

Option 2 - When the outcome of negotiations with the developer is known a further report on the financial implications is submitted to EMAP for a decision to progress the commissioning of the remaining stages of the design programme so that P2S can be considered for inclusion in the 2009/10 capital programme.

Councillor Potter questioned whether compulsory purchase of the land required for the line of the road would be an option if negotiations were not successful. Officers confirmed that negotiations were still ongoing and this option could, if necessary, be considered at a later stage.

It was reported that Councillor D'Agorne supported the recommendations on the basis that the design of cycle facilities on Phase 2 was an improvement on those provided on Phase 1.

The Executive Member referred to the present economic situation and confirmed that it had always been the Council's intention to ensure completion of the link road, at the expense of the developer, at the earliest possible date. He also confirmed that he would not be in favour of completing this work at Council taxpayers expense.

RESOLVED: That the Executive Member for City Strategy agrees to:

- i) Note the content of the petition, and ask officers to pursue negotiations with the developer. <sup>1</sup>.
- ii) When the outcomes of the negotiations are known, a further report on the financial and legal implications is submitted to a future meeting with the Executive Member for a decision to be considered on:
  - Pursuing the developer's signing of the Agreement requiring him to construct the remaining southern section of Phase 2 (P2S).
  - Authorising the commissioning of the remaining stages of the design programme to enable P2S to be considered for inclusion in the 2009/10 capital programme. <sup>2</sup>
- iii) Reply to the lead petitioner. <sup>3</sup>.

REASON: To enable Officers to complete negotiations with the developer with a view to obtaining completion of the Link Road.

Action Required

- |   |    |
|---|----|
| 1. Officers to pursue negotiations.   | SS |
| 2. Officers report back on financial and legal implications when outcome of negotiations are known. | SS |
| 3. Inform lead petitioner of decision.  | SS |

**9. CITY STRATEGY CAPITAL PROGRAMME - OUTTURN REPORT**

Consideration was given to the City Strategy Capital Programme Outturn Report, which set out:

- The outturn position for schemes in the 2008/09 capital programme, including budget spend to 31 March 2009, and the progress of schemes in the year;
- Any variations between the outturn and budget, and seek approval for funding to be carried forward to 2009/10 subject to the approval of the Executive.

Officers reported that a substantial amount of work had been delivered during the year which had been carried out within acceptable limits, the larger schemes included:

- New traffic signals, off road cycle route and improved safety measures for access to the new Manor School;
- Traffic management on Fulford Road which would continue into 2010;
- Pedestrian/cycling improvements at Walmgate Bar;
- New office at Designer Outlet Park and Ride;
- Improvements to cycle lanes on Moor Lane bridge to allow safer access to York College;
- Parapet works on Clifton Bridge and provision of improved cycling facilities in connection with the Cycling City Project;
- Widening of the footway between the City Centre and Station;
- Preparatory works for the Access York Phase 1 to deliver three new Park and Ride sites.

It was reported that no representations had been received from Group spokespeople on this item.

The Executive Member congratulated Officers on a successful year following the largest Capital Structural Maintenance programme for several years.

RESOLVED: That the Executive Member agrees to:

- i) Note the progress achieved delivering schemes in the Capital Programme as indicated in the Annexes.
- ii) Approve the proposed carryovers in the sum of £204k, as outlined in paragraph 20, subject to the approval of the Executive.<sup>1.</sup>
- iii) Approve the proposed funding of the virement to Neighbourhood Services in the sum of £661k, as outlined in paragraph 21, subject to approval by the Executive.<sup>2.</sup>

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

Action Required

- 1. Refer carryovers to the Executive. SS
- 2. Refer virement to the Executive. SS

Cllr Steve Galloway, Executive Member for City Strategy  
[The meeting started at 4.00 pm and finished at 5.15 pm].

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**Decision Session - Executive Member for City Strategy**7<sup>th</sup> July 2009

Report of the Director of City Strategy

**BECKFIELD LANE – EXTENSION OF CYCLE ROUTE****Summary**

1. Following the recent introduction of off-road cycle facilities on the east side of Beckfield Lane between Boroughbridge Road and Ostman Road, this report looks at options for extending these facilities. A scheme proposal is developed which seeks to maximise the potential for promoting safe and sustainable travel to nearby schools, shops, and other local facilities whilst aiming to minimise likely construction difficulties and costs.

**Recommendations**

2. That the Executive Member notes the content of the report and considers the options available for taking the scheme forward.

Reason: To allow the scheme to progress in comparison with other cycle schemes around the city.

**Background**

3. At the EMAP meeting on 8 September 2008, approval was given to implement a package of highway improvements aimed at providing safe and sustainable links to the new Manor School development on Millfield Lane. This included widening the existing footway along Beckfield Lane on the east side from Boroughbridge Road to Newlands Drive, to provide an off-road segregated cycle track.
4. At this meeting approval in principle was given to the long-term aspiration of introducing off-road cycle tracks along either side of Beckfield Lane over its full length. However, it was recognised that this would be very expensive, and would probably need to be tackled in discrete phases. Based on value for money in terms of potential usage and benefit gained, it was proposed that the first priority should be to provide an off-road link on the east side of Beckfield Lane from Boroughbridge Road to either Almsford Road or Ostman Road. This would achieve an important link to the residential streets in the Danebury Drive area, which includes existing signed cycle routes giving access to York Road and beyond via traffic calmed streets.

5. The scheme that was subsequently approved at the EMAP meeting on 8 December 2008 is shown in **Annex A**. The scheme also included the provision of a zebra crossing between Grayshon Drive and Almsford Road primarily to assist pupils and parents from the northern end of Beckfield Lane walking to Carr Infant and Junior schools, but also for use by cyclists, after dismounting, for accessing the off-road cycle path. These measures have now been implemented.
6. At the EMAP meeting on 8 December 2008 Officers were also asked to develop proposals for extending cycle facilities further along Beckfield Lane. The outcome of this work is discussed below.

### **Extending Facilities on Beckfield Lane**

7. The recently introduced cycle facilities on Beckfield Lane between Boroughbridge Road and Ostman Road consist of a segregated shared use facility along the east side of the street. The existing footway has been widened to 3.8m with 1.8m allocated to the footway and 2.0m allocated to the cycle track. Cyclists are positioned on the carriageway side of the footway. Short sections of the cycle facilities around bus stops and pedestrian crossing points are unsegregated as pedestrians are expected to cross the full width of the footway / cycle track. Across side road junctions, the crossing point is set back from the junction to allow one car to wait at the give way line without blocking the crossing point. It is therefore logical to base any proposed extension of the cycle facility on Beckfield Lane to the same basic layout and dimensions.
8. Initial consideration was given to continuing the segregated footway / cycle track down the east footway to Wetherby Road but the feasibility study revealed major environmental and construction difficulties on the final section of footway between Runswick Avenue and Wetherby Road. These are:
  - a line of four mature trees adjacent to the footway edge which would have to be removed to allow widening
  - a severe slope on the verge which would be expensive to rectify.

Less significant problems with the east footway have also been identified. These are:

- the section near the alleyway to Jute Avenue is likely to have drainage problems similar to those on the northern section of Beckfield Lane
  - the need to cross the side road of Beckfield Place which provides access to around 55 properties but has very poor visibility when compared to other side roads on the route.
9. Fortunately, the verge width, gradient, side road and tree positions on the west footway over this length do look favourable for constructing an off-road cycle path. Photos comparing the two footways are shown in **Annex B**. It is therefore proposed that the majority of the southern cycle facilities should be constructed on the west footway as shown in **Annex C**.



10. As a consequence of switching cycling facilities onto the opposite side of Beckfield Lane, a crossing point for cyclists would be required. Consultation on previous schemes has highlighted the need for improved pedestrian crossing facilities near the shops south of Ostman Road and therefore, a toucan crossing in this area would serve both purposes. A pedestrian crossing survey has been undertaken in the vicinity of the proposed toucan crossing and has shown 588 crossing movements on Thursday 30<sup>th</sup> April 2009 in the 12 hour period from 7am to 7pm. It should be noted that a small tree would have to be removed in order to install a toucan crossing at this location. A similar tree would be planted elsewhere to mitigate its loss.
11. Based on the number of nearby properties, a segregated footway / cycle track on the west side of Beckfield Lane would also link into a potentially larger catchment area than on the east side. This also includes anyone cycling from the village of Knapton and beyond where there is a link over the outer ring road.
12. A complete route on Beckfield Lane would benefit other cyclists in the wider area including a significant number of Manor School pupils and a few York High School pupils. In addition, there is currently a very low percentage of Carr Infant and Junior School pupils who cycle to school, but the Schools have expressed a desire through their school travel plan to increase numbers therefore any improvements to cycle facilities in the area, particularly those aimed at more vulnerable cyclists, would be beneficial. There are also a number of cyclists who would use the proposed facilities for shorter local journeys. Potential destinations on the southern half of Beckfield Lane include a small supermarket, other local shops, takeaways and the household waste and recycling centre. The majority of these would be directly accessible from the proposed off-road cycle facility.
13. A traffic survey was undertaken in the vicinity of the Coop supermarket on the same day as the pedestrian crossing survey (Thursday 30<sup>th</sup> April 2009 from 7am to 7pm) and counted 7747 motor vehicles on Beckfield Lane. The same survey also recorded cycling activity with 292 cycles on carriageway and 171 cycles on the existing footpath.
14. There have been five accidents on the southern half of Beckfield Lane in the last three years, only one involved a cyclist. This involved a car colliding with a cyclist travelling in the same direction whilst overtaking a parked car. Although this is not considered to indicate a significant road safety problem, if an off-road facility had been available the accident may not have occurred.
15. An initial estimate of £285,000 has been calculated for the entire scheme.

## **Consultation**

16. Officers consulted with Ward Councillors Horton and Simpson-Laing, plus Councillors D'Agorne, Gillies and Potter on the draft proposals. Their responses are summarised below.

### **Ward Member Views**

17. Cllr David Horton questions the justification of the scheme and considers that it is unlikely to represent value for money. He also points out that the side roads to the west of Beckfield Lane have a high proportion of elderly residents and consequently very few potential cyclists.
18. Cllr Tracey Simpson-Laing shares Cllr David Horton's concerns and comments that Beckfield Lane is a quiet road and the only traffic problem is speeding at night. She is also concerned that if cyclists are required to swap sides of the road part way along the route, many will simply continue along the same side using the footway.

### **Other Member Views**

19. Cllr Ian Gillies agrees with the Ward Councillors that the scheme would not be justified or offer value for money.
20. Cllr Ruth Potter states 'Following discussion with the relevant Ward members there appears to be some concern that this proposal is unnecessary and could be wasting money. I would like to see further consultation with local residents to ascertain the need for this extension prior to any scheme being taken forward'.
21. Cllr D'Agorne had not submitted any comments at the time of writing. His comments will be reported at the meeting.

### **Options on the Way Forward**

22. Officers consider that the Executive Member has three options to consider:

Option One – authorise continued design and public consultation on the proposal shown in **Annex C**;

Option Two – make any changes to the proposal that the Executive Member considers necessary before progressing to design and consultation;

Option Three – defer further work on this scheme at this time, but keep the scheme in reserve for consideration at a later date for potential inclusion in future transport capital programmes.

### **Analysis of Options**

23. Cycle facilities linking the new Manor School site to Beckfield Lane as far south as Ostman Road have recently been constructed. The proposals discussed in this report will complement those already in existence and provide another phase which will fulfil the aim of having cycle facilities over the full length of Beckfield Lane. These cycle facilities will serve destinations including local shops and other businesses, and provide benefits for cyclists travelling beyond the area, particularly to local schools. In addition, pedestrians will benefit from another controlled crossing facility in an area with high demand.

24. The Beckfield Lane scheme has the potential to contribute to the city's cycle route network and improve safe routes to schools. In a recent survey near the Coop, just south of Ostman Road, 292 cycles were recorded on the carriageway and 171 cycles on the footway in a 12 hour period (7am to 7pm). Compared to other routes on the 2008/09 and 2009/10 Capital Programme this is considered to be a medium level of cycling (for comparison, 12 hour cycle flows on Water End are around 800, and on Crichton Avenue around 680, which are considered to represent high levels of activity). The survey recorded significant levels of cycling activity sustained throughout the day suggesting that at this point on Beckfield Lane there are many cycling journeys other than to and from school. In contrast, surveys at the northern end of Beckfield Lane recorded 155 cyclists (92 on the carriageway and 63 on the footway) with most movements being at school arrival and leaving times.
25. Issues that will need to be explored further as part of the detailed design include how best to connect the route with the roundabout at the Wetherby Road junction, and how to minimise potential conflicts at side road junctions. The areas around two existing bus stops and the proposed toucan crossing will also need careful consideration, with good signing and lining to ensure the route can be easily understood by both cyclists and pedestrians. Extensive consultation with interested parties, including local residents and businesses would also be carried out.

### **Corporate Priorities**

Completion of a cycle route would contribute to the following corporate priorities:

26. Sustainable City – Providing an off-road facility for cyclists would help encourage cycling particularly for journeys to Manor School, but also for other residents who may otherwise travel by car.
27. Safer City – The carriageway of Beckfield Lane is quite narrow and cyclists may get squeezed by impatient car drivers, but an off-road route would prevent this from happening. In addition, a controlled crossing facility would provide a safer place for pedestrians and cyclists to cross the road.
28. Healthy City – Increased cycling as a result of any scheme will help improve the health and lifestyle of people. Extra crossing facilities may also promote increased walking particularly among more vulnerable pedestrians.
29. Local Transport Plan 2006-11 – A scheme would contribute towards objectives including improving accessibility by providing links to local schools and businesses, safer roads by giving cyclists an off-road option and pedestrians and cyclists a safer crossing point, and to a lesser extent tackling congestion by providing a more attractive choice to cycle for road users who feel vulnerable on-road.

## **Implications**

30. This report has the following implications:

### **Financial**

31. The feasibility study has been funded from the 2009/10 City Strategy Capital Programme which includes £20,000 for cycle scheme development. A separate allocation of £285k would be needed to deliver the scheme if it was decided to implement in 2009/10. The 2009/10 programme is over-committed so progress on other schemes (e.g. Blossom Street, Fishergate Gyratory, Wigginton Road) may need to be slowed and delivery slipped into 2010/11. Details of any adjustments would be presented to the Executive Member in the Monitor 1 report in September.

### **Human Resources**

32. None.

### **Equalities**

33. The proposed measures will benefit vulnerable road users such as pedestrians and cyclists. In particular improved crossing facilities will benefit the young and the elderly as well as the mobility and visually impaired.

### **Legal**

34. City of York Council, as highway authority for the area, has powers under the following Acts and associated Regulations to implement improvements to the highway and any associated measures:

- The Highways Act 1980
- The Road Traffic Regulation Act 1984
- The Road Traffic Act 1988

### **Crime and Disorder**

35. None.

### **Information Technology**

36. None.

### **Land & Property**

37. All the proposed works would be within the adopted highway.

## Risk Management

38. In compliance with the Council's risk management strategy, the main risks linked to this report are discussed below:-

### Strategic

39. None.

### Physical

40. None at this stage.

### Financial

41. The report contains initial estimates, as always upon more detailed investigation there is a potential risk that scheme costs may increase.

### Organisation/Reputation

42. There is a risk of criticism from the public if a complete route on Beckfield Lane is not pursued as discussed at the EMAP meetings of 8 September and 8 December 2008. Likewise, there is a risk of criticism from consultees who are against the proposal.
43. Measured in terms of impact and likelihood, the risk score for all these risks has been assessed at less than 16 (see table below). This means that at this point the risks need only to be monitored as they do not provide a real threat to the achievement of the objectives of this report.

Risk Category	Impact	Likelihood	Score
Financial	Medium	Possible	14
Organisation/Reputation	Medium	Possible	14

## Contact Details

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### Chief Officer Responsible for the report:

Damon Copperthwaite  
Assistant Director  
(City Development & Transport)

Report Approved



Date 17<sup>th</sup> June 2009

### Specialist Implications Officer(s)

There are no specialist implications.

Wards Affected: Acomb

All

For further information please contact the author of the report.

**Background Papers:**

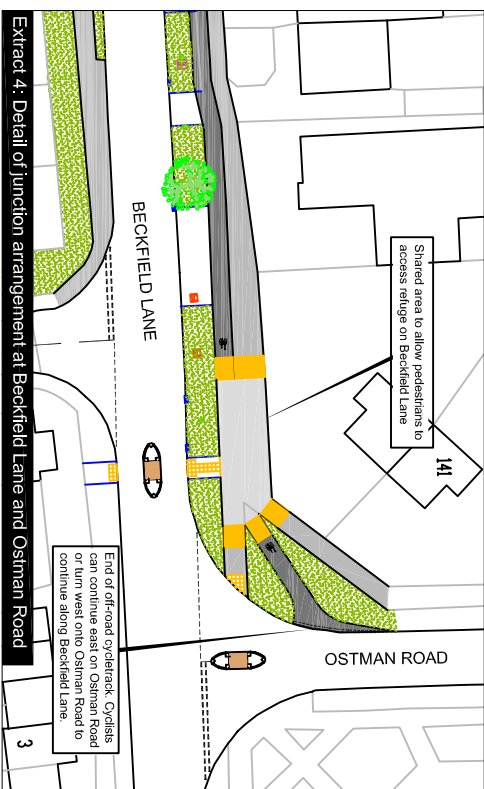
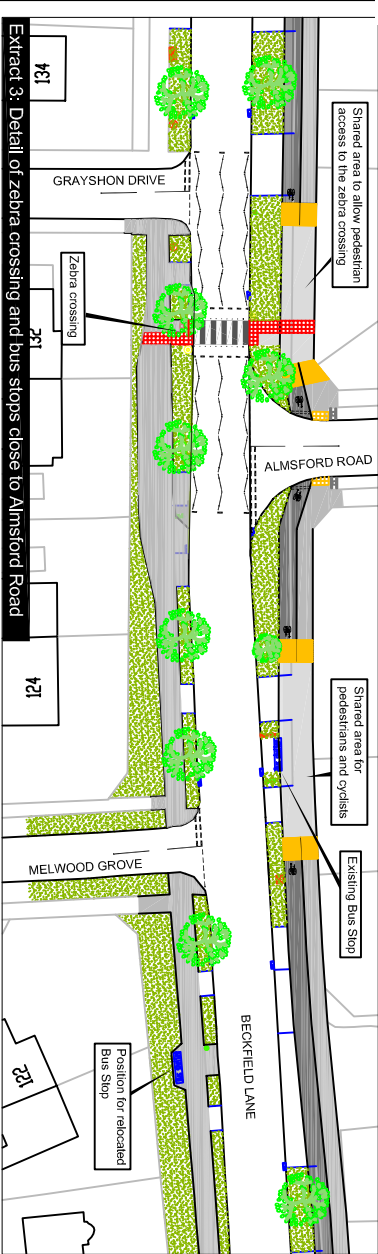
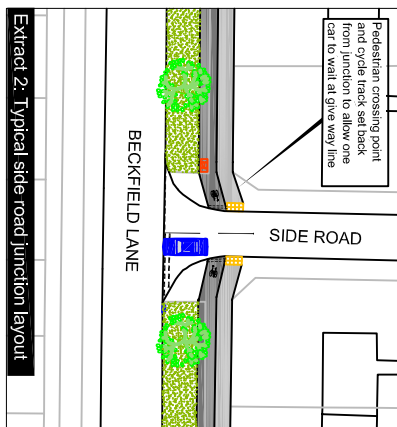
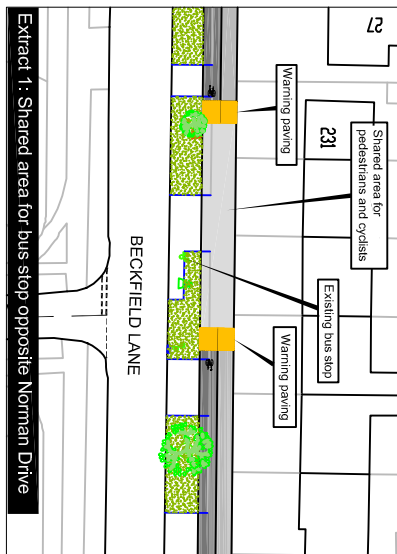
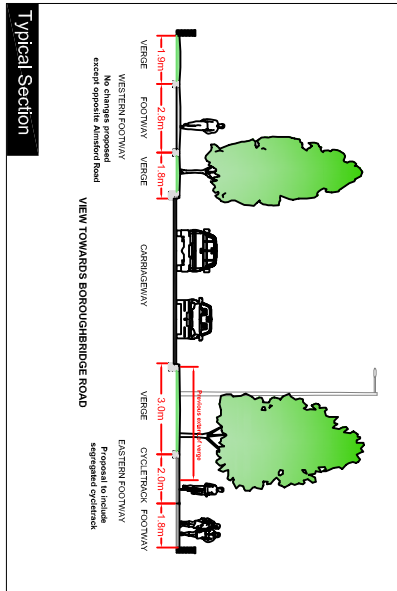
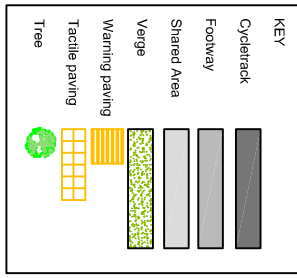
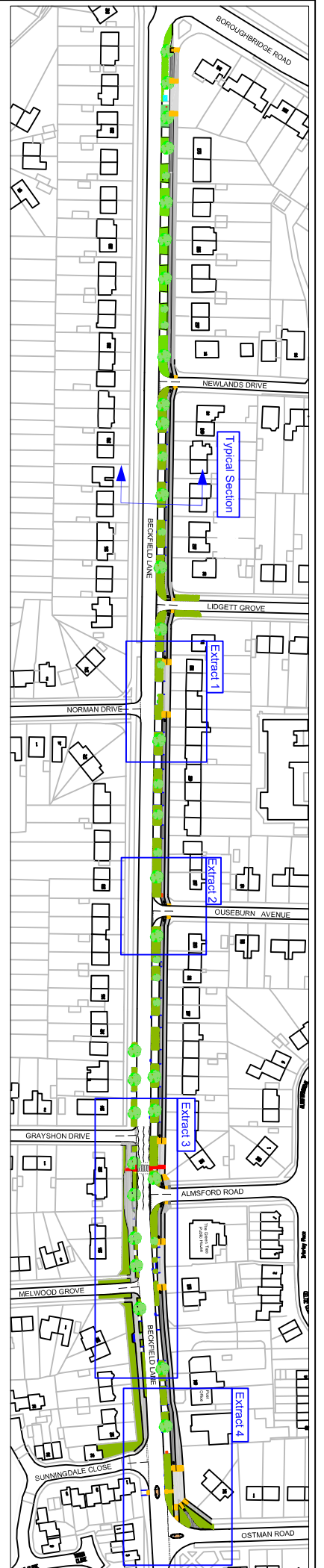
“Beckfield Lane – Pedestrian / Cyclist Improvements” - report to the meeting of the Executive Members for City Strategy and Advisory Panel held on 8 December 2008.

**Annexes**

Annex A Beckfield Lane – Boroughbridge Road to Ostman Road – recently constructed pedestrian/cycle facilities, approved at EMAP 8 September and 8 December 2008.

Annex B Photos showing the east and west footway of Beckfield Lane.

Annex C Beckfield Lane – Ostman Road to Wetherby Road – extension of pedestrian/cycle facilities and existing on-road signed routes in the area.



<p>York Council Customer of your choice</p>		<p>INITIALS</p> <p>BP</p>		<p>REV</p>		<p>AMENDMENTS</p>		<p>DATE</p>	
<p>DRAWN BY</p> <p>BP</p>		<p>CHECKED BY</p> <p>LR</p>							
<p>SCALE</p> <p>Not to Scale</p>		<p>DATE</p> <p>06/06/2009</p>							
<p><b>Beckfield Lane, Cycle Route</b></p> <p><b>Boroughbridge Rd to Ostrman Road</b></p>									
<p>DEC/08010329/01b</p>									

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**Beckfield Lane – Extension of Cycle Route**

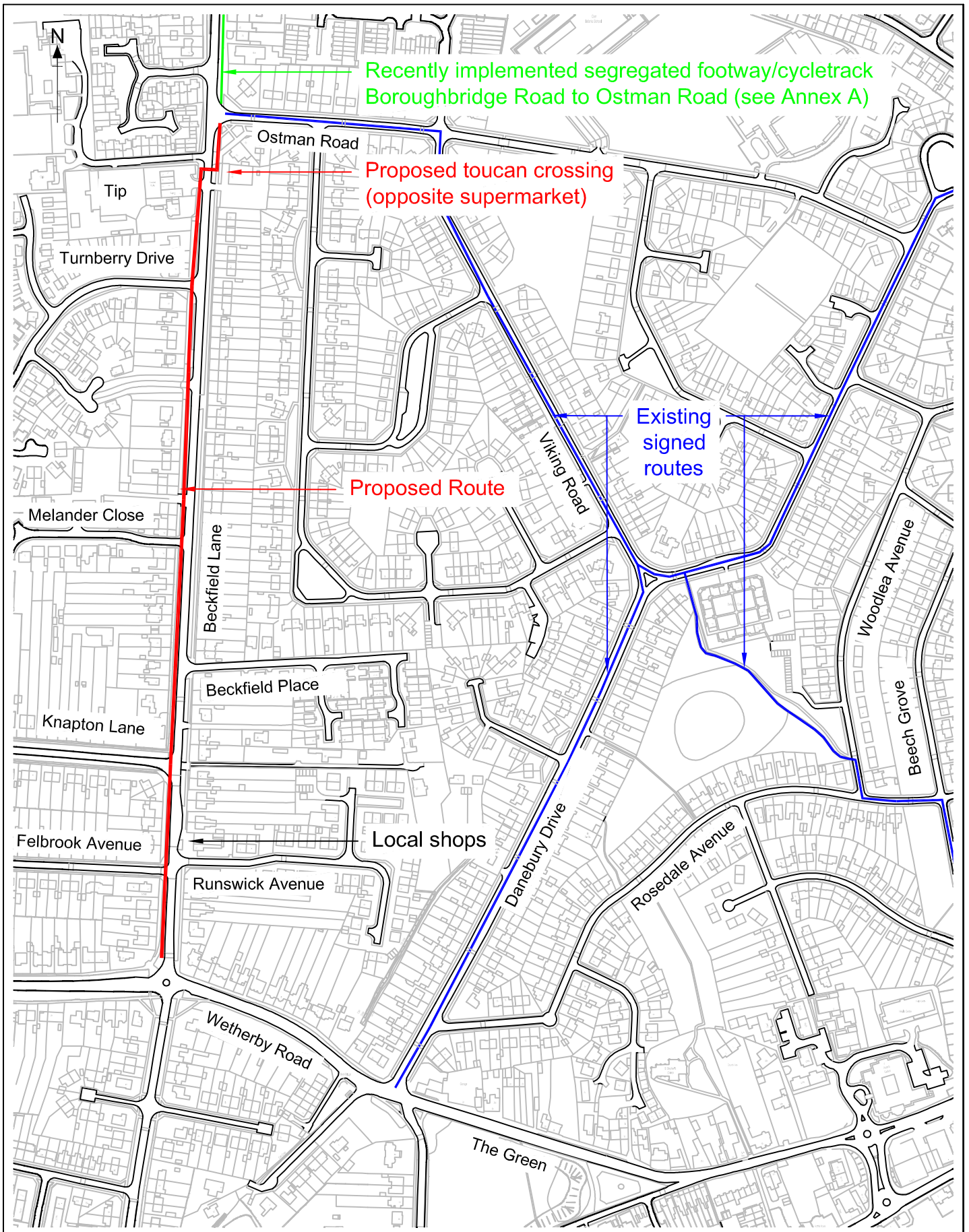
Photo of east footway between Runswick Avenue and Wetherby Road showing proximity of trees to footway and gradient





Photo of west footway between Knapton Lane and Wetherby Road showing width of relatively level verge



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 <p><b>York Consultancy</b> Consultants of first choice</p>	 <p><b>CITY OF YORK COUNCIL</b></p>	<p><b>Beckfield Lane: Ostman Road to Wetherby Road</b> <b>Extension of cycle route</b></p>			
<p><small>BASED UPON THE ORDNANCE SURVEY MAPPING WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. CROWN COPYRIGHT. UNAUTHORISED REPRODUCTION INFRINGES CROWN COPYRIGHT AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS. City of York Council, Licence No. 1000 20818</small></p>	<p>Drawn PH</p>	<p>Checked LR</p>	<p>Date 01/06/2009</p>	<p>Scale NTS</p>	<p>Drawing Number DEC/09010532/01</p>

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## Decision Session - Executive Member for City Strategy

7<sup>th</sup> July 2009

Report of the Director of City Strategy

### A19 FULFORD ROAD CORRIDOR UPDATE

#### Summary

1. The purpose of this report is to
  - Update the Executive Member on progress with the development of proposals to improve the corridor, in particular the section of Fulford Main Street to the north of Heslington Lane and Heslington Lane junction;
  - Inform the Executive Member of recent discussions with Fulford Parish Council and concerned residents; and
  - Seek a decision on the scheme that will form the basis of the improvements to a section of Fulford Main Street and to the Heslington Lane junction.

#### Recommendations

2. The Executive Member for City Strategy is requested to:
  - a) Note the contents of this report and its annexes.
  - b) Agree that **Main Street (North) Option 3** as shown on **Annex C** should form the basis for the improvements to Fulford Main Street north of the Heslington Lane junction.
  - c) Agree that **Heslington Lane Junction Option 2** as shown on **Annex C** should form the basis for the improvements to the Heslington Lane junction.

Reason: To improve conditions along this section of the corridor whilst addressing the concerns of Fulford Parish Council and local residents.

#### Background

3. The former Executive Members for City Strategy and Advisory Panel (EMAP) have previously considered a number of reports on the A19 Fulford Road corridor. These included a report to the meeting on 29<sup>th</sup> October 2007 outlining the results of a multi-modal transport feasibility study and a report to the

meeting on 17<sup>th</sup> March 2008 summarising the results of the consultation and reviewing the proposals for the corridor in the light of those results. The Executive Member agreed the recommendations on how to progress the proposed improvement measures, taking account of the consultation findings.

4. At the EMAP meeting on 8<sup>th</sup> December 2008, members considered a report advising of progress developing the improvement proposals and the Executive Member agreed that priority should be to improve the corridor between Cemetery Road and Heslington Lane where pedestrians, cyclists and public transport users would all benefit from the proposed improvements. At that meeting, and at a subsequent meeting on 16<sup>th</sup> March 2009, the Executive Member agreed proposals for an improved traffic signal control system, including traffic monitoring cameras; improvements between Cemetery Road and Hospital Fields Road and between Hospital Fields Road and just south of St Oswald's Road; a pedestrian refuge island crossing on Fulford Main Street; a section of city-bound bus lane on Selby Road near the A64 interchange; and extensions of the 30mph zone and associated gateway treatments and improvement measures at Naburn. Some of these have already been implemented whilst others are being developed for implementation this year.
5. However at the EMAP meeting on 16<sup>th</sup> March 2009, the Executive Member agreed to defer a decision on improvement proposals for both the section of Main Street north of Heslington Lane junction and the junction itself to enable further consideration to be given to local concerns and objections and to allow discussions to be held with concerned parties as to the way forward.

### **Main Street (North)**

6. Whilst there has been general support for the corridor improvement strategy, the Fulford ward councillor, Fulford Parish Council and some local residents have expressed concerns and lodged objections to previous proposals for this section of corridor. Those concerns and objections mainly related to the potential loss of parking on this section of the corridor.
7. A review of all potential options has been carried out to assess how well they meet the various transport, environment and conservation objectives for the corridor and if and how they could be modified to address the objections and concerns raised.
8. A meeting was convened on 26 May 2009, chaired by Cllr Aspden (the Fulford ward councillor) with representatives from the parish council, St Oswald's Church, Fulford Park Surgery, and concerned residents to discuss their concerns and to try to identify a scheme which would meet all or most of the transport objectives for the corridor whilst addressing local concerns and objections to previous proposals.

### Consultation

9. Previous consultations on the overall corridor improvement strategy indicated strong support for both on-road cycle facilities for the confident cyclist who was

likely to want to remain on-road, and to provide off-road facilities for the younger and less confident cyclists who would be reluctant to cycle along the busy A19. The consultation indicated that provision of these facilities would help to encourage more people to cycle.

10. Similarly there was support from bus passengers and the public transport operators for bus priority or similar measures that would reduce journey times and enable more reliable services to be operated at peak periods.
11. As noted above, concerns had been raised about previous proposals and a meeting was held with concerned parties on 26 May 2009 to discuss and address those concerns.

### Options

12. When viewing the option plans in the annexes, please note that the proposed on-road cycle lanes are shown green for ease of identification only. Green surfacing would only be provided in the vicinity of junctions and other key locations to highlight the presence of the cycle route to other road users. The Transport Planning Unit are currently developing a set of design standards for cycle lanes, cycleways and shared use surfaces that will include the identification of appropriate route lining and signing, and include standards to be adopted. Those details will be the subject of a report to an Officer in Consultation meeting for approval and use in this and any future cycling schemes.
13. **Option 1** is to implement a scheme that replicates what is to be provided to the north and represents the ultimate transport option. This scheme would be as shown on the plan at **Annex A** and involves an inbound bus lane and cycle lane; an outbound cycle lane; and a shared use off-road facility on the eastern side. This would however result in the loss of all on-street parking and, as such, is strongly objected to by Fulford Parish Council and some Fulford residents.
14. **Option 2** is to implement the scheme that formed part of the previous consultation and which is the scheme referred to in the previous City Strategy EMAP report. This scheme would be as shown on the plan at **Annex B**. It is similar to **Option 1** except that the outbound cycle lane would be discontinuous to permit a section of limited time parking on the eastern side. These parking spaces would not be available in peak periods, making it easier for cyclists to remain on-road without having to negotiate parked vehicles in heavy traffic flows. Links would be provided to and from the off-road facility where the on-road cycle lane ends and restarts. As noted in the previous EMAP report this option is also unacceptable to the parish council and some residents as they consider the proposed parking provision to be inadequate to serve local needs.
15. **Option 3** is the option based on the outcome of the meeting with the parish council and concerned residents. This scheme would be as shown on the plan at **Annex C**. On the western (city-bound) side there would be parking for about 10 vehicles fronting Connaught Court with a cycle lane skirting the edge of the parking spaces, similar to the scheme in the vicinity of the local shops to the north of the Hospital Fields Road junction. The bus lane would commence

approximately at the boundary of Connaught Court / Sir John Hunt Homes, giving a 150m length of bus lane compared with the 220m in **Options 1 and 2** above.

16. On the eastern (outbound) side the on-road cycle lane would be discontinuous with links provided to and from the off-road facility where this cycle lane ends and restarts, similar to Option 2. However, unlike **Option 2**, parking would be permitted at any time over this localised section of road, as at present.
17. The reduction in bus lane would be likely to reduce the potential savings in bus journey times in morning peak periods when there are lengthy queues along the corridor. However it is envisaged that a full length bus lane would not be required if and when measures to regulate traffic flows are implemented and that the 150 m bus lane should suffice.
18. The extent of the narrowing at the entrance to Fulford Park has been reduced to partially offset the concerns of Fulford Park residents whilst reducing the crossing distance for pedestrians.
19. As noted above this option has been developed in consultation with the parish council and the concerned residents.
20. **Option 4** is to do nothing to this section of corridor other than to provide the continuous off-road shared-use facility on the eastern side. Whilst this would retain the existing on-street parking, it makes no specific on-road provision for cyclists and hence is not recommended.

#### Recommendation

21. Agree to implement **Option 3** for Main Street (North) as shown on **Annex C**.

#### **Heslington Lane junction**

22. The previous proposals for this junction have been reviewed in the light of concerns and objections from the ward councillor, Fulford Parish Council, and some local residents. These concerns mainly related to the loss of the left turn lanes into and out of Heslington Lane.
23. The previous junction improvement proposals have been reviewed in the light of concerns about the potential adverse impact of the loss of the left turn lanes into and out of Heslington Lane to provide cycle lanes on the Main Street (North) and Heslington Lane approaches to the junction.
24. An analysis of flows through this junction indicates the following:
  - Currently over 19,000 vehicles pass through this junction between 7:00 am and 7:00 pm of which about 400 are pedal cyclists.
  - The left turn from Main Street (North) into Heslington Lane is small and equates to about 8% of the traffic on that approach and 2% of the total movements through the junction. Whilst cyclists only currently account for



just over 2% of the traffic on this approach, 13% of left turn movements are currently by cyclists and this rises to 25% in the morning peak.

- The Heslington Lane approach currently equates to 15% of the total movements through the junction. Approximately 82% of traffic on this approach turns left whilst 18% turns right. Cyclists currently account for about 5% of the traffic on this approach, however they account for 17% of right turning movements rising to 35% between 3:00 and 4:00 pm.
25. Modelling of the existing junction layout and potential changes to the junction indicates the following:
- Whilst removal of the left turn lane from Main Street (North) into Heslington Lane to accommodate cycle lanes will inevitably reduce the practical reserve capacity of the junction, the impact on queue lengths will be negligible.
  - Altering the operation of the junction in conjunction with the above, so that right turners from Main Street (South) into Heslington Lane gap seek and, if necessary receive an indicative green filter arrow, improves the performance of the junction compared with the existing junction layout and operation.
  - Reducing the Heslington Lane approach to one lane, to permit a short length of cycle lane, reduces the performance of the junction in particular in the PM peak.

#### Consultation

26. The meeting on 26 May 2009 with concerned parties also discussed how the concerns about the previously proposed junction improvements could best be addressed.

#### Options

27. **Option 1** is to implement the scheme that formed part of the previous consultation and which is the scheme referred to in the previous City Strategy EMAP report. This scheme would be as shown on the plans at **Annexes A and B**. The scheme involves replacing the existing two-lane approaches on Main Street outbound and on Heslington Lane with a single vehicle lane; a cycle lane; and an Advanced Stop Line (ASL) cycle box. The straight ahead lane and right turn lane on the Main Street (South) approach would be retained but modified to also include a cycle lane and an ASL cycle box. The existing staggered pedestrian crossing island on the Main Street (North) arm would be relocated to accommodate a city bound cycle lane through the junction and would be widened to provide a safer facility, in particular as this is on a key route to and from local primary and secondary schools.
28. As noted above, modelling has indicated that, whilst re-phasing the operation of the junction can compensate for the loss of the left turn from Main Street (North) into Heslington Lane, it is unlikely to compensate for the loss of the left turn filter

lane out of Heslington Lane. This could potentially lead to further congestion at peak periods and a worsening in air quality at a location where there are already concerns about nitrogen dioxide concentrations. A real-time monitoring station has been installed at this location and the results of this monitoring will be reported to DEFRA in September 2009 as part of a 'Detailed Assessment' report. Should this assessment conclude that the annual average nitrogen dioxide objective (a human health based objective) is being exceeded in this area, a new Air Quality Management Area (AQMA) will need to be declared and an Air Quality Action Plan for this area drawn up.

29. The parish council can now accept the loss of the left turn lane from Main Street (North) into Heslington Lane as this is a low vehicular movement and they can see the benefits the improvement brings to pedestrians and cyclists. However they and some residents have serious concerns about the loss of the left turn lane from Heslington Lane and consider that the disbenefits far outweigh any potential benefits.
30. **Option 2** is to implement an improvement scheme similar to Option 1 however the existing two lane exit from Heslington Lane would be retained and the short section of proposed cycle lane deleted. A cycle ASL box would be provided however there would be no specific facility to help cyclists to access the box. This scheme would be as shown on the plan at **Annex C**. Further consideration will need to be given to the safety of cyclists waiting to turn right (which is the main cycle movement) when the left turn filter signal is operating, noting that the left turn is the significantly higher vehicular movement.
31. As noted above, modelling indicates that this option, combined with a revised method of operation of the junction, would improve the performance of the junction compared with the existing junction layout and operation.
32. This option would be supported by the parish council and the concerned residents. It would also be supported by the Environment Protection Unit (Neighbourhood Services) as, whilst it would not significantly improve air quality in this potential AQMA, it should not make conditions worse.
33. The proposals for the retention of the left turn lane could be further reviewed if and when the queue relocation scheme associated with the Germany Beck development (which should regulate traffic flows along Fulford Main Street and benefit Heslington Lane junction) is implemented, or in conjunction with any future cycling schemes along Heslington Lane.
34. **Option 3** is to do nothing. This provides no benefits to pedestrians or cyclists and is not recommended.

#### Recommendation

35. Agree to implement **Option 2** for Heslington Lane junction as shown on **Annex C**.

## Implementation

36. The following improvement schemes have been substantially completed in the first six months of 2009:
- Improvements between Cemetery Road and Hospital Fields Road, including the provision of 340m of on-road city-bound cycle lane and 380m of outbound cycle lane whilst retaining limited time parking in the vicinity of local shops and businesses.
  - New traffic signal controllers at the three existing signalised junctions together with traffic monitoring cameras at four key locations.
  - A new pedestrian refuge island on Fulford Main Street near the Elliot Court bus stops.
  - 165m of city bound bus lane on Selby Road from the A64 interchange.
37. In addition to the above, the implementation of gateways and associated improvements at Naburn village on the B1222 should commence shortly.
38. Detailed design of the improvements between Hospital Fields Road and the Fulford Road / Fulford Main Street boundary is progressing as are the associated contract documents. It is currently envisaged that tender documents should go out later this month enabling works to commence in late September 2009 and be completed within this financial year.
39. There would be significant benefits if the improvements covered by this report are included as part of the same contract. These benefits include potential savings in cost; reduction in disruption to local residents and road users; and earlier benefits for sustainable forms of transport and potential modal shift. However this would require an increase in the funding allocation for A19 Fulford Road corridor improvements within the 2009/10 transport capital works programme, and this forms part of another report on the agenda for this meeting.

## Corporate Priorities

40. The proposed improvements to the Fulford Road corridor will contribute to the following elements of the new Corporate Strategy:
- **Thriving City** – The improvements to the sustainable transport network along the corridor will assist the economy by reducing the impact of congestion.
  - **Sustainable City** – The provision of improved pedestrian and cycling facilities together with bus priority measures will encourage the use of more sustainable modes of transport and reduce the impact on the environment. Where appropriate and practical the quality of the local environment and the condition of the road and footways will be improved.

- **Safer City** – The improvements will aim to improve safety, in particular for vulnerable road users such as pedestrians and cyclists.
- **Inclusive City** – The improvements should encourage more walking, cycling and use of public transport. Improved crossing facilities will benefit the young and the elderly as well as the mobility and visually impaired, whilst more reliable public transport services will benefit non-car owners who tend to be low income families or the elderly.
- **Healthy City** – The proposals will help with improving the health and lifestyles of the people who live in York by providing facilities to encourage walking and cycling and by helping to reduce air pollution in key areas, as well as improving the actual and perceived condition of the city's streets.

## Implications

This report has the following implications:

- **Financial**

41. The proposed improvements between Hospital Fields Road and Heslington Lane are currently estimated to cost about £825k.
42. The funding currently allocated to the A19 Fulford Road corridor improvements in the 2009/10 transport capital works programme is £600k. Approximately £125k is required for carryover schemes from last year and for studies, leaving approximately £475k for Hospital Fields Road to Heslington Lane improvements. It is estimated that this would only permit improvement works from Hospital Fields Road to just north of the Broadway junction.
43. If the improvements are split into two schemes over two years, not only would the cost increase by an estimated £75k to £900k, it would also lead to further inconvenience to local residents and road users over the longer implementation period and further delay the benefits that the overall improvements are intended to bring about. There is a separate report on this agenda seeking additional funding from the 2009/10 transport capital works programme to permit the improvements to be implemented as one scheme.

- **Human Resources**

44. There are no human resources implications.

- **Equalities**

45. The proposed measures will benefit vulnerable road users such as pedestrians and cyclists. In particular improved crossing facilities will benefit the young and the elderly as well as the mobility and visually impaired, whilst more reliable public transport services will benefit non-car owners who tend to be low income families or the elderly.

- **Legal**

46. The City of York Council, as highway authority for the area, has powers under the following Acts and associated Regulations to implement improvements to the highway and any associated measures:

- The Highways Act 1980
- The Road Traffic Regulation Act 1984
- The Road Traffic Act 1988

- **Crime and Disorder**

47. Where practical and appropriate the proposed improvements include measures to enhance the safety of all road users, in particular vulnerable users such as pedestrians and cyclists, as well as minimising the risks of crime.

48. The Police Headquarters are located on this corridor. The Police are a key stakeholder in this project and are regularly consulted as the individual schemes are developed to ensure that their ability to respond to incidents in York is not compromised.

- **Information Technology**

49. There are no IT implications at the current time.

- **Property**

50. There are no land or property implications at the current time.

- **Air Quality**

51. Elevated levels of nitrogen dioxide have been monitored in the vicinity of Fulford Main Street and Heslington Lane in recent years. A real-time monitoring station has been installed at this location and the results of this monitoring will be reported to DEFRA in September 2009 as part of a 'Detailed Assessment' report. Should this assessment conclude that the annual average nitrogen dioxide objective is being exceeded in this area, a new AQMA will need to be declared and an Air Quality Action Plan for this area drawn up. Whilst the recommended option for the Heslington Lane junction would not significantly improve air quality in this potential AQMA, it should not make conditions worse.

## **Risk Management**

52. In compliance with the Council's risk management strategy there are no new risks associated with the recommendations of this report. The risks identified in previous reports have and will continue to be managed using standard project management procedures.

53. If the proposed measures are not implemented, conditions for all modes of transport on the Fulford Road corridor will continue to deteriorate and pollution

will worsen. This could result in further deterioration of air quality in the existing AQMA around the Fishergate area and the need to declare a further AQMA in the Main Street Fulford area. The council would be failing under its duties under the Traffic Management Act and the Environment Act. It would also be failing in its role as a Cycling City by not providing the infrastructure to encourage cycling.

### **Member comments**

54. As noted above Cllr Keith Aspden, the Fulford ward member, has been involved in discussions with the parish council and concerned residents to identify a scheme that would address their concerns. He has indicated support for the recommended options as these take account of those concerns.
55. Cllr Ruth Potter, spokesperson for the Labour group, has also indicated support for the recommended options.
56. Cllr Ian Gillies, leader of the Conservative group, has indicated that he is also happy to support the recommended options, provided they meet the main aims of the local residents.
57. Cllr Andy D'Agorne, leader of the Green group and Fishergate ward member, has the following comments on the recommended options:
  - He suggests a low cost option on the western (city-bound) side whereby the city-bound cycle lane would not start until the bus lane starts. If no parking actually takes place here, buses and cycles would still be able to bypass a queue of traffic and once the level of parking 'need' has been established, a decision could then be made in a future financial year if more extensive build outs etc are required.
  - On the eastern (outbound) side he would prefer to see parking restricted as much as possible, including time limits, to make on-road cycling safer.
  - He is prepared to agree with the recommended option for Heslington Lane as long as the ASL is made safe for cyclists waiting to turn right while the vehicles flow on either side of them.
  - In addition he has indicated strong support for implementing the improvements between Hospital Fields Road and Heslington Lane as one scheme in 2009/10, rather than delaying part of this to 2010/11 with resultant additional costs and delayed benefits.
58. Officers advice in response to the first three comments in the paragraph above is as follows:
  - There are concerns about omitting the cycle lanes past the parking spaces on the western side. The proposed parking provision has taken account of the findings of a recent parking survey. It is unlikely that there wouldn't be any vehicles parked and that there could be parking anywhere along the unrestricted section. Providing the cycle lane will reinforce the perception of

Fulford Road as a cycle route and ensure that cyclists do not weave in and out between parked cars. As part of the detailed design process consideration could be given to providing the cycle lane without green surfacing past the parking bays on the western side and providing a temporary or hatched marking build-out at the northern end pending further post scheme implementation monitoring. This would allow the parking bay to be shortened or indeed lengthened at a future date at a relatively low cost should the need arise.

- It is suggested that parking on the eastern and western side should initially be unrestricted to see if there is an issue with long term parking and introducing appropriate measures if and when a problem exists.
- The ASL arrangements on Heslington Lane will be investigated as part of the detailed design and road safety audit processes.

## Contact Details

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Engineering Consultancy  
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### Chief Officer Responsible for the report:

Damon Copperthwaite  
Assistant Director (City Development & Transport)

Report Approved



Date 22 June 2009

### Specialist Implications Officer(s)

#### Financial

Patrick Looker  
Finance Manager, City Strategy  
01904 551633

#### Legal

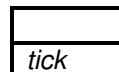
Quentin Baker  
Head of Legal Services  
01904 551004

#### Air Quality

Mike Southcombe  
Environment Protection Manager,  
Neighbourhood Services  
01904 551514

**Wards Affected:** Fulford and Fishergate

All



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

### Background Papers:

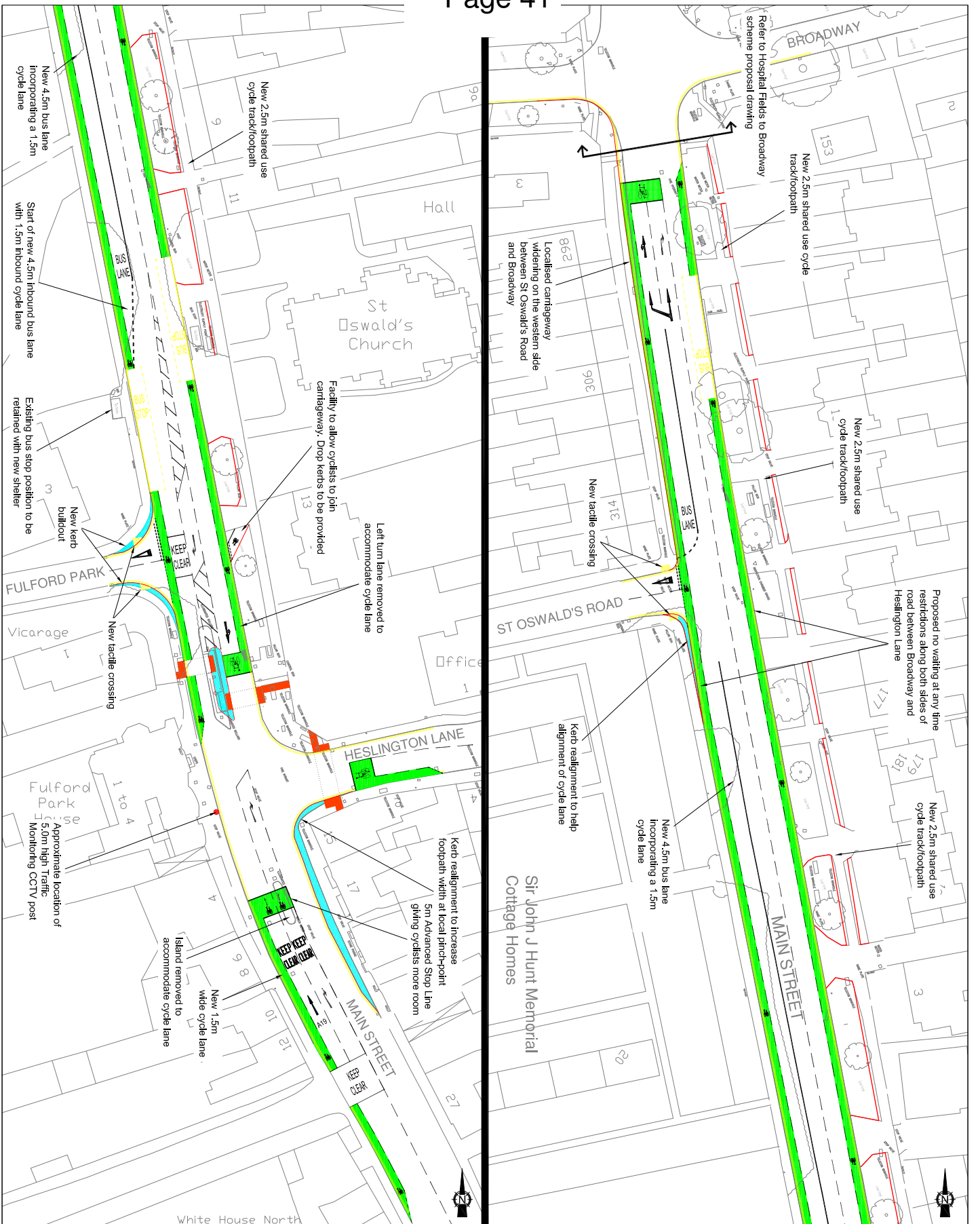
Fulford Road corridor report  
A19 Fulford Road corridor update  
A19 Fulford Road corridor update  
A19 Fulford Road corridor update

City Strategy EMAP – 29 October 2007  
City Strategy EMAP – 17 March 2008  
City Strategy EMAP – 8 December 2008  
City Strategy EMAP – 16 March 2009

**Annexes**

Annex A	Main Street (North) Option 1 and Heslington Lane junction Option 1
Annex B	Main Street (North) Option 2 and Heslington Lane junction Option 1
Annex C	Main Street (North) Option 3 and Heslington Lane junction Option 2





**Notes**  
 Approximate Number of Car Parking Spaces on Main Street Between Heslington Lane and Broadway: **0 Spaces**

On road cycle lane shown in green for ease of identification. Green surfacing to be provided at key locations only to highlight presence of cycle route to other road users.



HEALTHY CITIES  
 TRANSPORTATION NETWORKS  
 AND  
 WELLBEING



Project: A19 Fulford Road Corridor Improvements

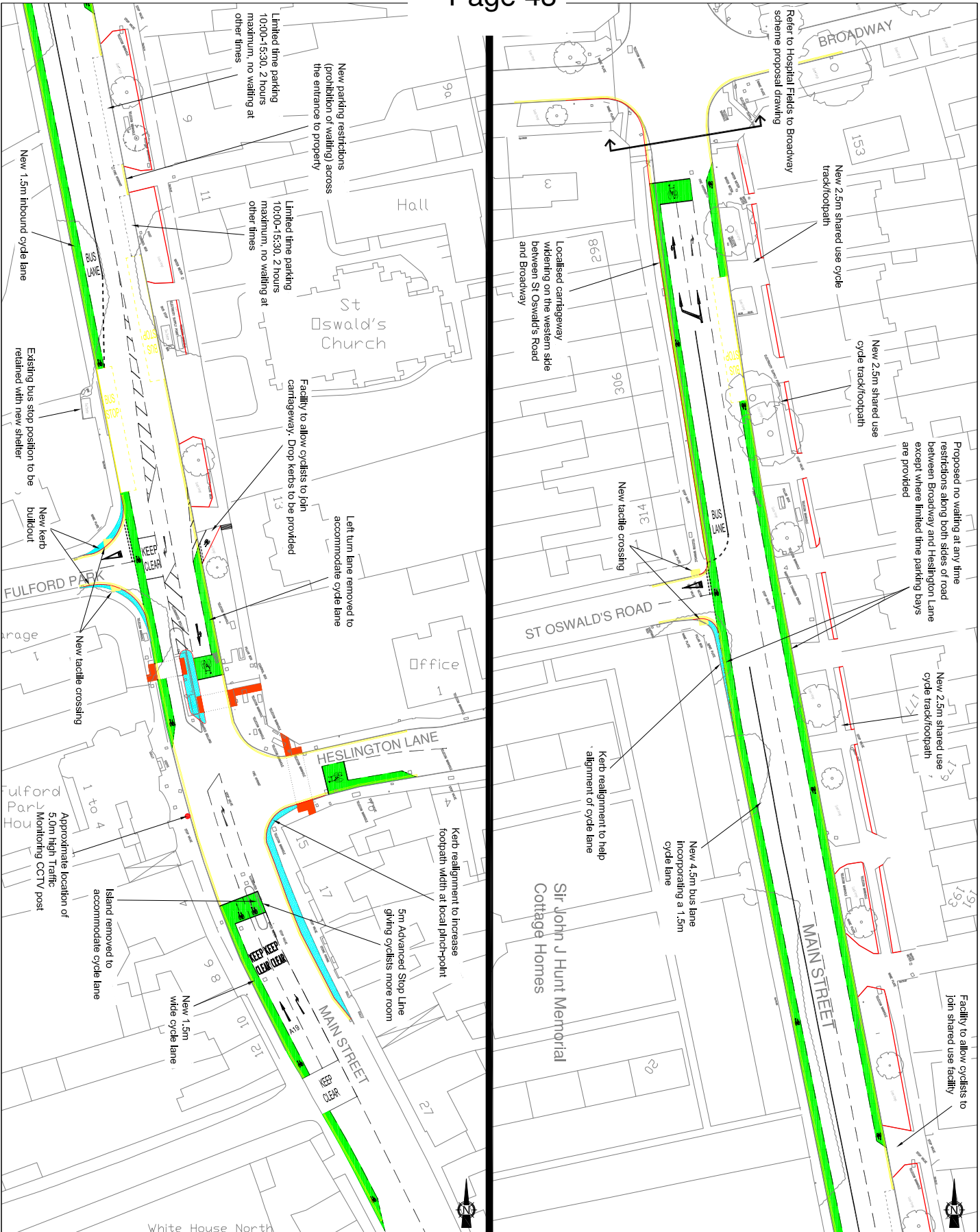
Drawing: Main Street (North) Option 1 & Heslington Lane Junction Option 1

Design	Scott Goodall	Date:	18/02/09
Check	Simon Roper	Date:	18/02/09
Authorised by	Sheena Strimmer	Date:	18/02/09

Drawing No: Annex A 0

Drawing Scale:	1:250 @ A3	Revision:	1:1
Client:	Annex A	Project No.:	11

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Facility to allow cyclists to join shared use facility

New 2.5m shared use cycle track/footpath

New 2.5m shared use cycle track/footpath

New 2.5m shared use cycle track/footpath

Refer to Hospital Fields to Broadway scheme proposal drawing

New 4.5m bus lane incorporating a 1.5m cycle lane

Kerb realignment to help alignment of cycle lane

Sir John J Hunt Memorial Cottage Homes

Localised carthoroughway widening on the western side between St Oswald's Road and Broadway

New tactile crossing

Left turn lane removed to accommodate cycle lane

Facility to allow cyclists to join carthoroughway. Drop kerbs to be provided

Limited time parking 10:00-15:30, 2 hours maximum, no waiting at other times

New parking restrictions (prohibition of waiting) across the entrance to property

Island removed to accommodate cycle lane

Approximate location of 5.0m high Traffic Monitoring CCTV post

Existing bus stop position to be retained with new shelter

New 1.5m inbound cycle lane

White House North



**Note**  
 Approximate Number of Car Parking Spaces on Main Street Between Heslington Lane and Broadway: **5 Spaces**

On road cycle lane shown in green for ease of identification. Green surfacing to be provided at key locations only to highlight presence of cycle route to other road users.

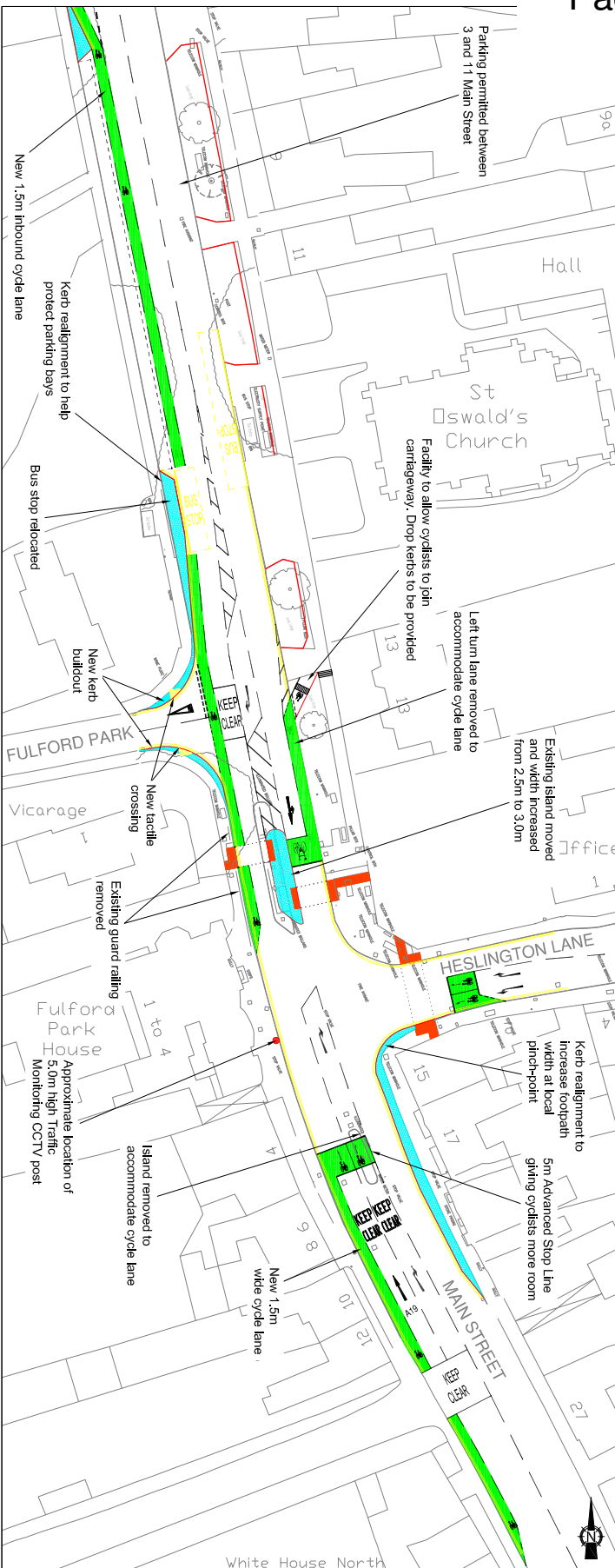
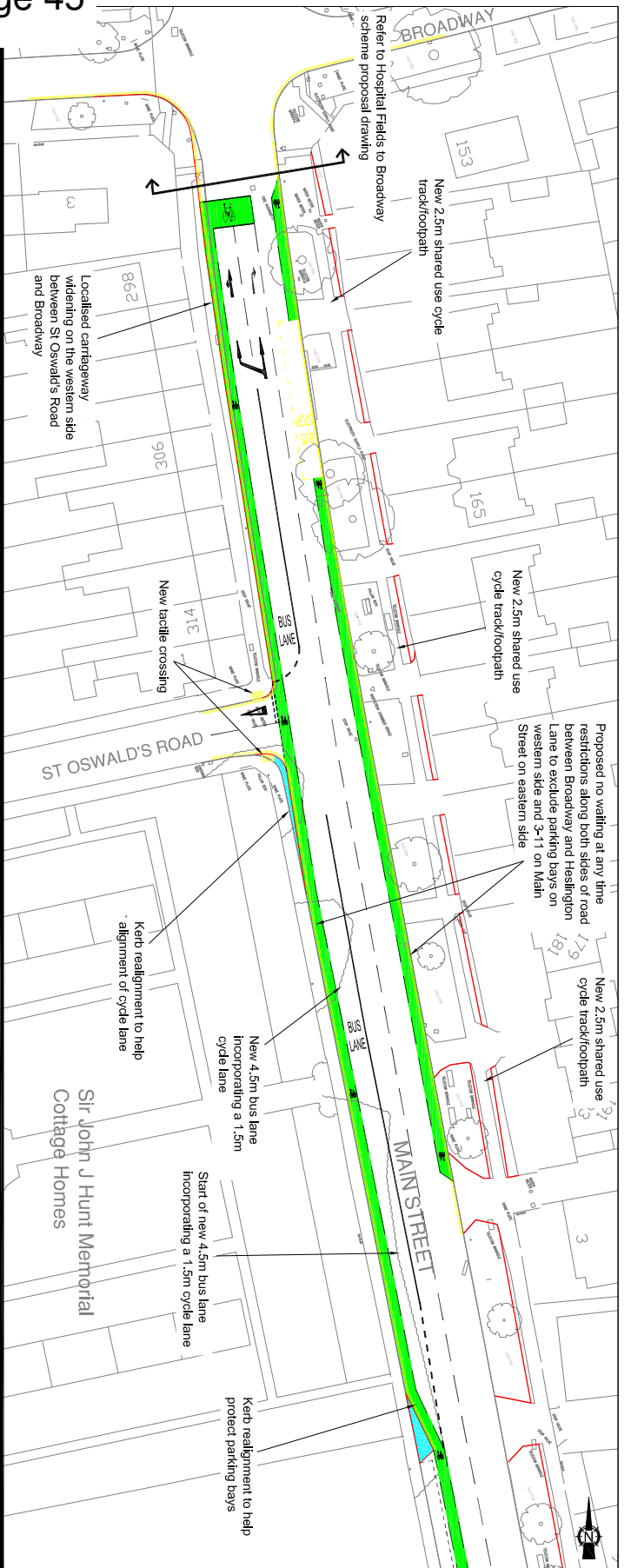


Project: A19 Fulford Road Corridor Improvements

Drawing: Main Street (North) Option 2 & Heslington Lane Junction Option 1

Client:	Scott Goodall	Date:	18/02/09
Contractor:	Simon Roper	Date:	18/02/09
Author:	Steven Springer	Date:	18/02/09
Checked by:		Date:	
Drawn by:		Date:	
Scale:	1:250 @ A3	Revision:	0
Drawn by:	Annex B	Revision:	11

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**Notes**  
 Approximate Number of Car Parking Spaces on Main Street Between Heslington Lane and Broadway: **20 Spaces**

On road cycle lane shown in green for ease of identification. Green surfacing to be provided at key locations only to highlight presence of cycle route to other road users.

  
  
 Project: A19 Fulford Road Corridor Improvements

Drawing: Main Street (North) Option 3 & Heslington Lane Junction Option 2  
 Date: 18/08/09  
 Designer: Simon Roper  
 Date: 18/08/09  
 Approver: Stewart Springer  
 Date: 18/08/09

Drawing Title:	1750	03	Rev. No.:	11
Client:	Annex C	0		
Author:	Annex C	0		
Check:				
Drawn:				
Scale:				

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**Decision Session - Executive Member for City Strategy****7 July 2009**

Report of the Director of City Strategy

**Peckitt Street and Friar's Terrace Flood Protection Scheme****Summary**

1. This report provides details of a proposed flood protection scheme to reduce flood risk from the River Ouse to four properties in York and maintain access during floods to thirteen more, and to the rear access to the fire station.

**Recommendation**

2. The Executive Member is recommended to agree the principle of implementing the Peckitt Street and Friar's Terrace flood protection scheme.

**Background**

3. During a River Ouse flood event the Council installs temporary sandbagging and pumping to protect 8 Peckitt Street and 1 – 3 Friars Terrace (plan in Annex 1). Sandbags are also used at Tower Place to provide some protection to 1 – 9 Tower Place. It is not possible for the residents to protect their properties individually.
4. This procedure, developed since the 2000 flood, has proved to be effective on three occasions against events up to 4.42m (14'6") above summer level (ASL). It has also been partially installed on some ten other occasions when forecasts predicted a higher peak than was actually reached.
5. The Council and residents acknowledge that the procedure will not be effective above that level, but because of its success residents expect that it will be carried out whenever there is a risk of the properties flooding.
6. There are resourcing and health and safety implications for the Council. It is expensive and the cost of the response to the flood in September 2008 was £31,844 of which approximately £25,000 could be attributed to the works at Peckitt Street and Tower Place.

7. Although the temporary installation uses sandbags, it is also dependent on the stability and integrity of the existing walls. These are in varying states of repair and the quality of the sandbagging can vary depending on the time available for erection. These factors decrease the certainty of being able to provide protection to the properties.

## **Proposal**

8. A scheme has been designed which is more effective and reliable and less resource dependant. The height of the parapet wall in front of the four affected properties will be raised and a new wall constructed across the end of Peckitt Street. The existing railings will be remounted at the higher level.
9. Two pedestrian openings in the raised wall at the top of the steps from the riverside walk up to Peckitt Street will be closed at times of flooding with removable handstops. A third opening, with steps up to No. 3 Friar's Terrace from the riverside will be walled up and backfilled. Minor works will be carried out on the frontage of Tower Place.
10. Discussions with Yorkshire Water Services will establish whether it will be possible to install valves to control backflow through the local sewerage system. This is not essential to the scheme but will enhance its reliability. It will still be necessary to provide temporary pumping during flood events.
11. This scheme has the same limitations as the temporary procedure and will only protect the properties against events up to a maximum level of 4.70m (15'5") ASL. This occurred twice in 2008 and the 2000 flood peaked at 5.4m (17'7") ASL.

## **Operation**

12. Currently sandbagging operations commence on receipt of a warning of forecast river level in excess of 2.5m ASL.
13. In future, on receipt of a warning of forecast river level in excess of 3.9m ASL, resources will be mobilised to:
  - Install the two handstops at the top of the Peckitt Street steps.
  - Provide pumps to handle seepage and supervise during operation.
  - Provide pumps and sandbags to Tower Place.

This will significantly reduce revenue costs.

## **Consultation**

14. The works in front of the houses facing the river are on private property. The wall and barriers at the end of Peckitt Street are in the public highway. The footpath and City Wall in front of the Tower Street properties is in Council ownership. The residents of the affected



properties are supportive of the proposals. The scheme will also maintain a dry access to the fire station from Peckitt Street.

15. The Neighbourhood Services Assistant Director (Construction and Leisure) has expressed concern about the safety of operatives working behind the temporary sandbag wall and welcomes the implementation of the scheme and the consequent reduction in risk to his staff.
16. Planning Approval and Listed Building Consent for the scheme were granted by the West and City Centre Area Planning Sub-Committee on 19 March 2009.
17. Guildhall Ward Councillors, Group leaders and the opposition Executive Member have been consulted and the four responses received are all in support.

### Options

18. Three options are available:

1. Do not build scheme and withdraw from providing the temporary protection.
2. Do not build scheme but continue to provide temporary protection.
3. Build the proposed scheme

### Analysis

19. Option 1

The residents expect the Council to implement its current defence procedure. The properties are very vulnerable and the residents cannot individually take action. It is likely that the effects of climate change will increase the frequency of flooding.

This option is rejected.

20. Option 2:

The reliability of sandbagging cannot be guaranteed. The likely increase in the number of flood events will increase costs and risk of flooding due to failure.

This option is rejected.

21. Option 3

This provides the most reliable protection against flooding and will very significantly reduce the resources required.

This option is recommended.

## Corporate Priorities

22. This scheme assists in meeting the following Corporate Priority:

- Sustainable City : We aim to be clean and green, reducing our impact on the environment while maintaining York's special qualities and enabling the city and its communities to grow and thrive.

This scheme will

- reduce the environmental impact of council activities – approximately 1,500 new sandbags are required each time the procedure is implemented, and fuel is required for transporting and pumping.
- decrease the tonnage of biodegradable waste and recyclable products going to landfill – after each flood the contaminated sandbags have to be disposed of.

## Implications

23. Financial – The estimated cost of the scheme is £80,000. The Regional Flood Defence Committee has granted aided 50% of the cost of the scheme up to a maximum of £35,000. Should the scheme be approved in principle a further report will be taken to the Executive to seek guidance on the procurement of match funding. It is estimated that there will be a saving to the Council of approximately 75% per flood event due to fewer resources being required, later mobilisation and no costs from abortive operations.

24. Human Resources – Less manpower will be required, freeing resources to work elsewhere, and health and safety risks from working behind a vulnerable flood defence and the risk of its failure will be eliminated.

25. Equalities – None

26. Legal – The Council has a general duty of care to protect the public from foreseeable dangers.

27. Crime and Disorder – Less risk of the defences being compromised by vandalism.

28. Information Technology – None

## Risk Management

29. Risk has been assessed according to the Council's risk management procedure. Thee relevant impact is Health and Safety.

30. The risk rating for the current procedure is:

- Impact – Major
- Likelihood of occurrence – Possible
- Risk Rating – 19
- Required action – Constant monitoring, action plan and measures to be put in place to reduce exposure.

31. Following implementation of the recommended scheme the risk rating will be:

- Impact – Minor
- Likelihood of occurrence – Unlikely
- Risk Rating – 8
- Required action – Regular monitoring

### Contact Details

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City Strategy  
Ext: 1473

**Chief Officer Responsible for the report:**

Damon Copperthwaite  
Assistant Director, Development and  
Transportation, City Strategy

Report Approved



Date 20-06-09

**Specialist Implications Officers**    **None**

**Wards Affected:** Guildhall

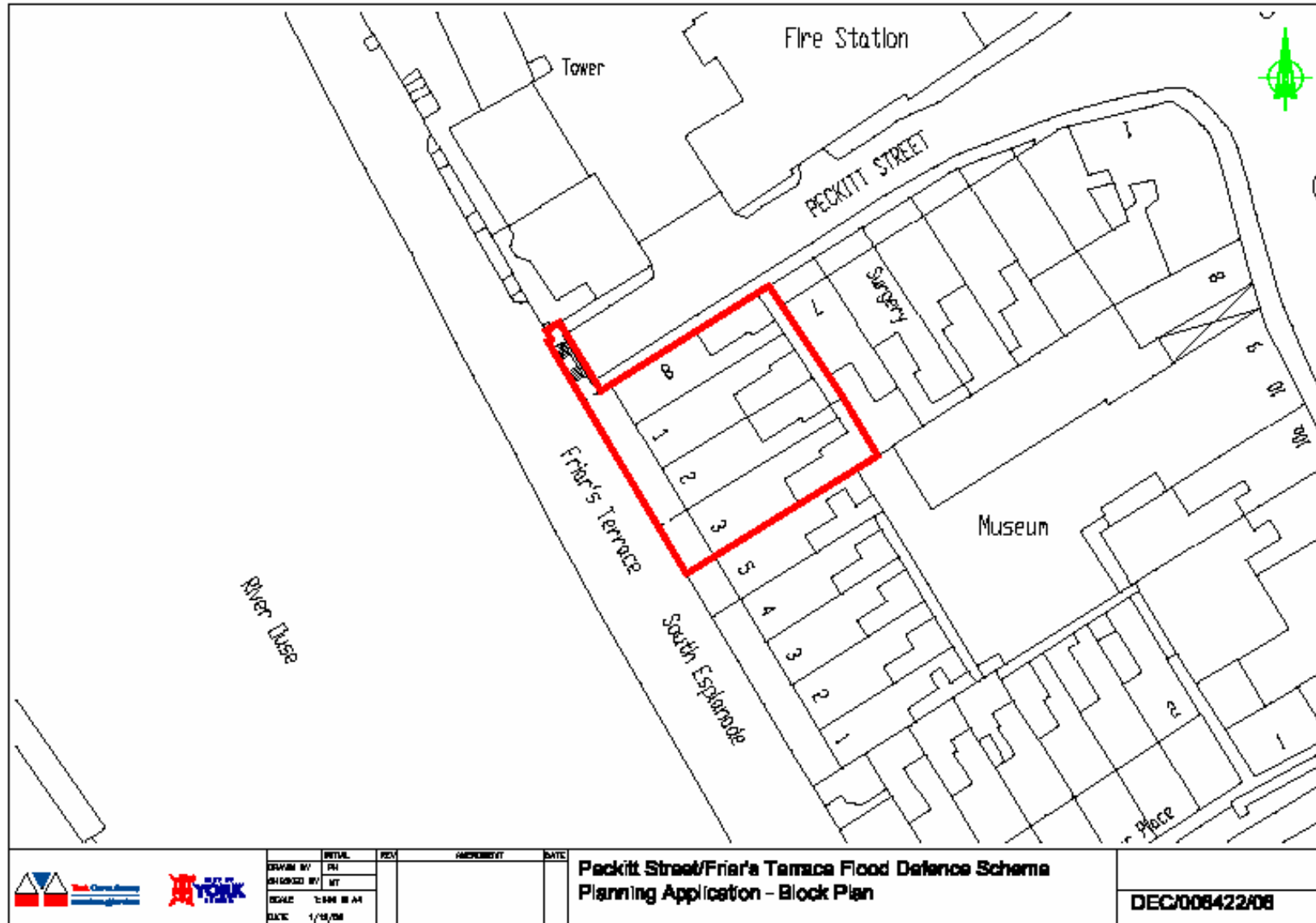
For further information please contact the author of the report

**Background Papers:** None

### Annexes

**Annex 1** – Plan of Properties

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**Decision Session**  
**Executive Member for City Strategy**

7 July 2009

Report of the Director of City Strategy

**PUBLIC RIGHTS OF WAY – Proposal to restrict public rights over the access between Scarcroft Road back lane and Scarcroft Green, Micklegate Ward, York**

**Summary**

1. This report considers the closure of an access point/gap in the low wall and ornamental railings, leading onto Scarcroft Green from Scarcroft Road back lane, Micklegate Ward, using Gating Order legislation in order to help prevent crime and anti-social behaviour (ASB) associated with the back lane (Annex 1 – Description and Location Plan).

**Recommendation**

2. It is recommended that the Executive Member accept **Option C** and resolve to:
  - i) Authorise the Director of City Strategy to instruct the Head of Civic, Democratic and Legal Services to make a Gating Order to close the access point/gap in the boundary, leading onto Scarcroft Green from Scarcroft Road back lane, Micklegate Ward, in accordance with s129A of the Highways Act 1980.
  - ii) Advise residents of Scarcroft View that they are able to pursue their own private gated access onto the green from their private alleyway should they wish to do so at their own expense.

**Reason**

3. In order that the access point/gap in the railings, leading onto Scarcroft Green from Scarcroft Road back lane, Micklegate Ward, can be closed by reinstating the low wall and railings to their original condition to help prevent crime and anti-social behaviour currently associated with the back lane.

## Background

4. The gap in the boundary wall and railings was created when a substantial section of it was repaired by the council's Parks and Open Spaces team in 2002. The council carried out these repair works because the wall was in a dangerous state and the owners of it could not be traced. A detailed history of the wall, railings and access to the green can be found in Annex 6. See Annex 3 for photographs showing the structure as it is today.
5. Previous to the repair works being carried out, there were gaps in the railings, which allowed access onto Scarcroft Green over the low wall from the private alleyway to the front of Scarcroft View. Residents of Scarcroft View requested that when the wall and railings were repaired a gap be placed away from the front of the terrace to allow them easy access onto the green. Since then, however, evidence shows that the gap has encouraged youth nuisance, graffiti, noise and litter problems as well as damage to resident's property on the back lane.
6. Crime reports and comments from the Architectural Liaison Officer for North Yorkshire Police are detailed in Annex 4 followed by a selection of photographs taken by residents showing evidence of graffiti in November 2008 (Annex 5). The closure of this access point therefore meets the criteria of the legislation (see summary in Annex 2, Table 1).
7. It is proposed to close the gap by reinstating the original wall and railings instead of installing a gate. This proposal is based on the known history of the boundary as detailed in Annex 6.

## Consultation

8. Statutory consultation for the proposed Gating Order was carried out in accordance with s129A of the Highways Act 1980 and included:
  - All affected residents and businesses.
  - All statutory consultees including The Ramblers' Association, Open Spaces Society etc.
  - All statutory undertakers and utility providers, such as gas, electric and telephone companies.
  - All emergency services, including the North Yorkshire Police Authority.
  - North Yorkshire Local Access Forum.
9. Copies of the Notice were advertised in the Press, on site and on the council's Alley-gating web site.
10. Ward Members and Political Parties have been consulted. Their comments, verbatim, are:

## Ward Councillors

Cllr Dave Merrett: *"The ward Councillors are in agreement that if generally all local residents (including those from Scarcroft Road) were happy then we would support the closure of the current public access by the return of the*



*wall/fencing to try and address the vandalism problems in the back lanes there. We do not feel this sets a precedence of allowing gating for major streets with access to the Green - this particular location obviously has historical issues i.e. it been originally blocked and then the wall only relatively recently being removed.*

*We are aware of a separate request from the local residents from Scarcroft View, which fronts the Green, to have a private access. We would support that they be offered an opportunity to have a private locked access from their walkway/alleyway given their particular isolated position, on the proviso that they fund the costs and maintenance cost of the gate & lock."*

Cllr Sandy Fraser: As above

Cllr Julie Gunnell: As above

### **Political Parties**

Cllr Stephen Galloway: *"I have no comments to make on this proposal at this stage."*

Cllr Ruth Potter: *" I am aware that the Ward Councillors are in agreement that if generally all local residents (including those from Scarcroft Road) were happy then they would support the closure of the current public access by the return of the wall/fencing to try and address the vandalism problems in the back lanes there.*

*They are aware of a separate request from the local residents from Scarcroft View, which fronts the Green, to have a private access and would support that they be offered an opportunity to have a private locked access from their walkway/alleyway given their particular isolated position, on the proviso that they fund the costs and maintenance cost of the gate & lock. This seems to be a sensible suggestion."*

Cllr Ian Gillies: No comments received

Cllr Andy D'Agorne: No comments received

11. Five objections were received from residents. All five objectors live on Scarcroft View. Their objections relate to the proposed method of closing the gap in the boundary i.e. by reinstating the original wall and railings rather than by installing a gate, through which they would want access to the green for a number of reasons:
- Residents of Scarcroft View use this route from the green to access their properties more regularly than they use the route via the back lane as it is the more pleasant and convenient of the two;
  - All have lived there for a number of years and have always been able to access the green easily. Although there has never been a defined pathway that crosses the boundary, they were able to step over the low wall where a gap in the railings had been created by previous residents;

- The route via the back lane is poorly lit and *“aside from being inconvenient, this would present a considerable safety concern”*;
12. A Gating Order may be made by the council even if there are objections to it, as long as the council is satisfied that the Order meets all the requirements of the legislation as detailed in Annex 2.

## Options

13. Option A: Do not authorise the making of the proposed Gating Order and leave the gap open for public use. This option is not recommended.
14. Option B: Authorise the making of a Gating Order, but install a gate to restrict access through the gap rather than restore the low wall and railings to its original condition. Additionally, give the PIN code required to operate the gate to residents of Scarcroft View only. This option is not recommended.
15. Option C: Authorise the making of a Gating Order and restrict access through the gap by reinstating the wall and railings to its original condition. Advise residents of Scarcroft View that they are able to pursue their own private gated access onto the green from their private alleyway should they wish to do so at their own expense. This option is recommended.

## Analysis

16. Option A: This option would mean that crime and ASB is likely to continue at its present level, or even escalate and will continue to impact on the quality of life for residents living alongside or adjacent to the back-lane.
17. Option B: The installation of a gate to prevent the use of the access by the public will help reduce crime and ASB and would improve the quality of life for residents living alongside or adjacent to the back lane. However, due to the fact that no one has a private right of access through the gap in the railings, no one would be eligible for the PIN code that would be required to operate the gate.
18. For the purposes of the legislation residents of Scarcroft View are considered to be members of the public; they do not have a private right of access to the green through the gap in question. For this reason if the council were to give residents of Scarcroft View the PIN code it would be awarding them the privilege of continued public rights onto the green and would make it difficult for the council to deny other members of the public access to the gate should they apply for it.
19. Option C: The reinstatement of the wall and railings to close the gap leading onto the green would again help reduce the crime and ASB on the back lane. Due to the permanent nature of the structure, however, it would not allow access to the green to anyone, including those residents of Scarcroft View.

20. As ownership of the wall is not registered (see paragraph 38), if Scarcroft View residents wish to provide their own access onto the green from their private alleyway they are entitled to do so, at their own expense.
21. As the council's Parks and Open Spaces has taken on maintenance liability for the railings (see paragraph 38), they request that should residents of Scarcroft View choose to create their own access to the green, an agreement is made to ensure that both health and safety standards are met and conservation standards are adhered to. This option is recommended.

### **Corporate Priorities**

22. Options B and C tie in with the council's Corporate Strategy, Priority Statement No5 to make York "a safer city with low crime rates and high opinions of the city's safety record."
23. This aim relates to improving the quality of life for York residents, by implementing a range of key objectives designed to reduce crime and the fear of crime and also tackle persistent nuisance behaviour, which can make life intolerable to some people.
24. Option A ties in with the council's policy to improve sustainable methods of transport, such as walking and cycling.

### **Implications**

#### **Financial**

25. The cost of advertising the legal order (£721) has already been paid out of Safer York Partnership government funding.
26. There are no financial implications associated with Option A. Funding for the works that would be required for either option B or C is to be supplied by existing budgets within Neighbourhood Services (both options estimated to cost in the region of £1000) match funded by the Micklegate Ward Committee and/or target hardening.
27. Should Option B be approved, there will be ongoing maintenance cost of the gate and lock to be considered. There is currently no specific revenue budget for the maintenance of alley gates; these costs are presently met by the existing Public Rights of Way budget. The authority is responsible for maintenance of gates installed using Gating Orders.
28. Should Option C be approved then again the railings used to close the gap would be maintainable by the highway authority, although it follows that maintenance responsibility should perhaps be passed to Parks and Open Spaces due to the fact that maintenance liability for the rest of the structure was taken on when repairs were carried out to the wall and railings in 2002.

#### **Human Resources (HR)**

29. To be delivered using existing staffing resources.

### **Equalities**

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

### **Legal**

32. Gating Order legislation gives the council powers to restrict public access to a relevant highway in order to help reduce crime and anti-social behaviour (ASB) associated with it. Annex 2 gives details of the requirements of this legislation along with details of Home Office Guidance on the use and life of a Gating Order.
33. Although the name "Gating Order" suggests that a gate should be used, the legislation states that "a barrier or barriers" can be used "for the purpose of enforcing the restriction provided for in the order" (Highways Act 1980 S129B(6)).
34. Any person may apply to the High Court for the purpose of questioning the validity of a Gating Order on the ground that-
  - (i) the council had no power to make it; or
  - (ii) any requirement under the legislation was not complied with in relation to it.
35. The council, as Highway Authority, has the power to make Gating Orders under Section 129A Highways Act 1980 (as amended), the routes in question being "relevant highways" by virtue of the Act. Members, however, should be aware that any decision made must be defensible at High Court, should the Order be challenged.

### **Crime and Disorder**

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

### **Information Technology (IT)**

37. There are no Information Technology implications.

### **Property**

38. The boundary wall is not the property of the council nor is it registered with the Land Registry (this does not mean it is not owned by anyone, just that it has not changed hands in the last 30-40 years), however the council took on maintenance liability for the railings when it paid for and carried out the works for the boundary to be repaired in 2002. Therefore, if Option C is approved and the gap closed, it would be possible for residents of Scarcroft View to

create their own private gated access at the front of their properties onto the green, should they wish to do so. This would have to be at their own expense and in compliance with the council's health and safety rules. There is no need for the council to draw up an access agreement as has been done for properties owners who have access onto council owned land elsewhere in the city.

## **Other**

### **Transport Planning Unit – Safer Routes to School**

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

### **Neighbourhood Services**

41. For some time the residents of 1-5 Scarcroft View and the residents of Scarcroft Road whose properties back on to the alley have been the repeated victims of anti-social behaviour which results in litter, graffiti, vandalism and groups of youths hanging around. This has occurred at all times of the day, both weekdays and weekends and has been ongoing for a couple of years.
42. It is hoped that once the gap has been closed that the lack of access will stop people using the alleyway as a thoroughfare and thus will reduce the amount of anti-social behaviour that is occurring. This in turn will improve the visual amenity value of the area, and will reduce the cost of graffiti removal funded by taxpayer's money.

### **Parks and Open Spaces**

43. If residents wish to provide their own access in the wall they must follow proper health and safety rules as set by the council as well as conform to planning requirements, as Scarcroft Green is inside a conservation area. For instance, a gate should match the design of the surrounding railings.

## **Risk Management**

44. In compliance with the council's Risk Management Strategy, there are no risks associated with Option A but there is a low risk (Financial – see paragraph 26, 27 and 28) associated with Options B and C.

## Contact Details

### Author:

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

### Chief Officer Responsible for the report:

Damon Copperthwaite  
Assistant Director  
(City Development and Transport)

Report  
Approved

Date

20-06-09

### Wards Affected:

All

Micklegate Ward

For further information please contact the author of the report.

### Background Papers:

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

### Annexes:

- 1) Description and Location Plan of Access Point
- 2) Summary of Legislative Requirements for Proposed Gating Order
- 3) Photographs of Boundary Wall and Railings - 2009
- 4) Crime and Anti-Social Behaviour Statistics (including comments from the Architectural Liaison Officer for North Yorkshire Police)
- 5) Photographic evidence of graffiti taken in November 2008 by a resident
- 6) Known History of Boundary Wall and Railings
- 7) Photographs of Boundary Wall Before Repairs and Re-instatement of the Railings - 2001

## **Annex 1**

### **Plan – Scarcroft View**

The gap to be closed in the low wall and railings is at the north-eastern corner of No 62 Scarcroft Road at Grid Reference SE 9821 1000.

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459800.000000



459800.000000



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

## Location Plan Scarcroft View Gating Order 2009

Scale 1:448	Drawn By: EM	Date: 05/06/09
Public Rights of Way	Reference: SE5951	Drawing No.

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## **Annex 2**

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

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

5. Access along a route which is restricted by a Gating Order is given to residents adjacent to or adjoining the restricted route (HA1980 S129B (3)) and anyone who has a private right of access over it (Gating Orders can only be made to restrict Public Rights of Way).

**Table 1: Summary of legislative requirements for proposed Gating Order**

		<b>Scarcroft Road back-lane / Scarcroft Green</b>
<b>3 a) Premises adjoining/adjacent to highway affected by crime/ASB</b>		Yes
<b>3 b) Existence of highway is facilitating the persistent commission of criminal offences or ASB</b>		Yes
<b>3 c) Expedient in all circumstances to make the order for the purposes of reducing crime and ASB</b>	<b>3 c i) Likely effect of making the order on occupiers of premises adjoining/adjacent to highway</b>	Access to Scarcroft Green restricted at all times – no private rights in existence
	<b>3 c ii) Likely effect of making the order on other persons in the locality</b>	Affects residents in locality – effects can be overcome if residents of Scarcroft View choose to provide their own access to the green from their private alleyway
	<b>3 c iii) Availability of a reasonably convenient alternative route</b>	Yes
<b>Meets all requirements?</b>		<b>Yes</b>



## **Annex 3**

### **Photographs of boundary wall and railings 2009**



**a)** Gap as seen from Scarcroft Green looking in a southeasterly direction to Scarcroft Road back-lane.



**b)** View from Scarcroft Green looking onto Scarcroft View properties in a southerly direction showing boundary wall and railings.





**c)** Boundary wall and railings – looking in a southwesterly direction towards the back of properties on Scarcroft Road.



**d)** View of gap from Scarcroft Road back-lane looking west.

## **Annex 4**

- 1) **Letter from Architectural Liaison Officer for North Yorkshire Police**
  
- 2) **Crime and Anti-Social Behaviour (ASB) Reports for Scarcroft Road back-lane study area**
  - Crime Report Jan 08 – Dec 08
  - ASB Report Jan 08 – Dec 08
  
  - Crime Report Jan 07 – Dec 07
  - ASB Report Jan 07 – Dec 07
  
  - Crime Report Jan 06 – Dec 06
  
  - Crime Report Jan 05 – Dec 05
  
  - Crime Report Jan 04 – Dec 04

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2<sup>nd</sup> March 2009

Emily Machin (Alleygating Officer)  
Public Rights of Way Office  
City of York Council  
9 St Leonard's Place  
York  
YO1 7ET

Dear Emily,

**Scarcroft View Gating Order**

I am in receipt of your correspondence regarding the proposal to gate or fence off the public access from Scarcroft View onto Scarcroft Green, York.



As you are aware, we both visited Scarcroft View earlier on this year and spoke at length to some of the residents, who related to us numerous incidents of anti-social behaviour (youth nuisance, graffiti, noise and litter problems). I did note that graffiti was wide spread in the immediate area, particularly to garage doors and boundary walls.

I have spoken with Safer York Partnership Crime Analyst, Ian Cunningham, and he has produced analytical reports of police-recorded crime covering a period from 2004 to 2008, and anti-social



behaviour reports from 2007 to 2008. I have attached these to this document for information. Vehicle crime and criminal damage have been the most prevalent reported crimes.

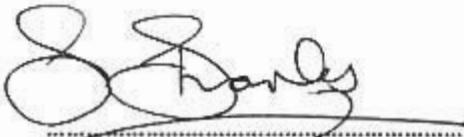
From our discussions with the residents, the Scarcroft View area has been continuously plagued by anti-social behaviour problems. For whatever reason, I believe that incidents are not being reported to the police. The visual evidence of graffiti and litter that I saw would support this view.

It is my understanding that residents with properties backing onto or overlooking the public access, now wish to have it closed off.

On behalf of the North Yorkshire Police, I would fully support this closure on crime and disorder grounds.

If I can be of further assistance, please do not hesitate to contact me.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Jim Shanks', written over a horizontal dotted line.

Jim Shanks

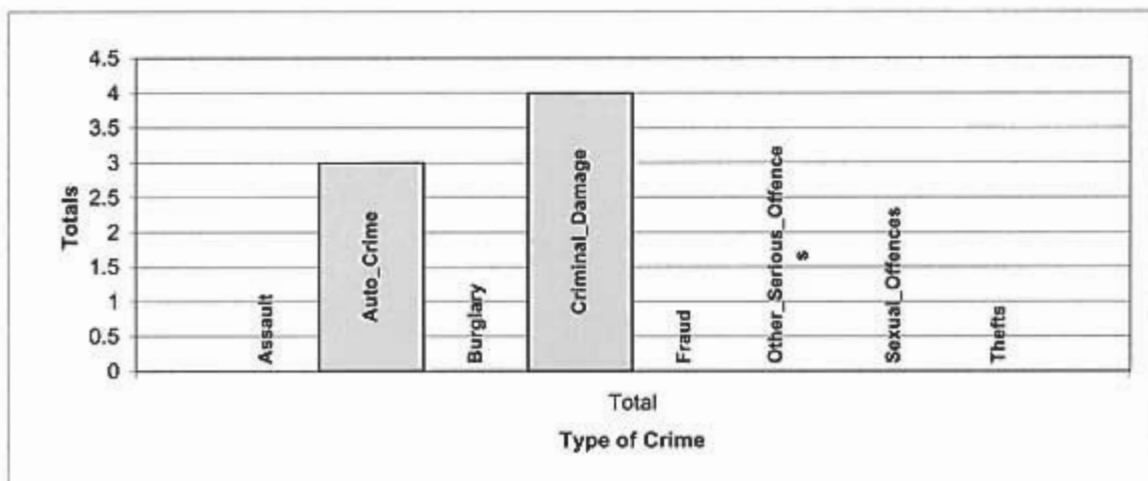
Police Architectural Liaison Officer

## Crime Statistics

Crime Analysis Study Area:	=	Scarcroft View Study Area
Planning Application Reference:	=	
Size of Study Area from Application	=	Please See Map
Study Period Start:	=	01/01/2008
Study Period End:	=	31/12/2008
Date Study Completed	=	19/01/2009
Number of Months in Study Period	=	12
Geocoding Accuracy Rate	=	95%

Crime Group	Total
Assault	0
Auto_Crime	3
Burglary	0
Criminal_Damage	4
Fraud	0
Other_Serious_Offences	0
Sexual_Offences	0
Thefts	0
<b>Grand Total</b>	<b>7</b>

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



**A Table of Crime by Crime Group and then Crime Type**

EVENT_GROUP	HO_DESCRIPTION	Total
AUTO_CRIME	THEFT FROM VEHICLE	3
CRIMINAL_DAMAGE	CRIMINAL DAMAGE OTHER	1
	CRIMINAL DAMAGE TO OTHER BUILDINGS	1
	CRIMINAL DAMAGE TO VEHICLES	2
Grand Total		7



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

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

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

Crime Day	Total
Mon	1
Tue	0
Wed	4
Thu	0
Fri	1
Sat	0
Sun	1
<b>Grand Total</b>	<b>7</b>

**Grand Total**

**7**

Expected Average Crime per Month =

**0.58**

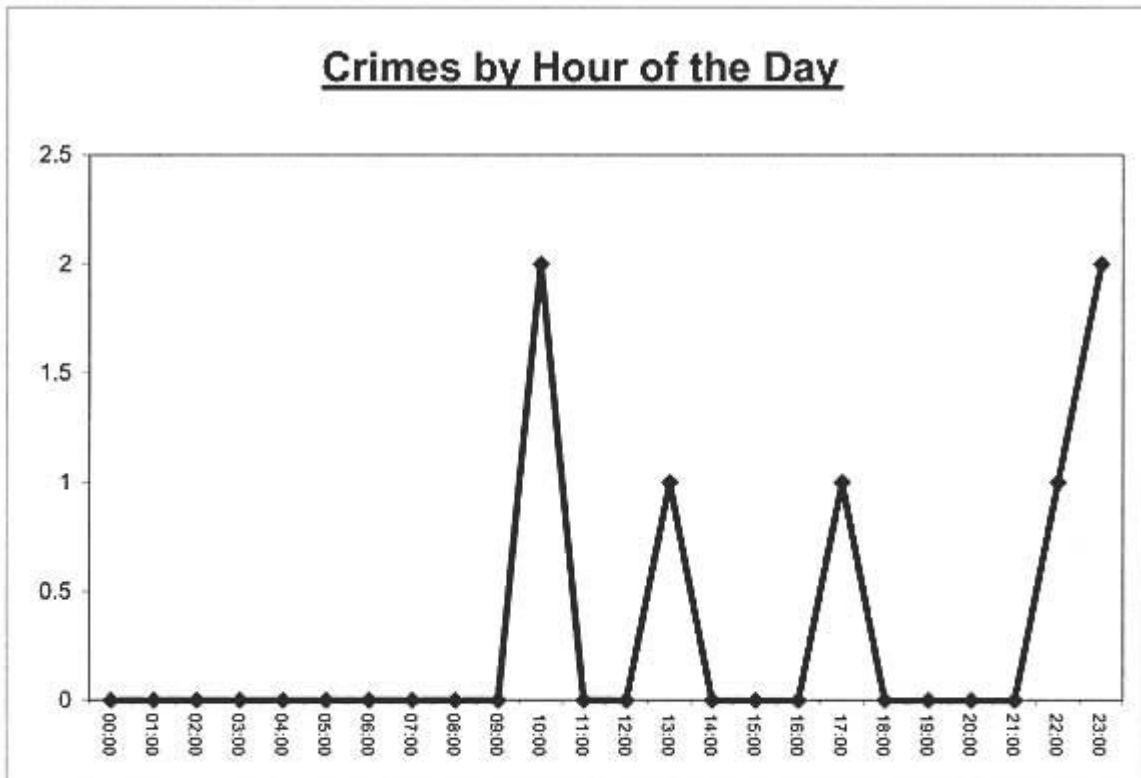
Expected Average Crime per Day =

**1**

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

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

**Crimes by Hour of the Day**

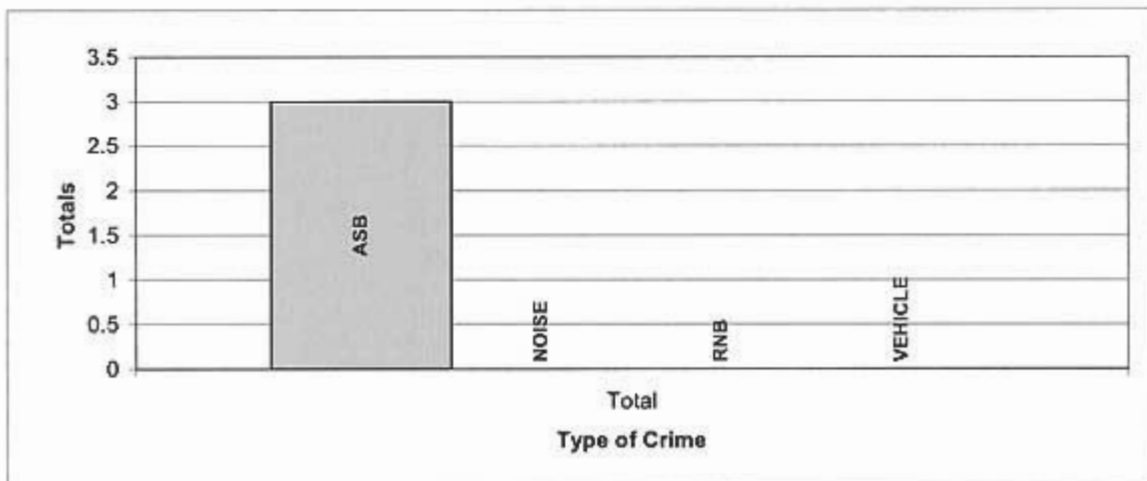


# NYP ASB General Incidents Report

ASB Analysis Study Area:	=	Scarcroft View Study Area
Planning Application Reference:	=	
Size of Study Area from Application	=	Please See Map
Study Period Start:	=	01/01/2008
Study Period End:	=	31/12/2008
Date Study Completed	=	19/01/2009
Number of Months in Study Period	=	12
Geocoding Accuracy Rate	=	95%

ASB Incident Group	Total
ASB	3
NOISE	0
RNB	0
VEHICLE	0
<b>Grand Total</b>	<b>3</b>

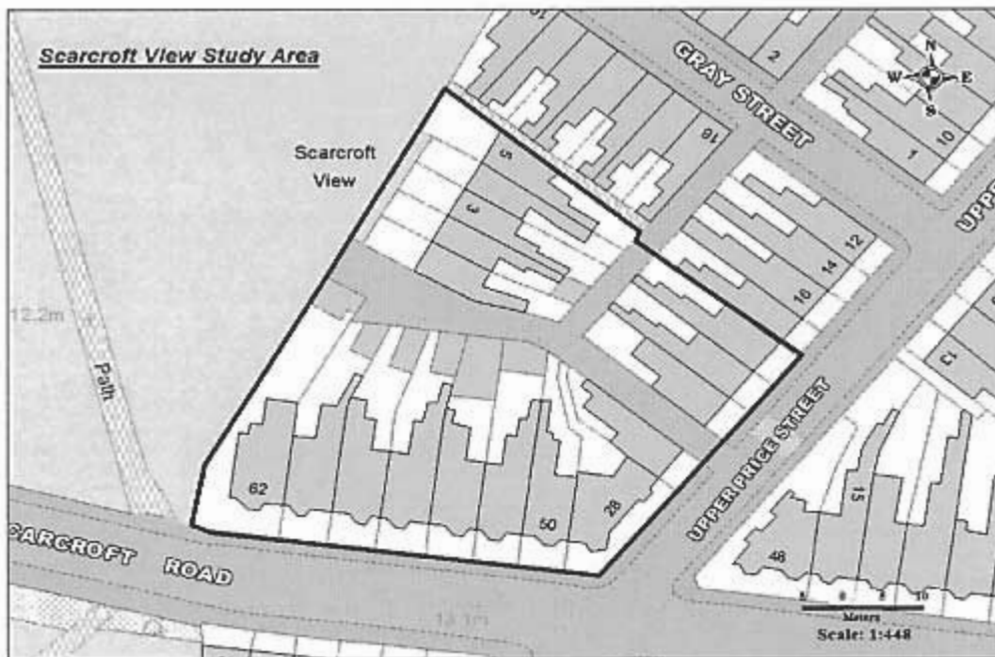
**A Table of NYP ASB Incidents in the Study Area (Above) and corresponding Graph (Below)**



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

**A Table of ASB by ASB Group and then Incident Heading**

EVENT_GROUP	INCIDENT_HEADING	Total
ASB	BEHAVIOUR	2
	DRINKING	1
Grand Total		3



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

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

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

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

Day	Total
Mon	1
Tue	0
Wed	0
Thu	0
Fri	1
Sat	0
Sun	1
<b>Grand Total</b>	<b>3</b>

**Grand Total**

**3**

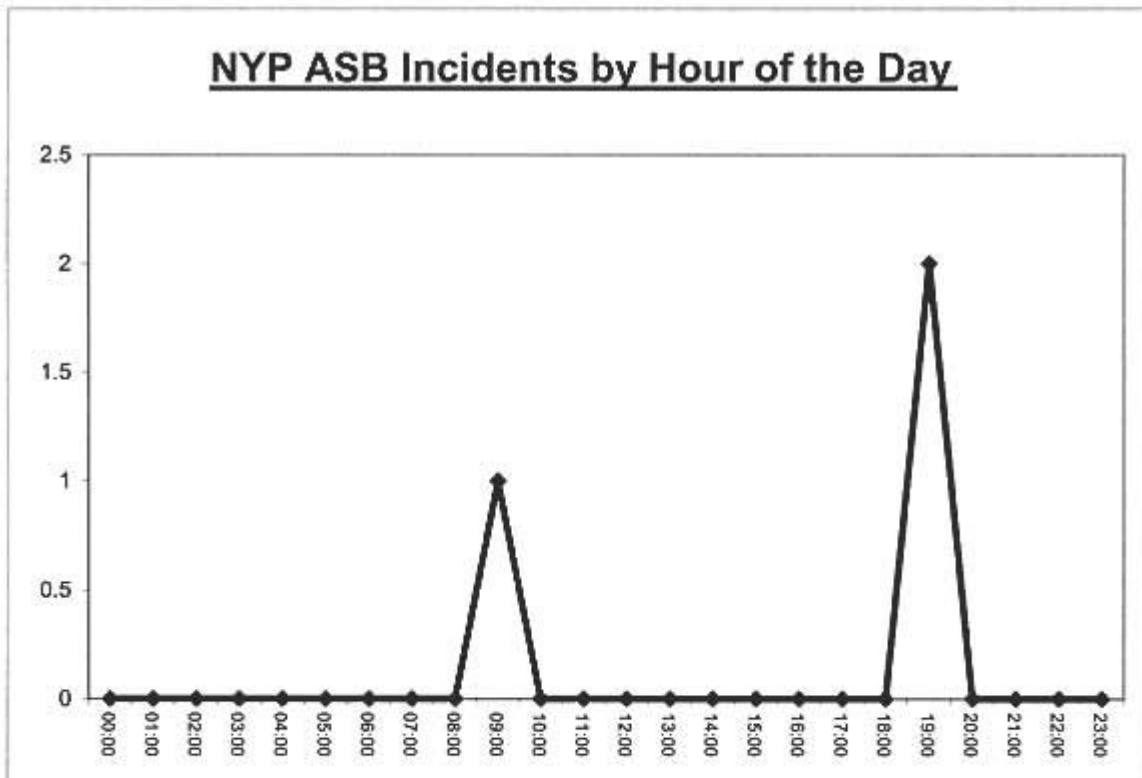
Expected Average Incidents per Month = **0.25**

Expected Average Incidents per Day = **0.43**

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

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

**NYP ASB Incidents by Hour of the Day**



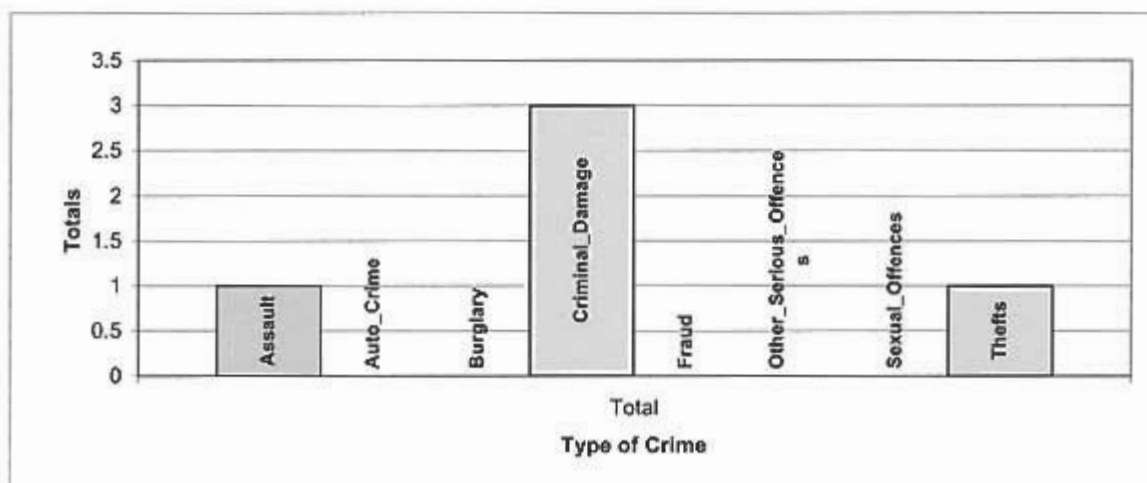


# Architectural Liaison Officer Report

Crime Analysis Study Area:	=	<b>Scarcroft View Study Area</b>
Planning Application Reference:	=	
Size of Study Area from Application	=	<b>Please See Map</b>
Study Period Start:	=	<b>01/01/2007</b>
Study Period End:	=	<b>31/12/2007</b>
Date Study Completed	=	<b>19/06/2008</b>
Number of Months in Study Period	=	<b>12</b>
Geocoding Accuracy Rate	=	<b>95%</b>

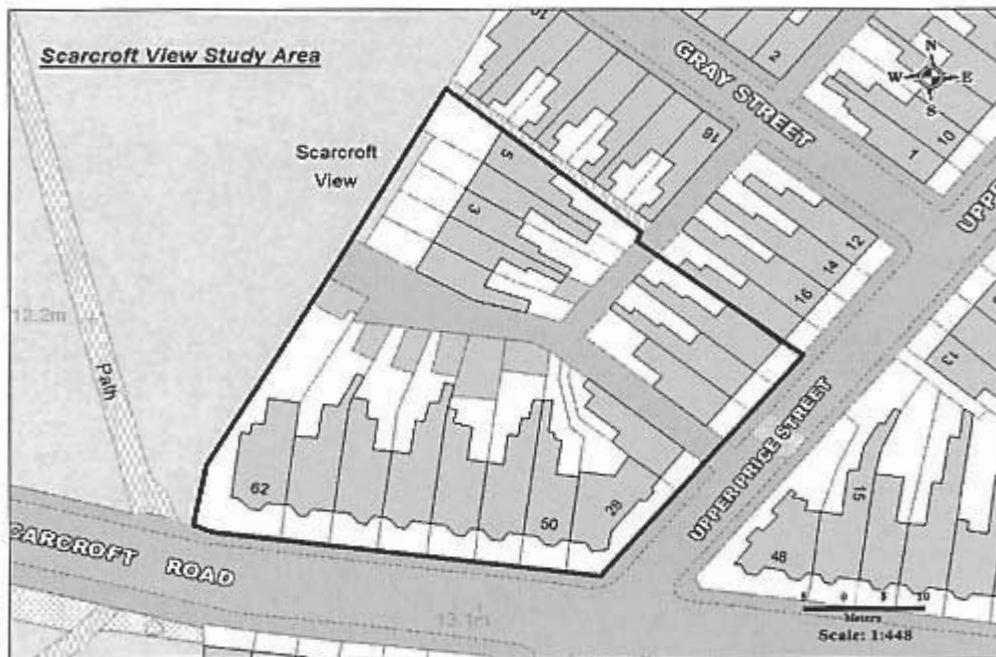
Crime Group	Total
Assault	1
Auto_Crime	0
Burglary	0
Criminal_Damage	3
Fraud	0
Other_Serious_Offences	0
Sexual_Offences	0
Thefts	1
<b>Grand Total</b>	<b>5</b>

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



**A Table of Crime by Crime Group and then Crime Type**

EVENT_GROUP	HO_DESCRIPTION	Total
ASSAULT	OTHER WOUNDING ETC.	1
CRIMINAL_DAMAGE	CRIMINAL DAMAGE TO DWELLINGS	1
	CRIMINAL DAMAGE TO VEHICLES	2
THEFTS	THEFT DWELLING OTHER THAN AUTO. M/C OR METER	1
Grand Total		5



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

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

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

Crime Day	Total
Mon	3
Tue	0
Wed	0
Thu	0
Fri	2
Sat	0
Sun	0
<b>Grand Total</b>	<b>5</b>

**Grand Total**

**5**

Expected Average Crime per Month =

**0.42**

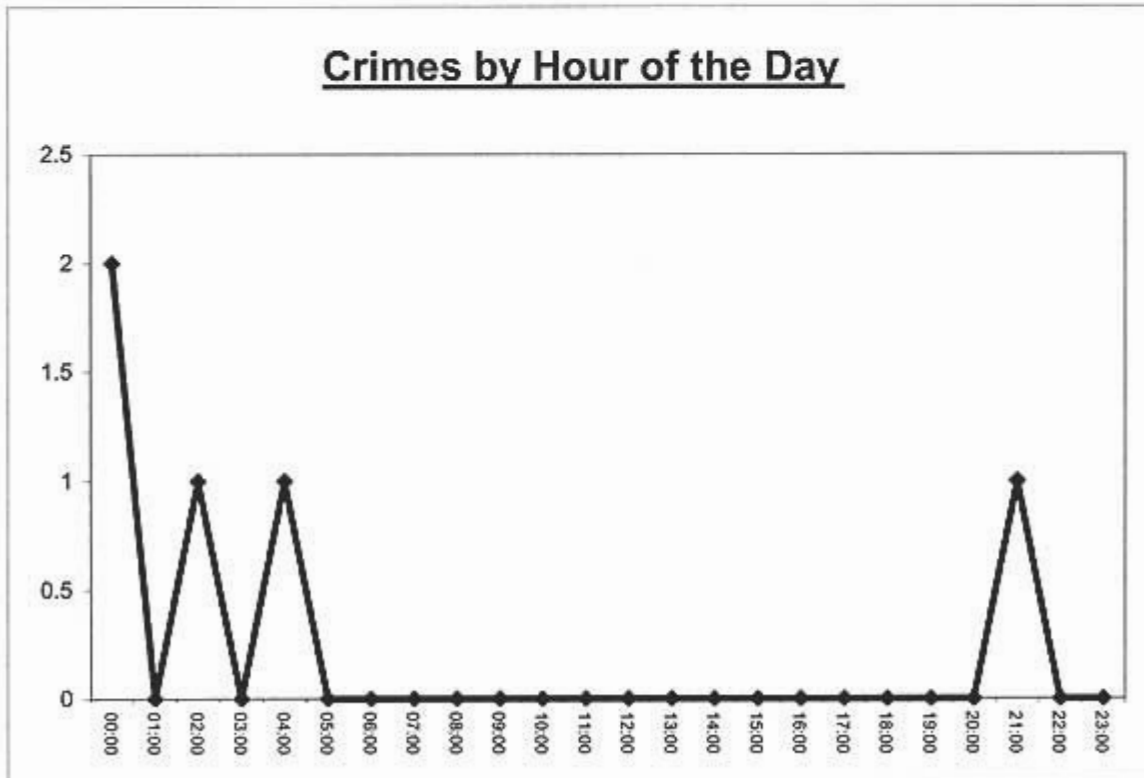
Expected Average Crime per Day =

**0.71**

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

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

**Crimes by Hour of the Day**

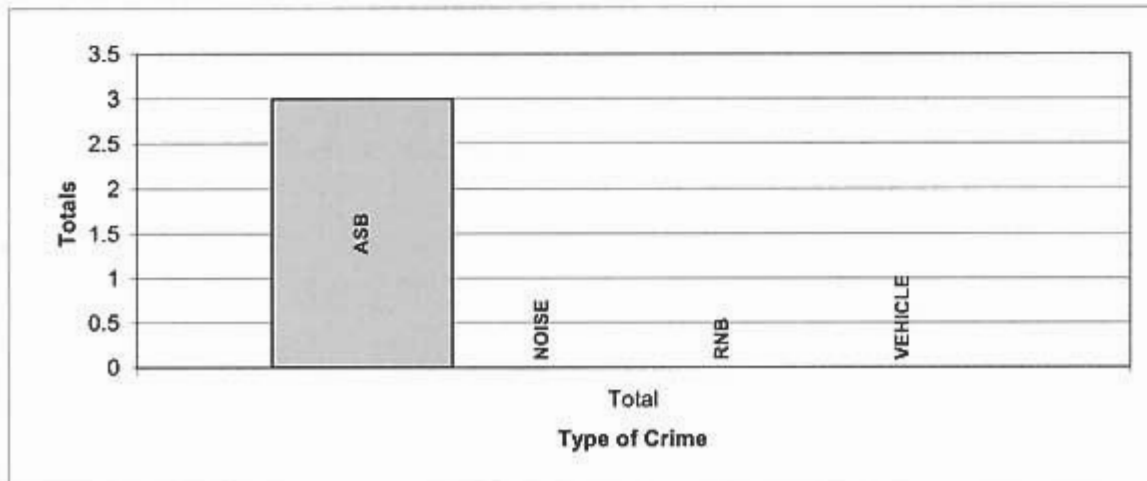


## NYP ASB General Incidents Report

ASB Analysis Study Area:	=	<b>Scarcroft View Study Area</b>
Planning Application Reference:	=	
Size of Study Area from Application	=	<b>Please See Map</b>
Study Period Start:	=	<b>01/01/2007</b>
Study Period End:	=	<b>31/12/2007</b>
Date Study Completed	=	<b>19/06/2008</b>
Number of Months in Study Period	=	<b>12</b>
Geocoding Accuracy Rate	=	<b>95%</b>

ASB Incident Group	Total
ASB	3
NOISE	0
RNB	0
VEHICLE	0
<b>Grand Total</b>	<b>3</b>

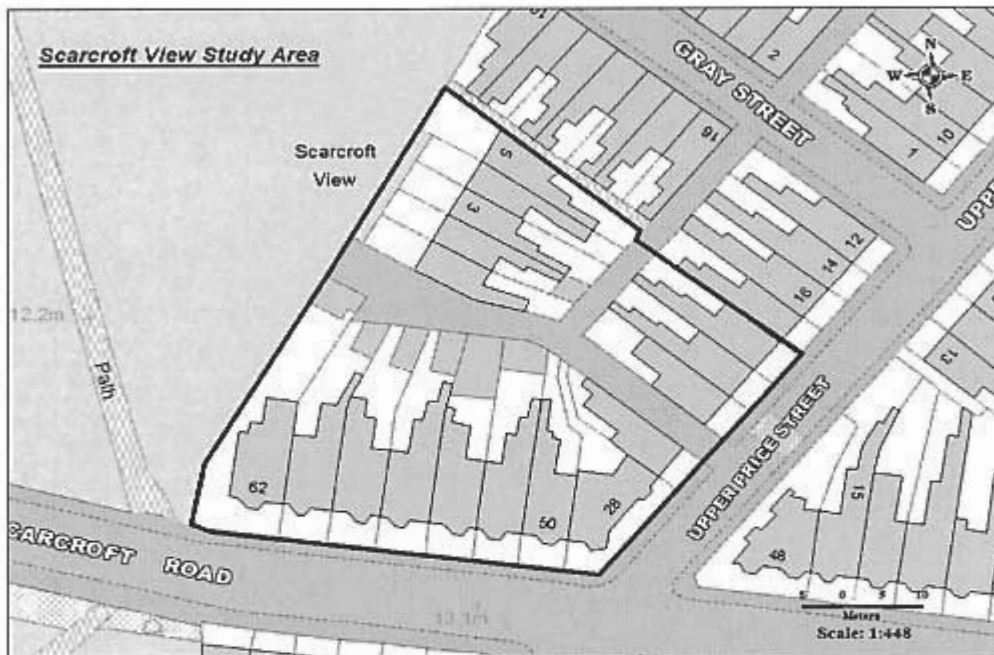
**A Table of NYP ASB Incidents in the Study Area (Above) and corresponding Graph (Below)**



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

**A Table of ASB by ASB Group and then Incident Heading**

EVENT_GROUP	INCIDENT_HEADING	Total
ASB	BEHAVIOUR	2
	DRINKING	1
Grand Total		3



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

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

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

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

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

Grand Total

3

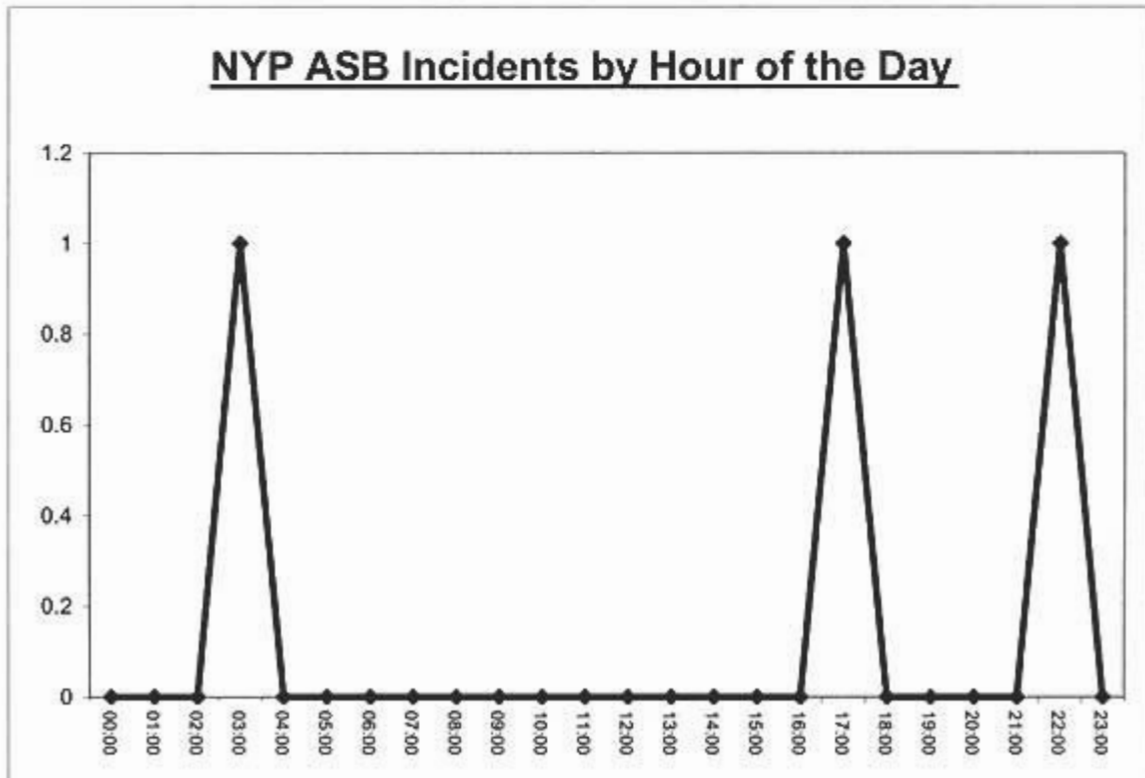
Expected Average Incidents per Month = **0.25**

Expected Average Incidents per Day = **0.43**

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

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

**NYP ASB Incidents by Hour of the Day**

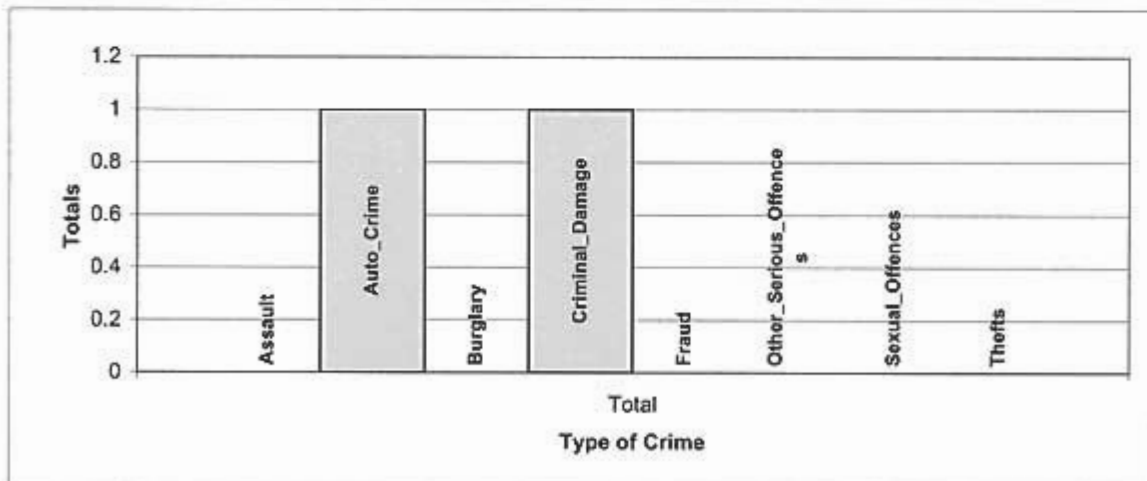


# Architectural Liaison Officer Report

Crime Analysis Study Area:	=	<b>Scarcroft View Study Area</b>
Planning Application Reference:	=	
Size of Study Area from Application	=	<b>Please See Map</b>
Study Period Start:	=	<b>01/01/2006</b>
Study Period End:	=	<b>31/12/2006</b>
Date Study Completed	=	<b>19/06/2008</b>
Number of Months in Study Period	=	<b>12</b>
Geocoding Accuracy Rate	=	<b>95%</b>

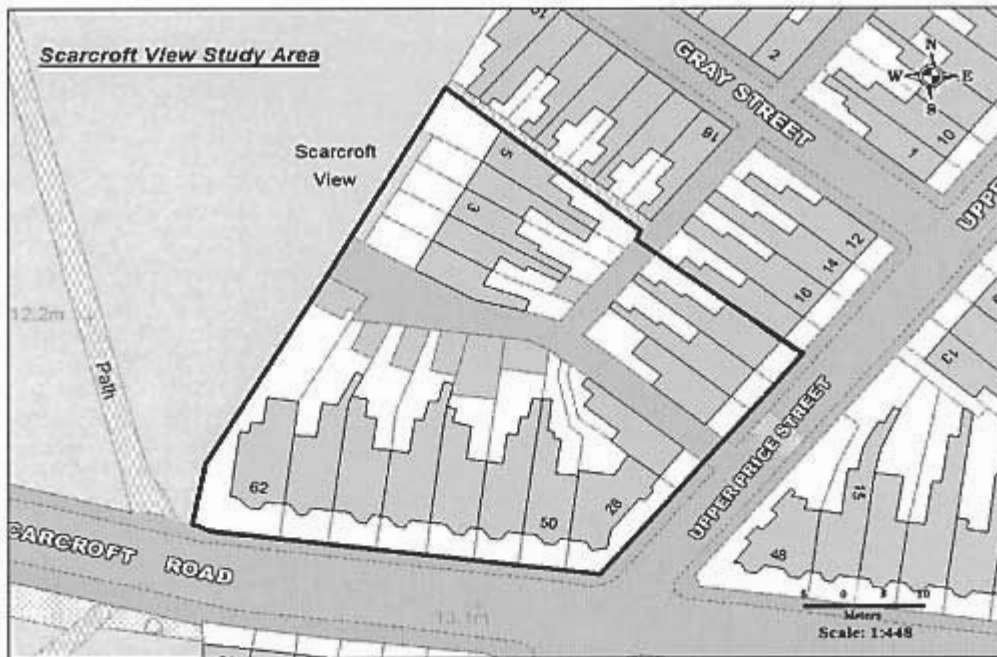
Crime Group	Total
Assault	0
Auto_Crime	1
Burglary	0
Criminal_Damage	1
Fraud	0
Other_Serious_Offences	0
Sexual_Offences	0
Thefts	0
<b>Grand Total</b>	<b>2</b>

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



**A Table of Crime by Crime Group and then Crime Type**

EVENT_GROUP	HO_DESCRIPTION	Total
AUTO_CRIME	VEHICLE INTERFERENCE	1
CRIMINAL_DAMAGE	CRIMINAL DAMAGE TO VEHICLES	1
Grand Total		2





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

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

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

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

<b>Grand Total</b>	<b>2</b>
--------------------	----------

<b>2</b>
----------

Expected Average Crime per Month =

**0.17**

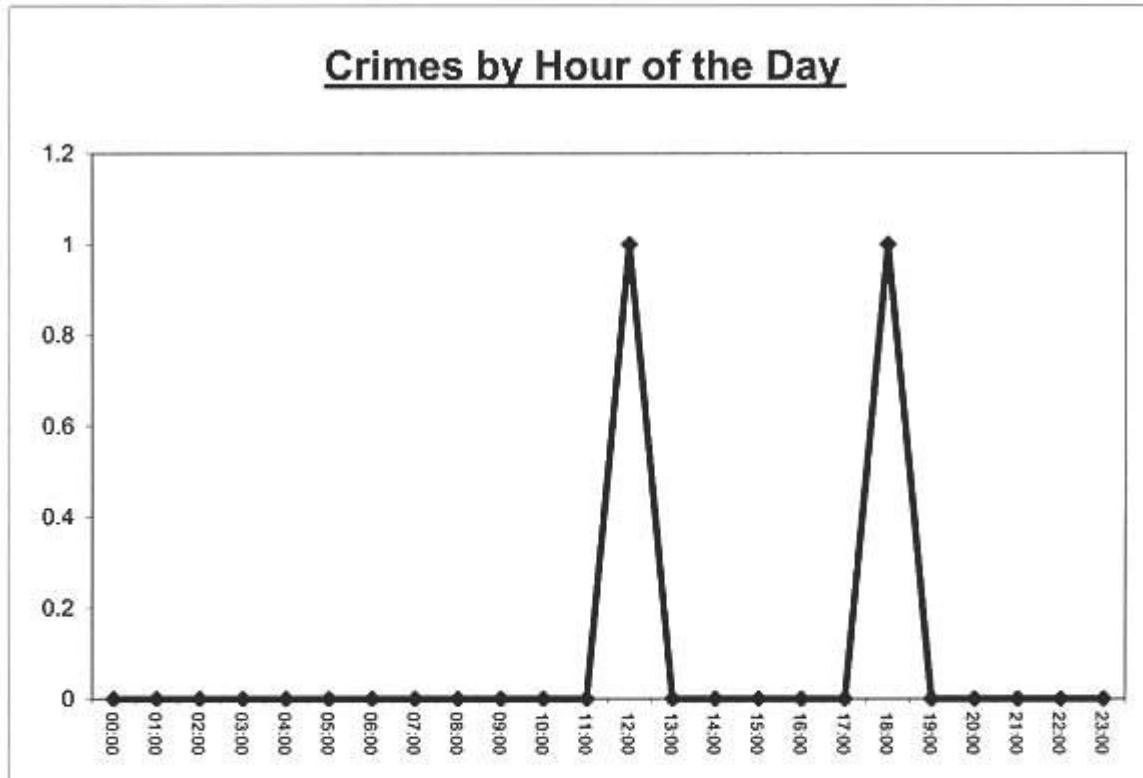
Expected Average Crime per Day =

**0.29**

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

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

**Crimes by Hour of the Day**

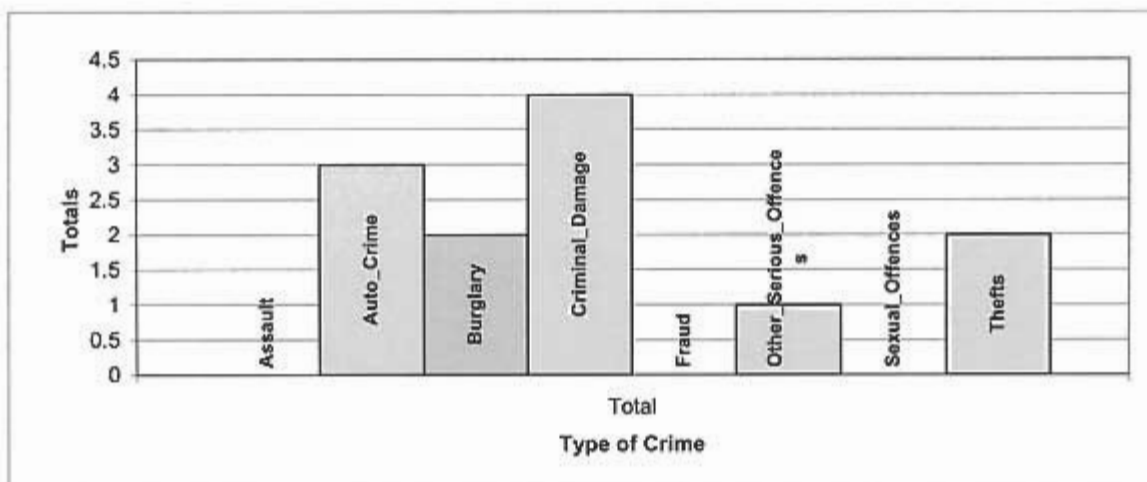


# Architectural Liaison Officer Report

Crime Analysis Study Area:	=	Scarcroft View Study Area
Planning Application Reference:	=	
Size of Study Area from Application	=	Please See Map
Study Period Start:	=	01/01/2005
Study Period End:	=	31/12/2005
Date Study Completed	=	19/06/2008
Number of Months in Study Period	=	12
Geocoding Accuracy Rate	=	95%

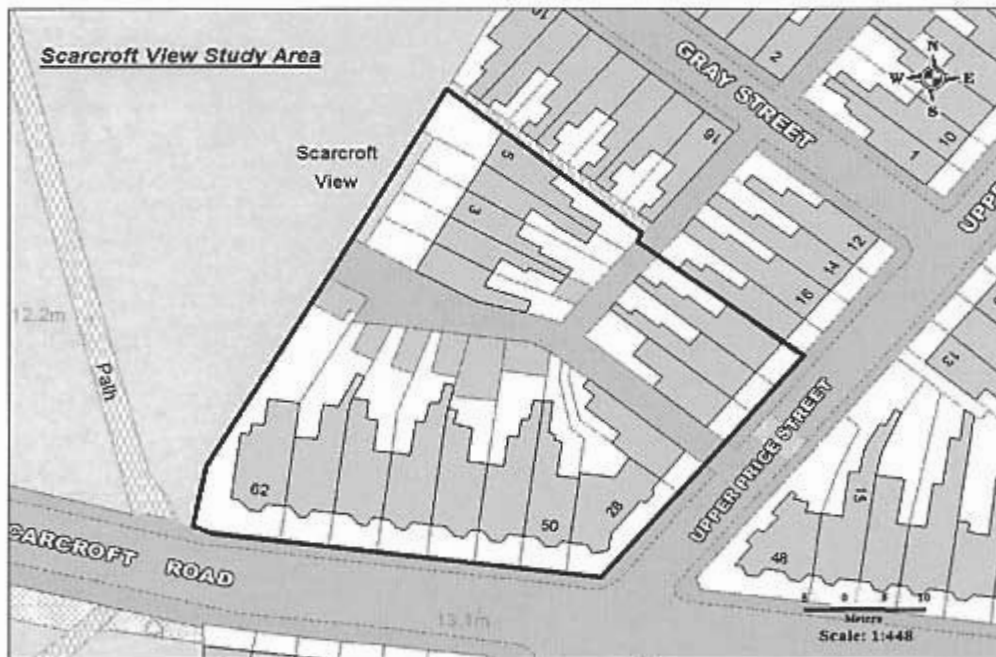
Crime Group	Total
Assault	0
Auto_Crime	3
Burglary	2
Criminal_Damage	4
Fraud	0
Other_Serious_Offences	1
Sexual_Offences	0
Thefts	2
<b>Grand Total</b>	<b>12</b>

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



**A Table of Crime by Crime Group and then Crime Type**

EVENT_GROUP	HO_DESCRIPTION	Total
AUTO_CRIME	THEFT FROM VEHICLE	1
	VEHICLE INTERFERENCE	2
BURGLARY	BURGLARY IN A BUILDING OTHER THAN A DWELLING	1
	BURGLARY IN A DWELLING	1
CRIMINAL_DAMAGE	CRIMINAL DAMAGE TO DWELLINGS	2
	CRIMINAL DAMAGE TO OTHER BUILDINGS	1
	CRIMINAL DAMAGE TO VEHICLES	1
OTHER_SERIOUS_OFFENCES	TRAFFICKING IN CONTROLLED DRUGS	1
THEFTS	OTHER THEFT OR UNAUTHORISED TAKING	2
Grand Total		12



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

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

Month	Total
Jul	2
Aug	0
Sep	1
Oct	0
Nov	0
Dec	4

Crime Day	Total
Mon	1
Tue	2
Wed	1
Thu	1
Fri	4
Sat	3
Sun	0
<b>Grand Total</b>	<b>12</b>

**Grand Total**

12

Expected Average Crime per Month =

1

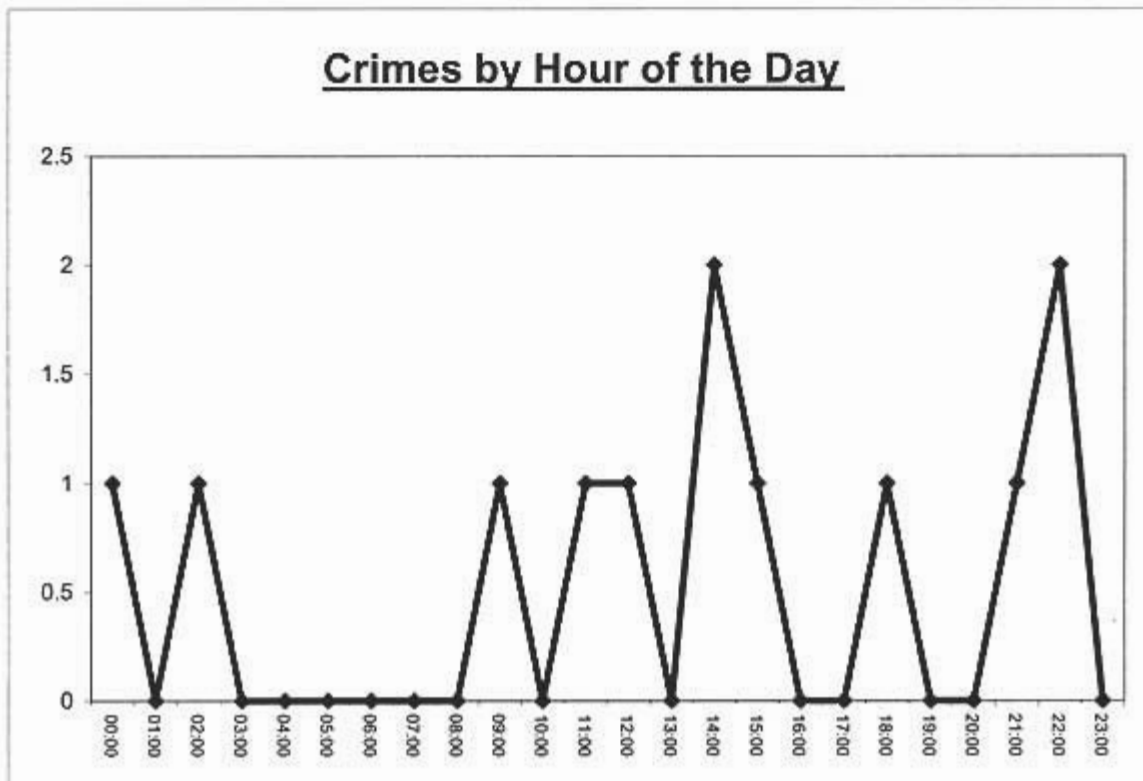
Expected Average Crime per Day =

1.71

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

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

**Crimes by Hour of the Day**

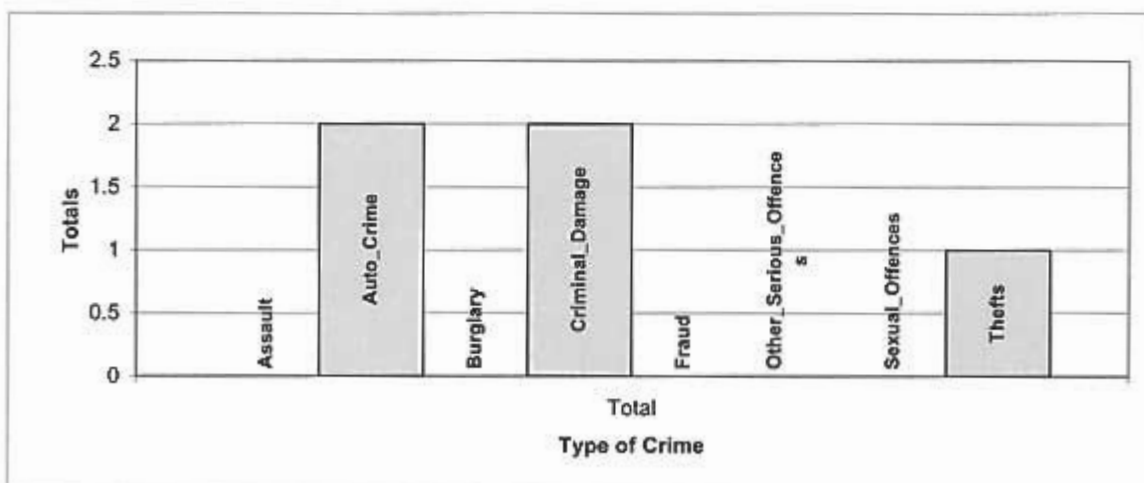


# Architectural Liaison Officer Report

Crime Analysis Study Area:	=	<b>Scarcroft View Study Area</b>
Planning Application Reference:	=	
Size of Study Area from Application	=	<b>Please See Map</b>
Study Period Start:	=	<b>01/01/2004</b>
Study Period End:	=	<b>31/12/2004</b>
Date Study Completed	=	<b>19/06/2008</b>
Number of Months in Study Period	=	<b>12</b>
Geocoding Accuracy Rate	=	<b>95%</b>

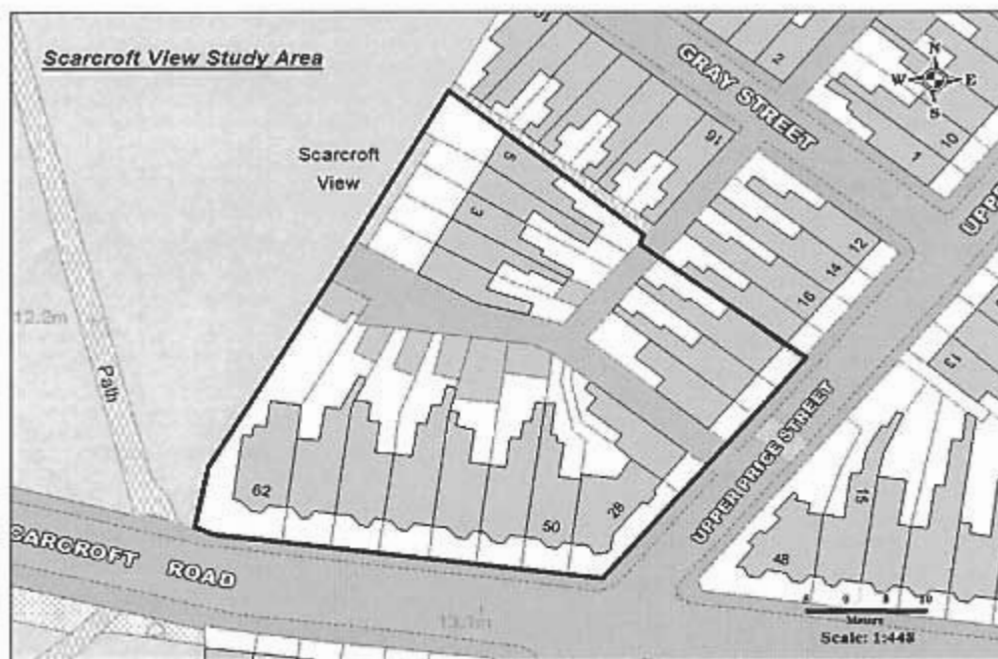
Crime Group	Total
Assault	0
Auto_Crime	2
Burglary	0
Criminal_Damage	2
Fraud	0
Other_Serious_Offences	0
Sexual_Offences	0
Thefts	1
<b>Grand Total</b>	<b>5</b>

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



**A Table of Crime by Crime Group and then Crime Type**

EVENT_GROUP	HO_DESCRIPTION	Total
AUTO_CRIME	THEFT FROM VEHICLE	2
CRIMINAL_DAMAGE	CRIMINAL DAMAGE TO DWELLINGS	2
THEFTS	THEFT DWELLING OTHER THAN AUTO. M/C OR METER	1
Grand Total		5



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

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

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

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

Grand Total

5

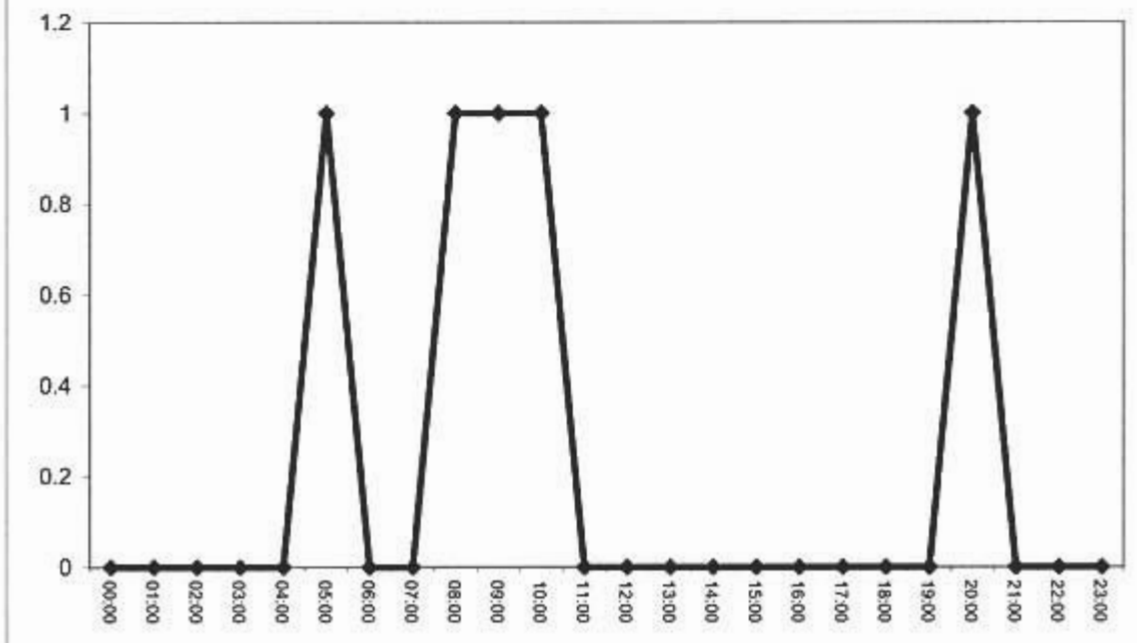
Expected Average Crime per Month = **0.42**

Expected Average Crime per Day = **0.71**

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

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

**Crimes by Hour of the Day**



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## Annex 5

Photographs taken by a resident showing graffiti in the back-lane  
November 2008

e)



f)





g)



h)





i)



d)



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## **Annex 6**

### **Known history of boundary wall and railings**

The file kept by Parks and Open Spaces relating to the installation of the present railings and other investigations suggest the following:

- The ownership of the wall and railings is not registered at the Land Registry, it is unregistered. This does not mean that it is not owned by anyone, just that it has not changed hands in the last 30-40 years.
- Scarcroft Road back-lane is adopted up to the point where it meets the green but the dead-end alley in front of the Scarcroft View properties is privately owned (see plan, Annex 1).
- Railings were originally installed along the whole length of the low wall, closing Scarcroft View off from Scarcroft Green completely; that side of Scarcroft Green being previously used as allotments.
- A gap in the railings (not the low wall) in front of Scarcroft View was created some time ago either by residents of Scarcroft View or through disrepair (see photographs, Annex 7).
- Residents of Scarcroft View allege that where the gap in the railings used to be there used to be steps to the top of the wall from the alleyway. These steps no longer exist and the Parks and Open Spaces Officer does not recall any steps being in existence before he commissioned the work to be done to the wall and railings.
- Over the following years the railings and wall began to suffer from lack of maintenance and alleged vandalism by local school children. The condition of the railings became dangerous in 2001. Residents were not willing to take on responsibility for it so CYC Parks and Open Spaces Officer had the railings removed for safety reasons in 2001.
- After complaints were received from residents regarding an apparent increase of anti-social behaviour because the remaining railings had been removed, CYC then arranged to have the wall and railings re-instated. Residents of Scarcroft View had requested a gap be left so that they could still have easy access to the green, and after consultation with all properties affected it was found that the majority were in favour. A gap in the railings with a step down from the green was therefore left at the southern end of the wall. The replacing of the railings and the provision of the gap was made at considerable cost to the council.
- Given the fact that the council does not own the wall and railings, CYC should perhaps not have paid for this work to be done.
- It is unlikely that private rights of access have come into being for residents of Scarcroft View under common law because although there was a gap in the railings for some considerable time in front of their properties, the continued existence of the low wall meant that there was never a defined pathway. The claimed steps could call this into question, however it could be argued that as the steps were only alleged to have existed on the Scarcroft View side of the wall, steps

should also have been in place on the green side for this to be taken into consideration.

- It is therefore contended that residents of Scarcroft View do not have a private right of access onto the green.

## **Annex 7**

Photographs of the boundary wall taken in 2001 before repairs and re-instatement of the railings were carried out by the Council's Parks and Open Spaces team.

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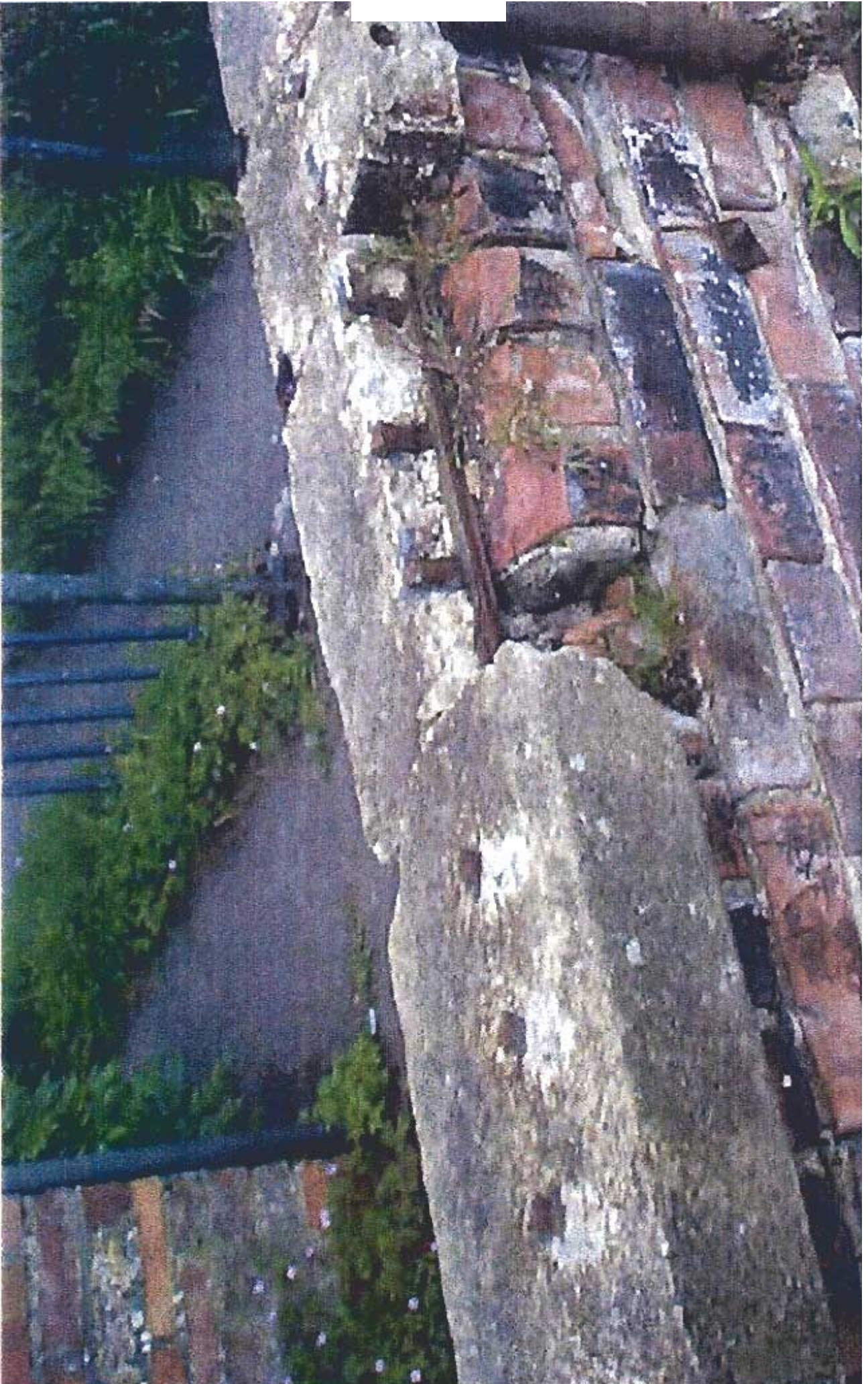


















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**Decision Session - Executive Member for City Strategy**7<sup>th</sup> July 2009

Report of the Director of City Strategy

**VILLAGE ACCESSIBILITY REVIEW****Summary**

1. This report advises the Executive Member of the outcome of the Village Accessibility Review, which examined the safety and ease of access issues at eight junctions with radial routes into York and discusses some of the measures that could be implemented to mitigate them.

**Recommendations**

3. That the Executive Member for City Strategy is recommended to:
  - i. Note the content of the report, particularly Table 1 which outlines the issues, potential solutions and their cost estimates;
  - ii. Determine which scheme(s) should be taken forward for implementation in this financial year;
  - iii. Authorise the commissioning of a more detailed designs A166 Stamford Bridge Road / Church Balk traffic islands; B1363 / Mill Lane traffic signals and 40mph and Strensall Road / Towthorpe Road / Towthorpe Moor Lane extend 40mph to south of the junctions schemes prioritised for implementation in the 2009/10 financial year for it to be reported to a subsequent Decisions Session - Executive Member for City Strategy, and
  - iv. Reply to the lead petitioner for the A19 / Main Street, Deighton scheme.

**Background**

4. The council has, in the past, implemented a number of schemes that have made the accessibility to villages, off the radial routes into the city, better and safer.
5. The 'Safety Schemes' section of the 2009/10 Capital Programme currently contains a 'Village Access Review' scheme with an allocated budget of £275,000. This scheme was included in the Capital Programme, following the representations of various Members, petitions to the Council's Executive by residents and resident comments to Members. The representations, petition

and comments received expressed concerns relating to the safety and ease of access at eight junctions onto radial routes into York

6. The locations of the junctions (in clockwise order, starting to the north of the city as shown on map in Annex A) are:
  - B1363 / Mill Lane (Wigginton)
  - Strensall Road / Towthorpe Road / Towthorpe Moor Lane (Strensall)
  - A64 / Towthorpe Moor Lane / Hazelbush Lane (Stockton on the Forest)
  - A64 / Barr Lane (Stockton on the Forest)
  - A64 / North Lane (Huntington)
  - A166 Stamford Bridge Road / Church Balk (Dunnington)
  - A1079 / Common Road / Common Lane (Dunnington)
  - A19 / Main Street (Deighton)
7. **B1363 / Mill Lane (Wigginton)** – Concerns have been expressed, for a number of years, about this junction, particularly in relation to the delays at peak times and the safety issue arising from drivers taking risks to exit from Mill Lane, due to long waiting times. These issues have been raised again more recently with Members and forwarded to officers via monitored correspondence
8. **Strensall Road / Towthorpe Road / Towthorpe Moor Lane (Strensall)** – issues have been raised by residents of Strensall Camp relating to vehicles veering off the road in the locale of the junction.
9. **A64 / Towthorpe Moor Lane / Hazelbush Lane, A64 / Barr Lane, A64 / North Lane (Stockton on the Forest)** - Officer discussions with the Highways Agency revealed that concerns in relation to the junctions on the A64, particularly the Hazelbush Lane junction have been expressed to the Agency by Cllr. Wiseman. These concerns have also been raised with council officers by Cllr. Wiseman. The council is aware that the Highways Agency is due to undertake a programme of carriageway renewals on the A64 between Hopgrove and Sand Hutton, commencing in 2010, and is liaising with the Agency for harmonising any junction improvements on the A64 with this programme to maximise any potential cost savings.
10. **A166 Stamford Bridge Road / Church Balk (Dunnington)** – Church Balk is the northern access into Dunnington, off the A166. Although there are fewer turning movements at this junction than at either of the two junctions on the A1079 (York Road and Common Road) south of the village, they are, nonetheless, significant. The fatal accident here involved an inappropriate overtaking manoeuvre on the A166. In addition, there are several accesses to properties off the A166 adjacent to the junction.
11. **A1079 / Common Road (Dunnington)** - Residents of Dunnington have expressed views that since the improvements at the A1079 / York Road junction were implemented, more traffic is turning off the A1079 at Common Road to run through the village, before rejoining the A1079 via York Road, in order to avoid queuing traffic on the A1079 inbound to York, since the introduction of traffic signals at the A1079/York Road junction. In addition, there is anecdotal



evidence to suggest that drivers are braking late to turn-off the A1079 into either Common Road or Common Lane.

12. **A19 / Main Street (Deighton)** - The A19 / Main Street, Deighton scheme was reported to the Council's Executive Members for City Strategy and Advisory Panel (EMAP) on 14<sup>th</sup> July 2008. The decision of this EMAP was to 'Agree not to include a scheme for junction improvements at Deighton in the capital programme for 2008/09 but to consider a scheme for all future programmes.
13. Subsequent to this, a 7-page petition, containing 110 signatures was presented to Council on 2<sup>nd</sup> April 2009, by Councillor Christian Vassie. The wording of the petition is as follows;

"We the undersigned inhabitants of Deighton ask the City of York Council to instal (sic.) a traffic island on the A19 to enable us to get to and from the bus stop on the southbound carriage way (sic.) in safety. The pedestrian crossing sign, and the extra lighting have had no effect in reducing the speed of the traffic, and the safety of villagers using the bus is being put at risk. The council will be aware that three pedestrians have been killed at the crossing, which lies on a blind bend". A copy of the front sheet of the petition is included as Annex B.

### **Analysis of junctions and potential mitigation measures**

14. The criteria, used for assessing each of the junctions was as follows:
  - Accident record over last three years – i.e. accident clusters (or number/frequency if not a cluster site), type and severity (e.g. slight or serious) and causes;
  - Vehicular access difficulties - i.e. turning movements at junctions versus traffic flows / speeds on radial routes and (where possible) the associated delays, and the potential for devising effective measures to ease access;
  - Non-motorised traffic benefits e.g. better access for pedestrians to nearby bus stops.
  - Value for money – such as linking with other schemes proposed by City of York Council or the Highways Agency to reduce costs, and
  - Any other benefits, for example:
    - shared benefits with other agencies, such as reducing accidents at junctions with the A64 benefiting the Highways Agency;
    - improving access on the wider network, and for various modes, such as walking, cycling and buses, and
    - relieving inappropriate through traffic from villages.
  - Deliverability
15. To assess the safety and access issues at the junctions the accident statistics for the last three years and historical traffic count data etc. was reviewed. Where the traffic data was not available, additional surveys were undertaken in May and June 2009.
16. A summary of the analysis, of the existing situation, the potential improvement measures and the derived benefits is presented in Table 1 (Annex C), and is

augmented by corresponding diagrams in Annexes C1 to C8 (see reference in 'Location' column in table 1).

## **Evaluation and prioritisation of schemes**

### **17. B1363 / Mill Lane:-**

- Relatively high no. of accidents, many with serious casualties;
- High no. of right- turning movements out of Mill Lane (1,544) in relation to flows on B1363 (5,594) causing delays for traffic exiting Mill Lane, which, in turn, may be leading to inappropriate risks being taken by drivers;
- Installation of traffic signals would improve pedestrian access to nearby bus stop;
- Reasonably high 'value for money' ranking for traffic signal and 40 mph schemes, and
- Delivery potential of traffic signal and 40 mph schemes is good.

### **18. Strensall Road / Towthorpe Road / Towthorpe Moor Lane:-**

- Relatively high no. of accidents, but all slight.;
- Significant cross-movement between Towthorpe Lane and Towthorpe Moor Lane (1,057), is hampered by relatively high traffic flows (9,415) and speeds on Strensall Road, causing delays for traffic exiting the minor roads;
- Extending 40 mph speed limit to south of the junctions makes turning movements easier and safer and will make it easier and safer for pedestrians to cross Strensall Road to/from bus stop on northbound lane, and
- Extending 40 mph speed limit to south of the junctions has good value for money and good potential for delivery

### **19. A64 / Towthorpe Moor Lane / Hazelbush Lane:-**

- Very high no. of accidents, many with serious casualties.;
- Very high traffic flows (18,183) on (derestricted) A64;
- Relatively low no. of right-turns onto A64 (386),
- Eases egress onto the A64 for 'Coastliner' bus services running through Stockton on the Forest
- Improvement measures to address accidents and ease movements very expensive to implement and will take a long time to deliver.

### **20. A64 / Barr Lane:-**

- Relatively low no. of accidents, all slight.;
- Very high traffic flows (18,183) on (derestricted) A64; and
- Has good value for money and good delivery potential, but restricting or closing Barr Lane will divert traffic to the A64 / Towthorpe Moor Lane / Hazelbush Lane junction, so will be heavily influenced by the decision regarding proposals here.



21. **A64 / North Lane:-**

- Relatively high no. of accidents, with some serious casualties;
- Very high traffic flows (18,183) on (derestricted) A64;
- Junction has poor conspicuity;
- Restrictions may have reasonably good value for money and good potential for delivery, but may inconvenience local residents
- Traffic flows North Lane likely to be significantly affected (reduced) once Hopgrove roundabout works are completed

22. **A166 Stamford Bridge Road / Church Balk: -**

- Relatively high no. of accidents, with 1 fatal (inappropriate overtaking) and many serious casualties;
- Very high traffic flows (10,483) on (derestricted) A166;
- Traffic islands will reduce the risk of the manoeuvre causing the fatality; and
- Traffic islands have good value for money and good potential for delivery.

23. **A1079 / Common Road / Common Lane:-**

- One accident, with a serious casualty;
- Right-turn out movements onto A1079 may be delayed due to high flows on A1079, which, in turn, may be leading to inappropriate risks being taken by drivers;
- Traffic turning out right from York Road onto the A1079 has increased by 644 vehicles (69%) from 7am to 7pm, whereas traffic inbound on the A1079 fell by 1498 vehicles (16%).
- 40 mph speed limit recently introduced on A1079;
- Local widening will increase junction capacity and will provide a pedestrian refuge to ease crossing of the A1079, and
- Local widening has reasonably good value for money and reasonable potential for delivery.

24. **A19 / Main Street (Deighton) :-**

- Two accidents, both with slight casualties;
- No fatality on record (from 2004 onwards)
- Turn out movements onto A19 may be delayed due to high flows on A1079, which, in turn, may be leading to inappropriate risks being taken by drivers;
- Local widening will provide a right turn facility into main street and provide a pedestrian refuge close to the bus stop on the A19 in the Selby direction.
- Local widening has reasonably low value for money and reasonable potential for delivery if done in isolation, but value for money will be better if undertaken in harmony with a major maintenance scheme in the area planned for 2010/11.

### **Scheme Prioritisation**

25. Table 2 (Annex D) presents the proposed schemes in order of priority, with the
- A166 Stamford Bridge Road / Church Balk traffic islands;
  - B1363 / Mill Lane traffic signals and 40mph and
  - Strensall Road / Towthorpe Road / Towthorpe Moor Lane extend 40mph to south of the junctions

schemes prioritised for implementation in the 2009/10 financial year, at a feasibility stage cost estimate of £248,000.

### **Corporate Objectives**

26. Setting the scheme priority, including prioritising the schemes to be implemented in the 2009/10 financial year would contribute to the following Corporate Priorities:

- **Sustainable City** – Implementing the measures contained in Table 2 (Annex D) will make it easier and safer for public transport to stop at bus stops and return to the traffic flow. It will also make crossing busy routes easier and safer for boarding or alighting bus passengers;
- **Thriving City** – Implementing the measures contained in Table 2 will make it easier and safer for people to access opportunities and facilities from villages around York, thereby contributing to the city's economy;
- **Safer City** - Implementing the measures contained in Table 2 will reduce casualties, and
- **Inclusive city** - Implementing the measures contained in Table 2 (annex D) will make it easier and safer access for people to access opportunities and facilities from villages around York.

27. Local Transport Plan 2006-2011 (LTP2): The scheme would contribute to several of the aims of the recently submitted LTP2, namely:

- To tackle congestion
- To reduce the levels of actual and perceived safety problems, and
- To enhance opportunities for all community members, including disadvantaged groups, to play an active part in society;

### **Implications**

28. This report has the following implications:

- **Financial** – See costs and value for Money in Table 1
- **Human Resources (HR)** – There are no HR implications for the council.

- **Equalities** – Undertaking the improvements stated in Table 2 (at Annex D) will make it easier and safer access for people to access opportunities and facilities from villages around York.
- **Legal** –Traffic Regulation Orders will be needed for any schemes imposing (new or extended) speed limits or other restrictions
- **Crime and Disorder** – There are no implications at present.
- **Information Technology (IT)** – there are no IT implications at present.
- **Property** – A significant element in the cost estimates for any of the A64 / Towthorpe Moor Lane / Hazelbush Lane options will be for land assembly.
- **Sustainability** – The facilities within this scheme may encourage people to use inappropriate routes in order to avoid congested sections of the A1237, A1079 or A64. Further work may be required to ascertain the suitability of these alternate routes for reducing congestion on the main routes.
- **Other** – No comments.

### **Risk Management**

29. In compliance with the Council's Risk Management Strategy the main risk that has been identified in this report could lead to the inability to meet the council's objectives (Strategic).
30. Measured in terms of impact and likelihood, the risk score for the recommendation is less than 16 and thus at this point the risks need only to be monitored as they do not provide a real threat to the achievement of the objectives of this report.

### **Ward Member comments**

31. Cllr. J Brooks (Derwent) is in agreement to installing traffic islands at the A166 / Church Balk junction, but stated that widening the A1079 at the A1079 / Common Road / Common Lane junction would not deter 'rat-running' through Dunnington.
32. Cllr. C Hogg (Haxby & Wigginton) acknowledges there is a problem at Mill Lane Wigginton and agrees that traffic signals will resolve it.
33. Cllr K. Hyman (Huntington & New Earswick) believes that right turns out of North Lane onto the A64 should be banned now as this is the most dangerous manoeuvre, due to high speeds on the A64, and caravans have been observed performing this manoeuvre. A Caravan site, currently under construction, further along North Lane and due for opening in 2010, will greatly increase the chances of drivers carrying out this type of manoeuvre. Cllr. Hyman also stated a post-Hopgrove Roundabout completion survey of the alterations to flows on North Lane could be carried out in time to implement any measures to North Lane in 2010/11, and sought the consideration of a temporary measure along the lines

suggested above and, subject to budget, look at including for any permanent measures in next year's programme

- 34. Cllr. K. Orrell and Cllr. Runciman (Huntington & New Earswick) are in full agreement with Cllr. Hyman.
- 35. Cllr. C. Vassie (Wheldrake) sought confirmation of whether officers are looking to carry out the work of installing a pedestrian refuge / traffic island at the A19 / Main Street junction at Deighton in conjunction with either drainage works planned for this year or within plans for resurfacing the A19 south of York in a future year, to reduce costs.
- 36. Cllr. Wiseman (Strensall) is in agreement with extending the speed limit at Strensall Road / Towthorpe Road / Towthorpe Moor Lane, but asked for this to be extended to the 30mph at Earswick. In addition Cllr. Wiseman suggested 'Putting in place speed limits of 30mph on the Towthorpe Road West and Towthorpe Moor Lane East would also increase safety.'

**Non Ruling Group Spokespersons' comments**

- 37. Cllr. A D'Agorne is in agreement to installing traffic islands at the A19 / Main Street, Deighton, but added that there is a strong case for lowering the speed limit on the A19 to 50 mph.

**Contact Details**

**Author:**

Ian Stokes  
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Transport Planning Unit  
Ext. 1429

**Chief Officer Responsible for the report:**

Damon Copperthwaite  
Assistant Director (City Development &  
Transport)  
City Strategy

**Report  
Approved**



**Date** 20-06-09

**Wards Affected:** Haxby and Wigginton, Huntington & New Earswick, Strensall, Heworth Without, Derwent, and Wheldrake **All**

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

**Background Papers:**

Meeting of Executive Members for City Strategy and Advisory Panel 14 July 2008 - DEIGHTON (MAIN STREET) / A19 (SELBY ROAD) JUNCTION – IMPROVEMENT OPTIONS

The Highways Agency, A64 Junction Improvements Scheme Assessment Report; Hazelbush (Extracts only. For full report - request from Highway Agency)

**Annexes**

Annex A Location plan

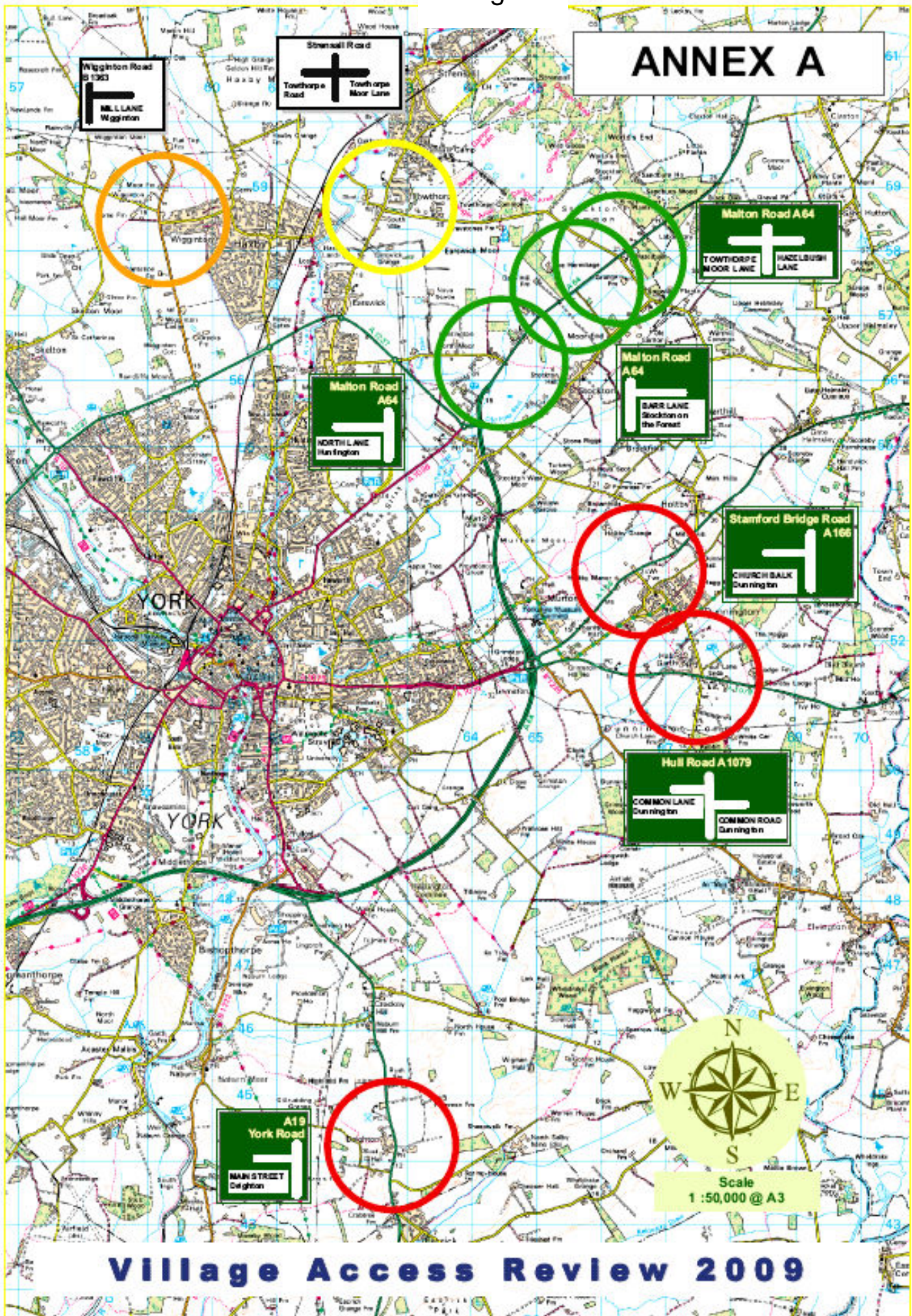
Annex B Copy of front page of petition. (A19 / Main Street, Deighton)

Annex C Table 1 - Analysis of junctions and potential mitigation measures

Annex D Table 2 – Prioritised list of schemes

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We the undersigned inhabitants of Deighton ask the City of York Council to instal a traffic island on the A19 to enable us to get to and from the bus stop on the southbound carriage way in safety. The pedestrian crossing sign, ~~the rumble strips~~, and the extra lighting have had no effect in reducing the speed of the traffic, and the safety of villagers using the bus is being put at risk. The Council will be aware that three pedestrians have been killed at the crossing, which lies on a blind bend.

NAME	ADDRESS	POST CODE	SIGNATURE
ETP. W.H. T.E.	BEAR HOUSE	YO19 6HD	
A HENSHALL	2 HOLLY COUSE	YO19 6HF	
C Henshall			
Daniel Lambden	1 HOLLY COUSE	YO19 6HF	
C. Lambden	" "	YO19 6HF	
ET. Jackson	Blick Boime	YO19 6HT	
R. Jackson	The Rectory	YO19 6ET	
P WRIGHT	CARIM STON HSE	YO19 6HB	
ALAN WRIGHT	" "	" "	
S PILSNER	DEIGHTON HALL FARM	YO19 6HH	
	" "	" "	
JOHN FAIRBURN	GRAVEL PIT FARM	YO19 6HG	
PAT FAIRBURN			
Nicola Kennedy	Old Swan Farm Cottage	YO19 6HE	
NICOLA CONLEY	3 DISBURG COURT	YO19 6EW	
Jackie Woodcock	Two Wicks Mans Street	YO19 6MD	
Christoph Smith	12 Silver Farm Ct	YO19 6HZ	

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ANNEX C

Table 1 Analysis of junctions and potential mitigation measures							
Location	Accident Record (Jan 2006 – Feb 2009) and other supporting data	Vehicular Access Difficulties	Potential Measures	Feasibility cost estimate £thousands	Principal Benefits	Other Benefits/Disbenefits	Value for Money
B1363 / Mill Lane, Wigginton  (Annex C1)	<ul style="list-style-type: none"> <li>• 4 <b>accidents</b></li> <li>• 7 <b>casualties</b> (3 of which serious)</li> <li>• Main <b>cause</b> vehicles turning in/out of Mill Lane colliding with vehicles travelling in opposite direction on B1363 (derestricted)</li> <li>• <b>Change to mean speeds</b></li> <li>• <b>Traffic flows</b>-per day                             <ul style="list-style-type: none"> <li>⇒ B1363 – 5,594</li> <li>⇒ Right turns off B1363 – 2572</li> <li>⇒ Right turn out of Mill Lane - 1544</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• High traffic flows and speeds on B1363 hampers traffic turning out right from Mill Lane in turn blocking left turns out.</li> <li>• B1363 derestricted (60 speed limit)</li> </ul>	<ul style="list-style-type: none"> <li>• Introduce 40mph speed limit at approaches and through B1363 junctions with Mill Lane and Corban Lane.</li> </ul>	20	<ul style="list-style-type: none"> <li>• Slower traffic speeds will reduce vehicle collisions and may make it easier for pedestrians to cross to/from outbound bus stop.</li> </ul>	<ul style="list-style-type: none"> <li>• Police may have difficulties justifying and enforcing 40mph speed limit as sole measure.</li> </ul>	✓✓✓✓
			<ul style="list-style-type: none"> <li>• Traffic signals at B1363/Mill lane.</li> </ul>	195	<ul style="list-style-type: none"> <li>• Vehicle collisions reduced.</li> <li>• Pedestrian phase at signals will ease access to/from outbound bus stop.</li> </ul>	<ul style="list-style-type: none"> <li>• Delays to traffic on B1363</li> </ul>	✓
			<ul style="list-style-type: none"> <li>• Two above combined</li> </ul>	215	<ul style="list-style-type: none"> <li>• As above</li> </ul>	<ul style="list-style-type: none"> <li>• Easier for police to justify speed limit and more likely to be self enforcing due to presence of traffic signals</li> <li>• More capacity exiting Mill Lane.</li> </ul>	✓✓
			<ul style="list-style-type: none"> <li>• As above with traffic signals and localised widening of B1363 and/or Mill Lane at the junction</li> </ul>	260	<ul style="list-style-type: none"> <li>• As above</li> </ul>	<ul style="list-style-type: none"> <li>• More capacity exiting Mill Lane.</li> </ul>	✓
			<ul style="list-style-type: none"> <li>• Widen Mill Lane only</li> </ul>	50	<ul style="list-style-type: none"> <li>• More capacity exiting Mill Lane, but doesn't address safety issues.</li> </ul>	<ul style="list-style-type: none"> <li>• None</li> </ul>	✓✓
			<ul style="list-style-type: none"> <li>• Improve lighting</li> </ul>	50	<ul style="list-style-type: none"> <li>• Reduces 'Dark'accidents</li> </ul>	<ul style="list-style-type: none"> <li>• Doesn't improve accessibility</li> </ul>	✓

ANNEX C

Table 1 Analysis of junctions and potential mitigation measures							
Location	Accident Record (Jan 2006 – Feb 2009) and other supporting data	Vehicular Access Difficulties	Potential Measures	Feasibility cost estimate £thousands	Principal Benefits	Other Benefits/Disbenefits	Value for Money
Strensall Road / Towthorpe Road / Towthorpe Moor Lane (Annex C2)	<ul style="list-style-type: none"> <li>• 6 <b>accidents</b></li> <li>• 10 <b>casualties</b> (all slight)</li> <li>• Main <b>cause</b> vehicles turning in/out of Mill Lane colliding with vehicles travelling on Strensall Road (derestricted).</li> <li>• <b>Change to mean speeds</b></li> <li>• <b>Traffic flows</b>-per day                             <ul style="list-style-type: none"> <li>⇒ Strensall Road – 9,415</li> <li>⇒ Across Strensall Road between side roads – 1097</li> <li>⇒ Right turns off Strensall Road – 822</li> <li>⇒ Right turn out of side roads - 819</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Strensall Road derestricted (60mph speed limit)</li> <li>• Traffic flows and speeds on Strensall Road hampers traffic turning out right from Towthorpe Moor lane in turn blocking left turns out</li> </ul>	<ul style="list-style-type: none"> <li>• Locally widen Strensall Road to provide right turn into Towthorpe Moor Lane and a refuge island.</li> </ul>	60	<ul style="list-style-type: none"> <li>• Pedestrian crossing facility on Strensall Road will ease access to/from bus stops</li> </ul>	<ul style="list-style-type: none"> <li>• Refuge island will act as traffic calming on approach into Strensall.</li> <li>• Easing movements across Strensall Road may induce more journeys between Haxby and the A64</li> </ul>	
			<ul style="list-style-type: none"> <li>• Extend 40mph speed limit on Strensall Road to south of junctions with Towthorpe Road and Towthorpe Moor Lane.</li> </ul>	11	<ul style="list-style-type: none"> <li>• Slower traffic speeds may make it easier for traffic to turn in/out of side roads and easier for pedestrians to cross to/from bus stops.</li> </ul>		
			<ul style="list-style-type: none"> <li>• Extend 40mph speed limit on Strensall Road to south of Strensall Park bus stops.</li> </ul>	11	<ul style="list-style-type: none"> <li>• Easier for pedestrians to cross to/from bus stops.</li> </ul>		
			<ul style="list-style-type: none"> <li>• Locally widen Strensall Road to provide pedestrian refuge island crossing point at Strensall Park</li> </ul>	As top + 50 (also might obtain £30,000 contribution from Strensall Camp)	<ul style="list-style-type: none"> <li>• Refuge island will act as traffic calming on approach into Strensall</li> </ul>		



ANNEX C

Table 1 Analysis of junctions and potential mitigation measures							
Location	Accident Record (Jan 2006 – Feb 2009) and other supporting data	Vehicular Access Difficulties	Potential Measures	Feasibility cost estimate £thousands	Principal Benefits	Other Benefits/Disbenefits	Value for Money
A64 / Barr Lane  (Annex C4)	<ul style="list-style-type: none"> <li>• 2 <b>accidents</b></li> <li>• 3 <b>casualties</b> (all slight)</li> <li>• Main <b>cause</b> vehicle shunt in queuing traffic on A64</li> </ul>	<ul style="list-style-type: none"> <li>• A64 derestricted (60mph speed limit)</li> <li>• High traffic flows and speeds on A64 hampers traffic turning out right from Barr Lane and in right off A64.</li> </ul>	<ul style="list-style-type: none"> <li>• Restrict Barr Lane to 'one way' so that traffic only turns off A64 into Barr Lane.i.e. removes right turn out across two lanes of opposing traffic..</li> </ul>	20	<ul style="list-style-type: none"> <li>• Likely to improve safety record at junction</li> </ul>	<ul style="list-style-type: none"> <li>• Not advisable unless done in conjunction with improvements at A64 / Hazelbush Lane junction to make the right turn out of Hazelbush Lane safer and easier.</li> </ul>	<input checked="" type="checkbox"/>
A64 / North Lane	<ul style="list-style-type: none"> <li>• 5 <b>accidents</b></li> <li>• 10 <b>casualties</b> (2 serious)</li> <li>• Main <b>cause</b> vehicles turning in/out of North Lane colliding with vehicles travelling on A64 (derestricted).</li> </ul>	<ul style="list-style-type: none"> <li>• A64 derestricted (60mph speed limit)</li> <li>• High traffic flows and speeds on A64 hampers traffic turning out right from North Lane and right in from A64.</li> <li>• Conspicuity of North Lane 'Give Way' onto A64 and visibility splays</li> </ul>	<ul style="list-style-type: none"> <li>• Review conspicuity of North Lane 'Give Way' onto A64 and visibility splays</li> <li>• Restriction of traffic flows along North Lane</li> </ul> <ul style="list-style-type: none"> <li>• Closure of North Lane to through traffic</li> </ul>	50	<ul style="list-style-type: none"> <li>• Likely to improve safety record at junction</li> <li>• Reduced traffic flows may make access safer and easier</li> </ul> <p>As above</p>	<ul style="list-style-type: none"> <li>• Part responsibility of Highways Agency so opportunity to improve A64 signage etc.</li> <li>• Possible inconvenience for local residents.</li> <li>• Increased traffic using Hopgrove roundabout, therefore, recommend await impacts of completion of Hopgrove roundabout improvements on traffic levels in North Lane before any further action taken.</li> <li>• As above</li> </ul>	<input checked="" type="checkbox"/>



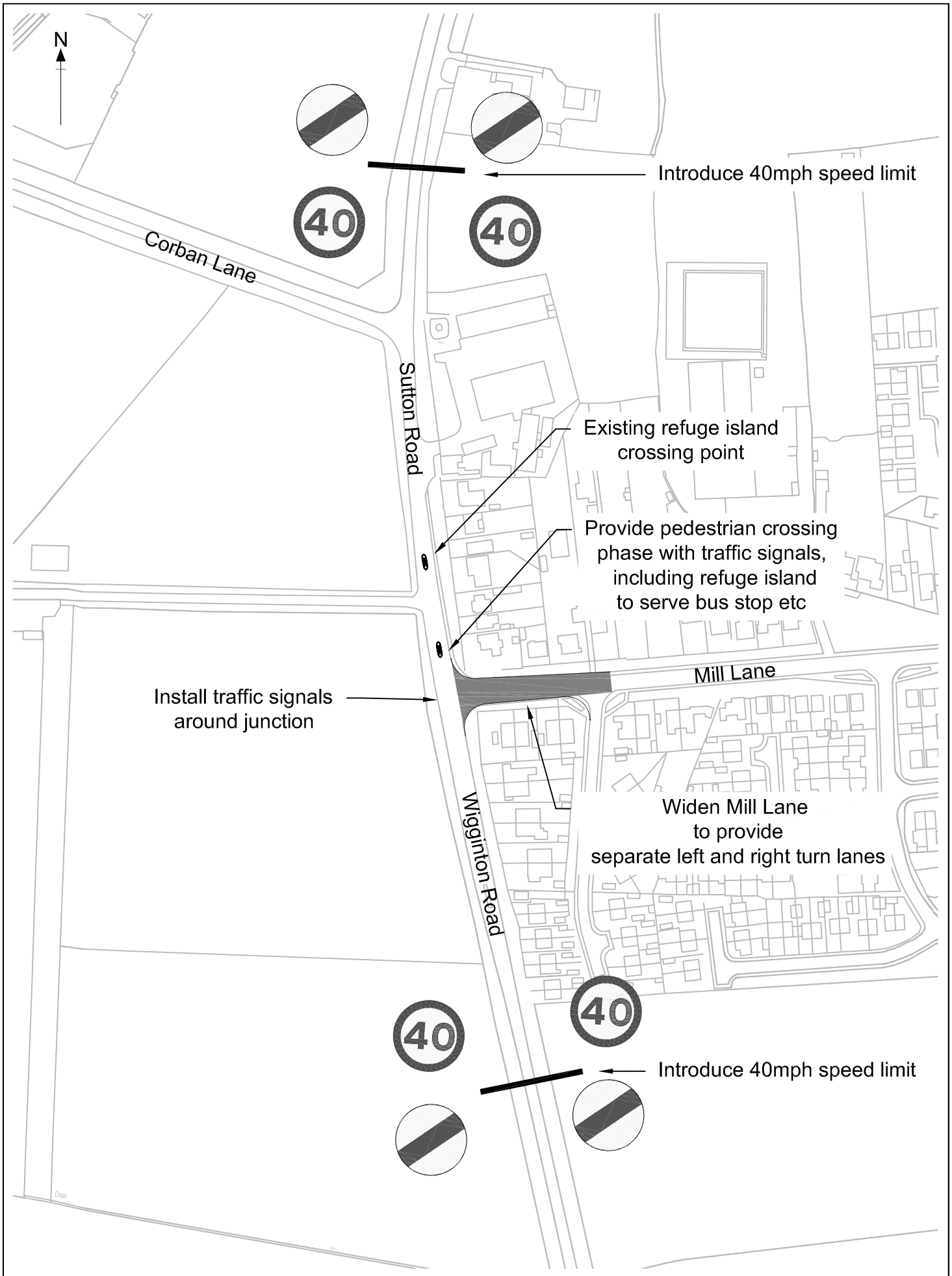
ANNEX C

Table 1 Analysis of junctions and potential mitigation measures							
Location	Accident Record (Jan 2006 – Feb 2009) and other supporting data	Vehicular Access Difficulties	Potential Measures	Feasibility cost estimate £thousands	Principal Benefits	Other Benefits/Disbenefits	Value for Money
A166 Stamford Bridge Road / Church Balk (Annex C6)	<ul style="list-style-type: none"> <li>• 6 accidents</li> <li>• 8 casualties (1 fatal)</li> <li>• Main cause vehicles overtaking on A166 in collision with vehicles turning in/out of Church Balk</li> <li>• Traffic flows-per day                             <ul style="list-style-type: none"> <li>⇒ A166 – 10,483</li> <li>⇒ Right turns off A166 – 939</li> <li>⇒ Right turn out of Church Balk - 624</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• A166 derestricted (60mph speed limit)</li> <li>• Traffic flows and speeds on A166 hampers traffic turning in/out of Church Balk.</li> </ul>	<ul style="list-style-type: none"> <li>• Install traffic islands on A166 within existing right turn lane hatched road marking.</li> <li>• Introduce 40mph speed limit on approaches and through A166 junctions with Church Balk</li> <li>• Install traffic signals at A166/Church Balk</li> </ul>	22	<ul style="list-style-type: none"> <li>• Addresses main accident issue Refuge island crossing point facility not required</li> <li>• Easier for police to justify speed limit and more likely to be self enforcing due to presence of traffic signal</li> </ul>	<ul style="list-style-type: none"> <li>• None</li> <li>• Police may have difficulties justifying and enforcing 40mph speed limit as sole measure.</li> <li>• Delays for A166 traffic</li> </ul>	✓✓✓
				20			✓✓
				175			✓
A1079 / Common Road, Dunnington (Annex C7)	<ul style="list-style-type: none"> <li>• 1 accidents</li> <li>• 1 casualties (serious)</li> <li>• Main cause vehicles turning out of vehicle access colliding with vehicles on A1079 (previously derestricted - now 40mph)</li> </ul>	<ul style="list-style-type: none"> <li>• A1079 now 40mph but high traffic flows and speeds on A1079 hampers traffic turning in/out from side roads.</li> </ul>	<ul style="list-style-type: none"> <li>• Install traffic signals at A1079/Common Road</li> <li>• As above with localised widening of A1079 to provide left turn and extended right turn into Common Road and/or widen Common Lane to provide two lane exit..</li> </ul>	245	<ul style="list-style-type: none"> <li>• Reduced side road delays.</li> <li>• Improved safety</li> <li>• Easier access in/out of Common Road may reduce volume of traffic travelling through Dunnington to access York Road signals.</li> </ul>	<ul style="list-style-type: none"> <li>• Traffic signals would generate additional peak time traffic queues and delays on A1079</li> <li>• Access problems for adjacent premises</li> <li>• Would require potentially expensive utility diversions</li> </ul>	✓  ✓

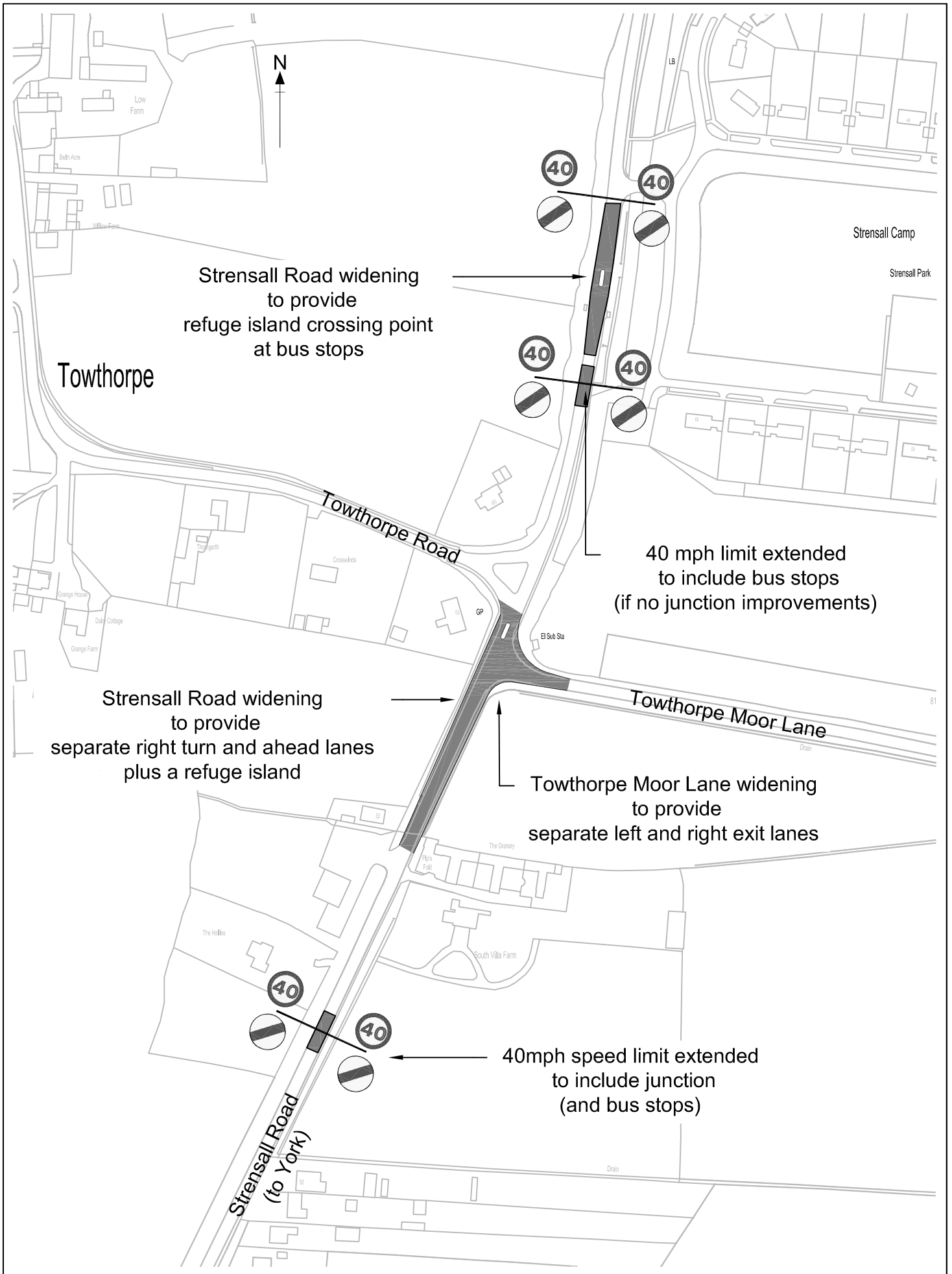
ANNEX C

Table 1 Analysis of junctions and potential mitigation measures							
Location	Accident Record (Jan 2006 – Feb 2009) and other supporting data	Vehicular Access Difficulties	Potential Measures	Feasibility cost estimate £thousands	Principal Benefits	Other Benefits/Disbenefits	Value for Money
A1079 / Common Road, Dunnington (contd.)	<ul style="list-style-type: none"> <li>• Mean <b>speeds</b> on A1079 Westbound – 45 mph Eastbound – 41mph</li> <li>• <b>Traffic flows</b>-per day ⇒ A1079 – 16,295 ⇒ Across A1079 between side roads – 258 ⇒ Right turns-off A1079 – 722</li> </ul>	<ul style="list-style-type: none"> <li>• Weight restriction on Common Road means HGV etc have to use A1079 junction to access Common Road industrial estate</li> <li>• Additional traffic flows through Dunnington to rejoin A1079 at York Road signals</li> </ul>	<ul style="list-style-type: none"> <li>• Locally widen A1079 to provide refuge island crossing point at bus stop west of Common Lane.</li> </ul>	95	<ul style="list-style-type: none"> <li>• Increased capacity turning into Common Road</li> <li>• improved junction capacity with reduced delays</li> <li>• Pedestrian crossing facility on A1079 will ease access to/from bus stop</li> </ul>	<ul style="list-style-type: none"> <li>• Would require potentially expensive utility diversions</li> </ul>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
A19 / Main Street, Deighton (Annex C8)	<ul style="list-style-type: none"> <li>• 2 accidents</li> <li>• 2 casualties (all slight)</li> <li>• Main cause vehicles collisions on A19</li> </ul>	<ul style="list-style-type: none"> <li>• A19 derestricted (60mph speed limit)</li> <li>• High traffic flows and speeds on A19 hampers traffic turning out right from Main Street.</li> <li>• Main Street junction is on the inside of a bend which restricts visibility.</li> </ul>	<ul style="list-style-type: none"> <li>• Locally widen A19 to provide refuge island crossing point at bus stop south of Main Street junction, and right turn lane into Main Street, Deighton.</li> </ul>	275 (potential £100,000 saving if harmonised with planned A19 major maintenance	<ul style="list-style-type: none"> <li>• Pedestrian crossing facility on A19 will ease access to/from bus stop</li> </ul>	<ul style="list-style-type: none"> <li>• Does not deal with difficulty when turning right out of Main Street across two lanes of traffic on A19</li> </ul>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>





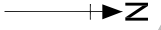
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**Village Access Review:  
Strensall Rd/Towthorpe Rd/Towthorpe Moor Lane**

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Stagger junctions  
by realigning  
Towthorpe Moor Lane farther south

Towthorpe Moor Lane

A64 to York

A64 to Scarborough

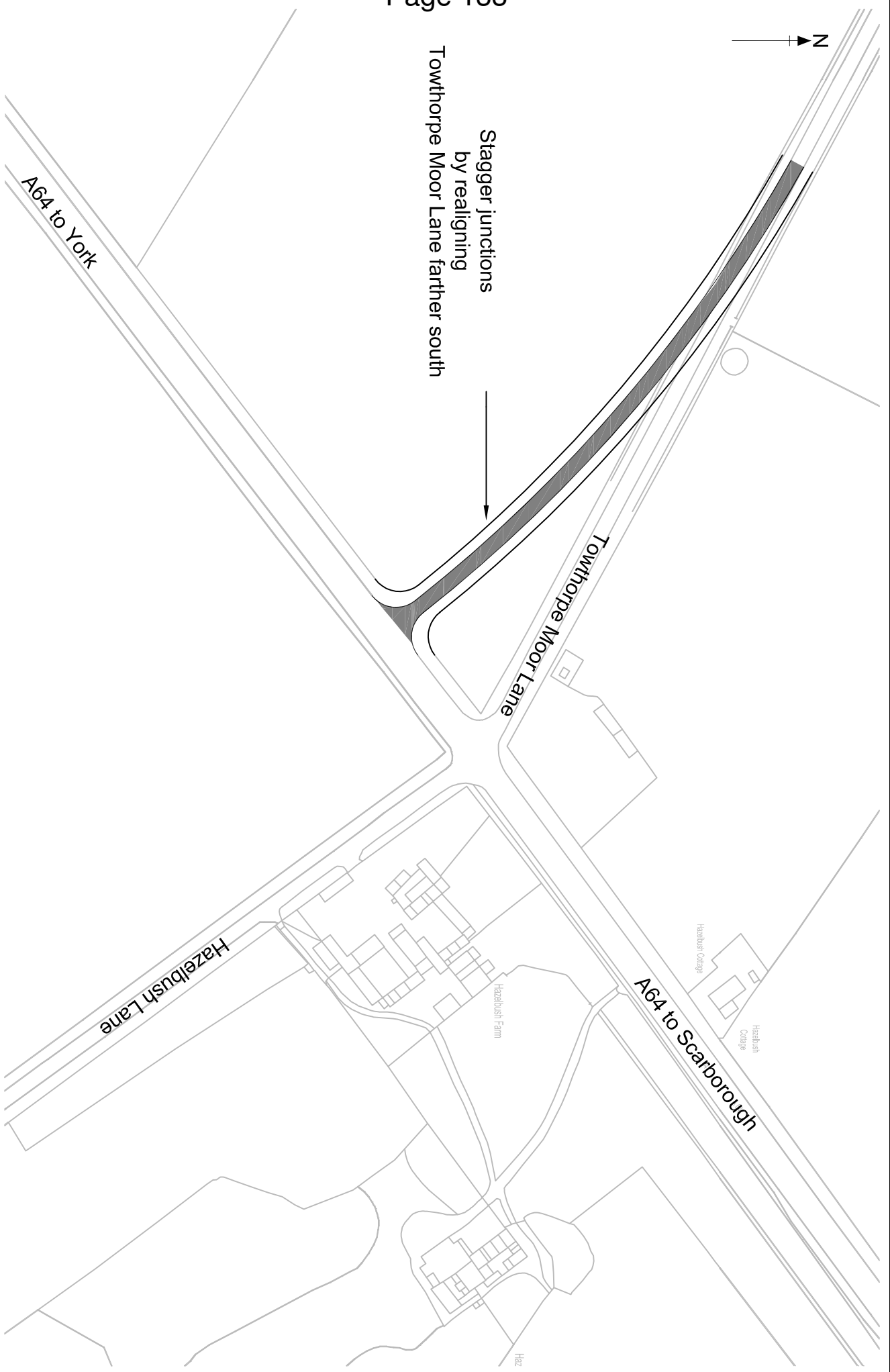
Hazelbush Lane

Hazelbush Farm

Hazelbush Cottage

Hazelbush Cottage

Haz



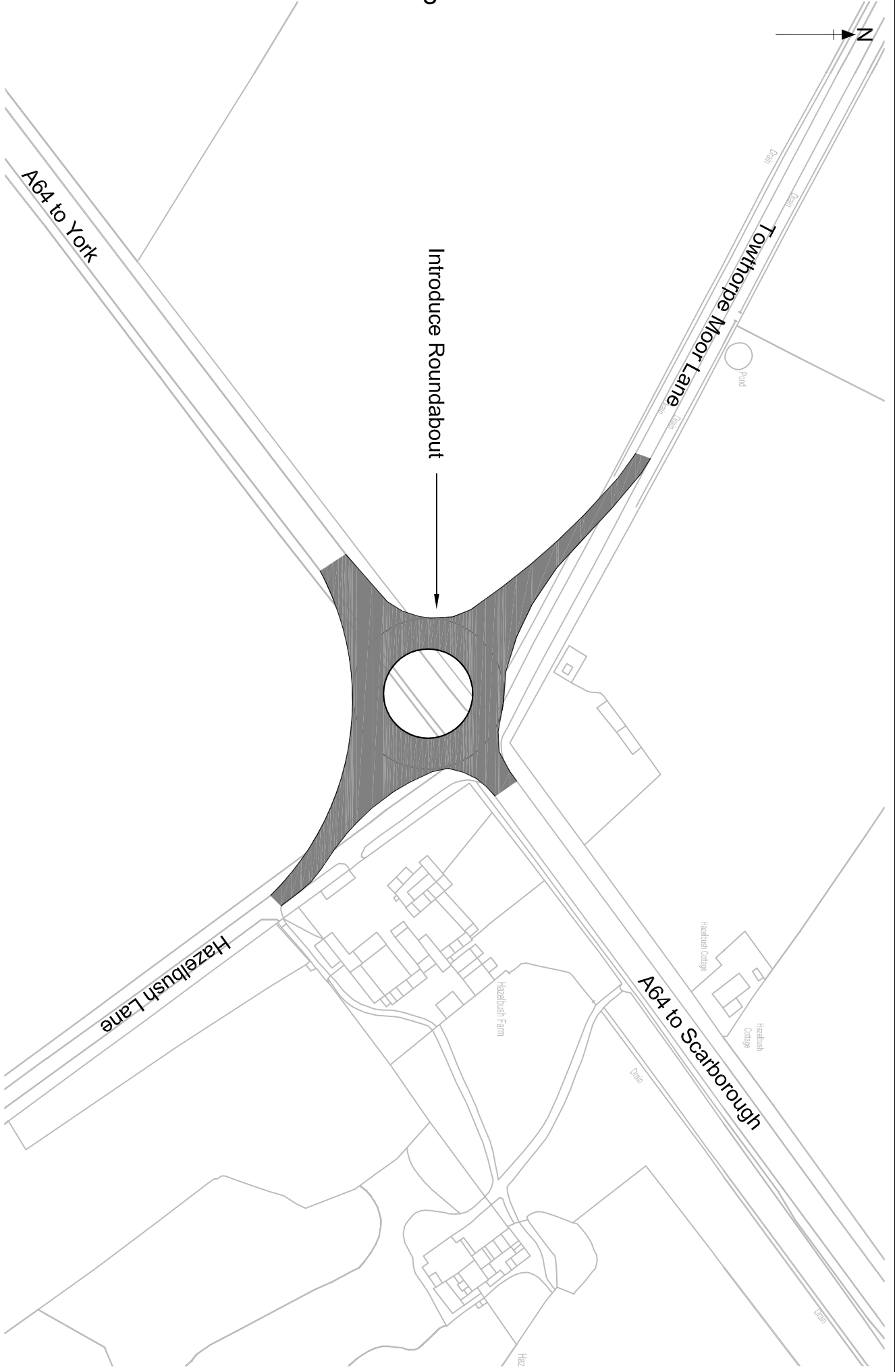
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Village Access Review: A64/Towthorpe Moor Lane/Hazelbush Lane

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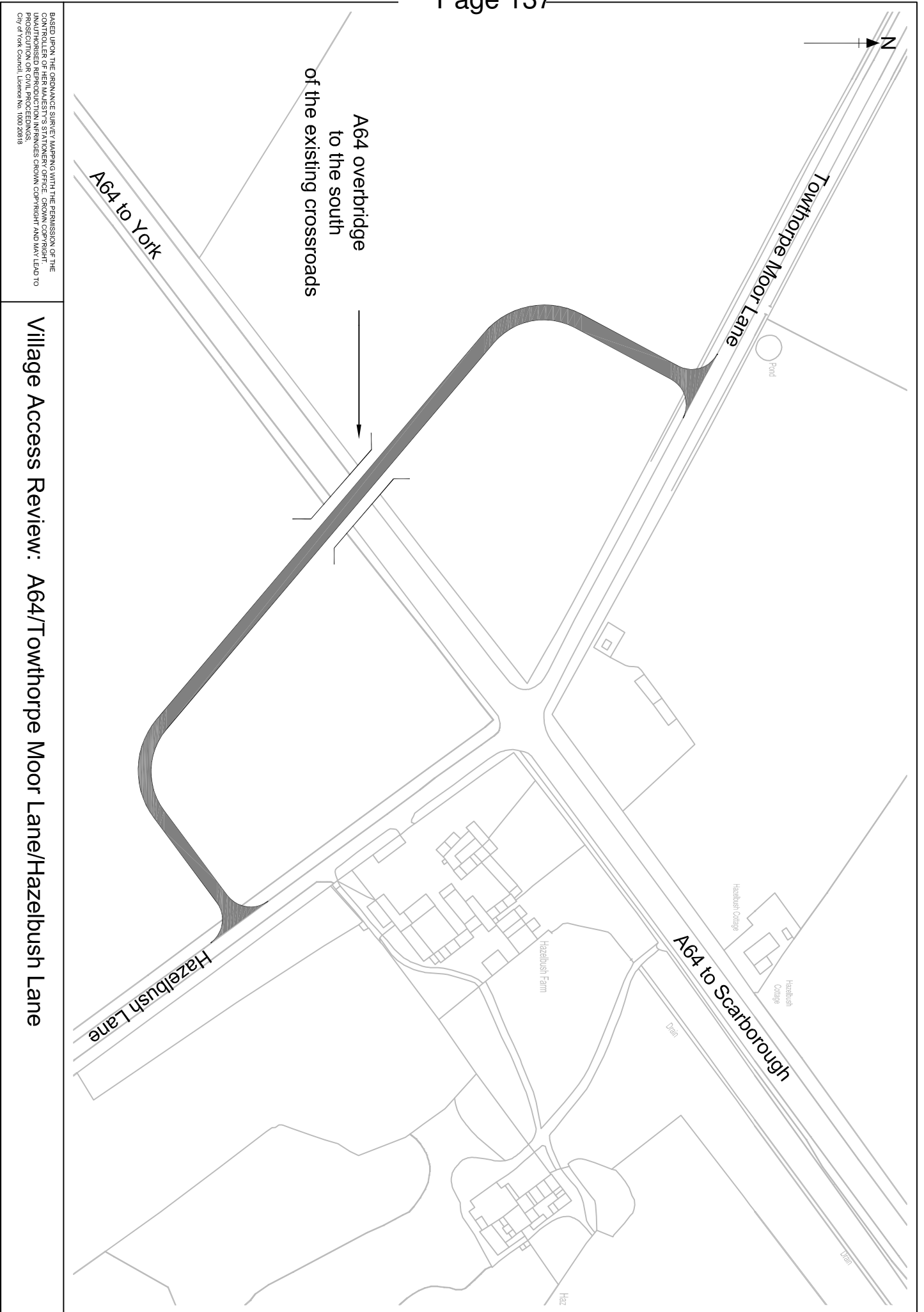
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Village Access Review: A64/Towthorpe Moor Lane/Hazelbush Lane





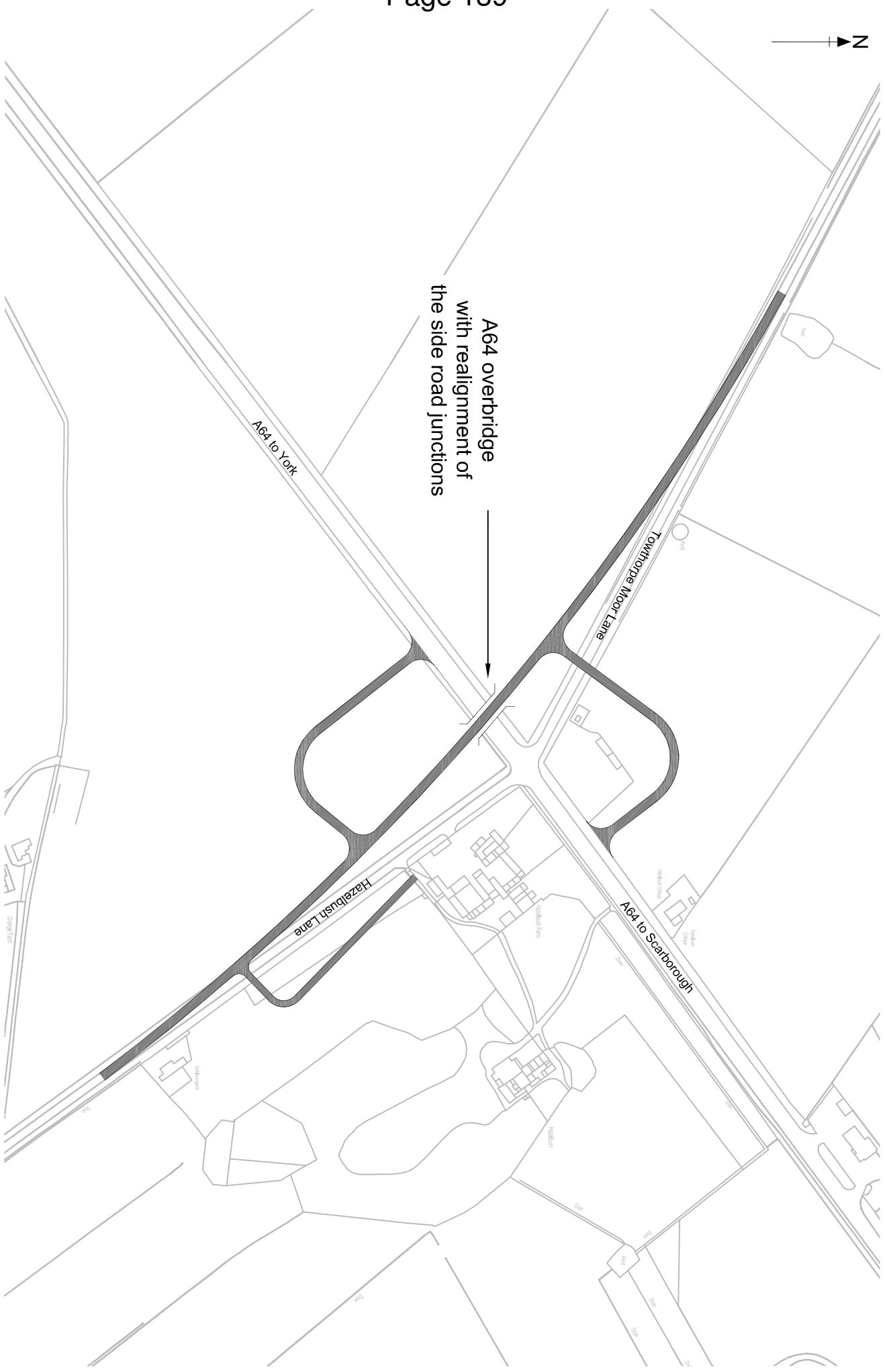
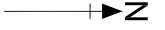
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Village Access Review: A64/Towthorpe Moor Lane/Hazelbush Lane

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A64 overbridge  
with realignment of  
the side road junctions

A64 to York

Towthorpe Moor Lane

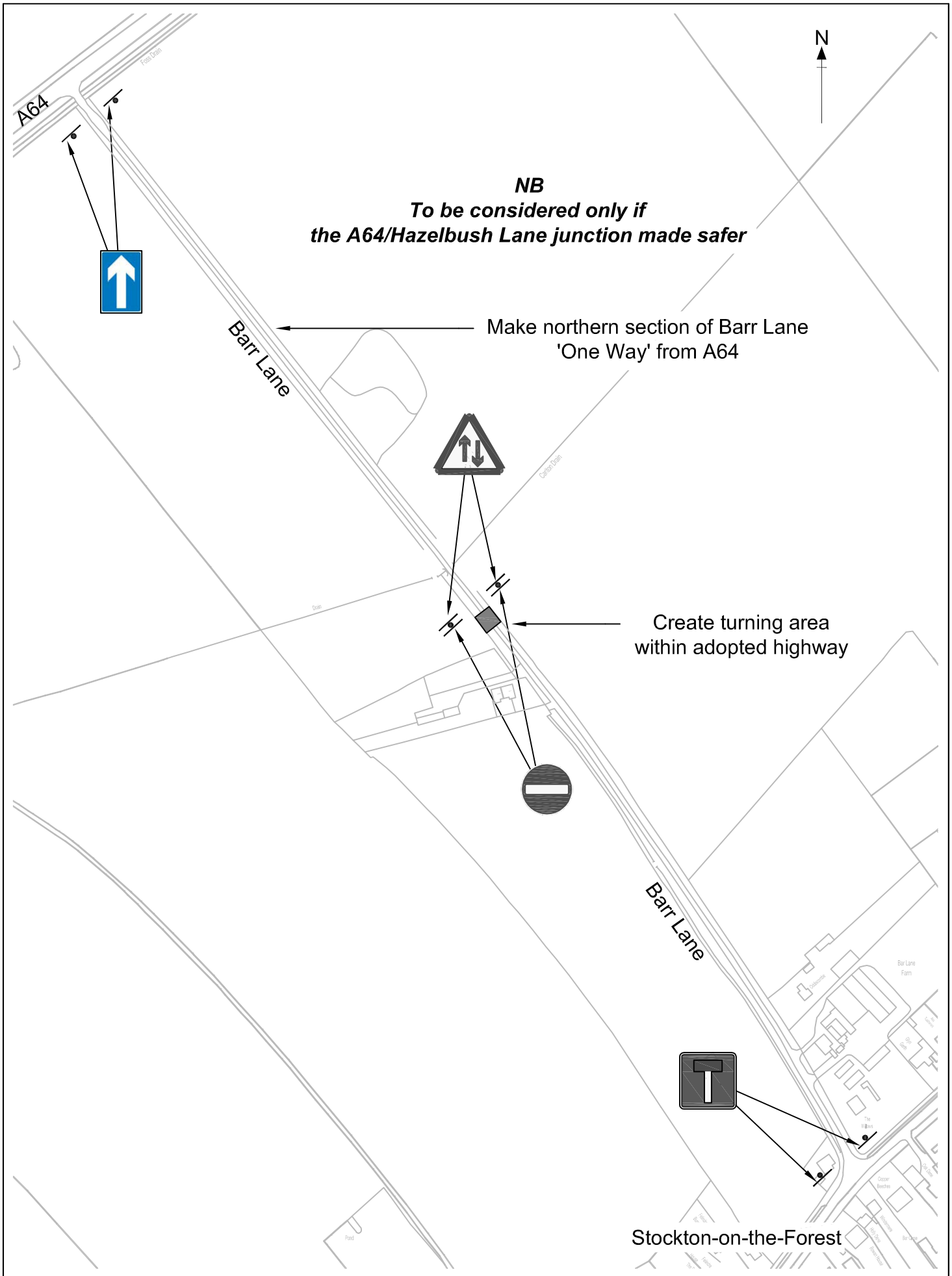
Hazelbush Lane

A64 to Scarborough

Village Access Review: A64/Towthorpe Moor Lane/Hazelbush Lane

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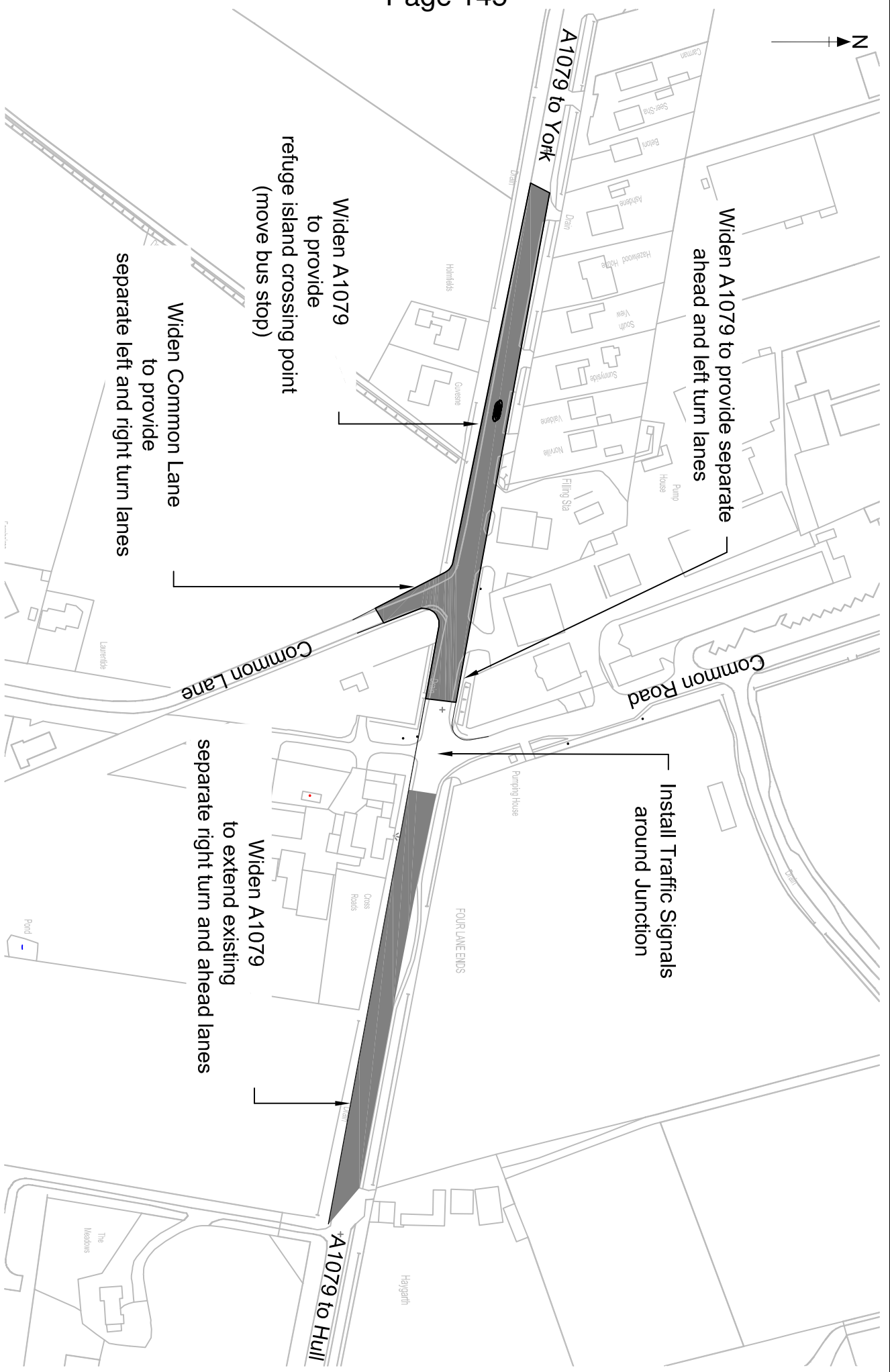


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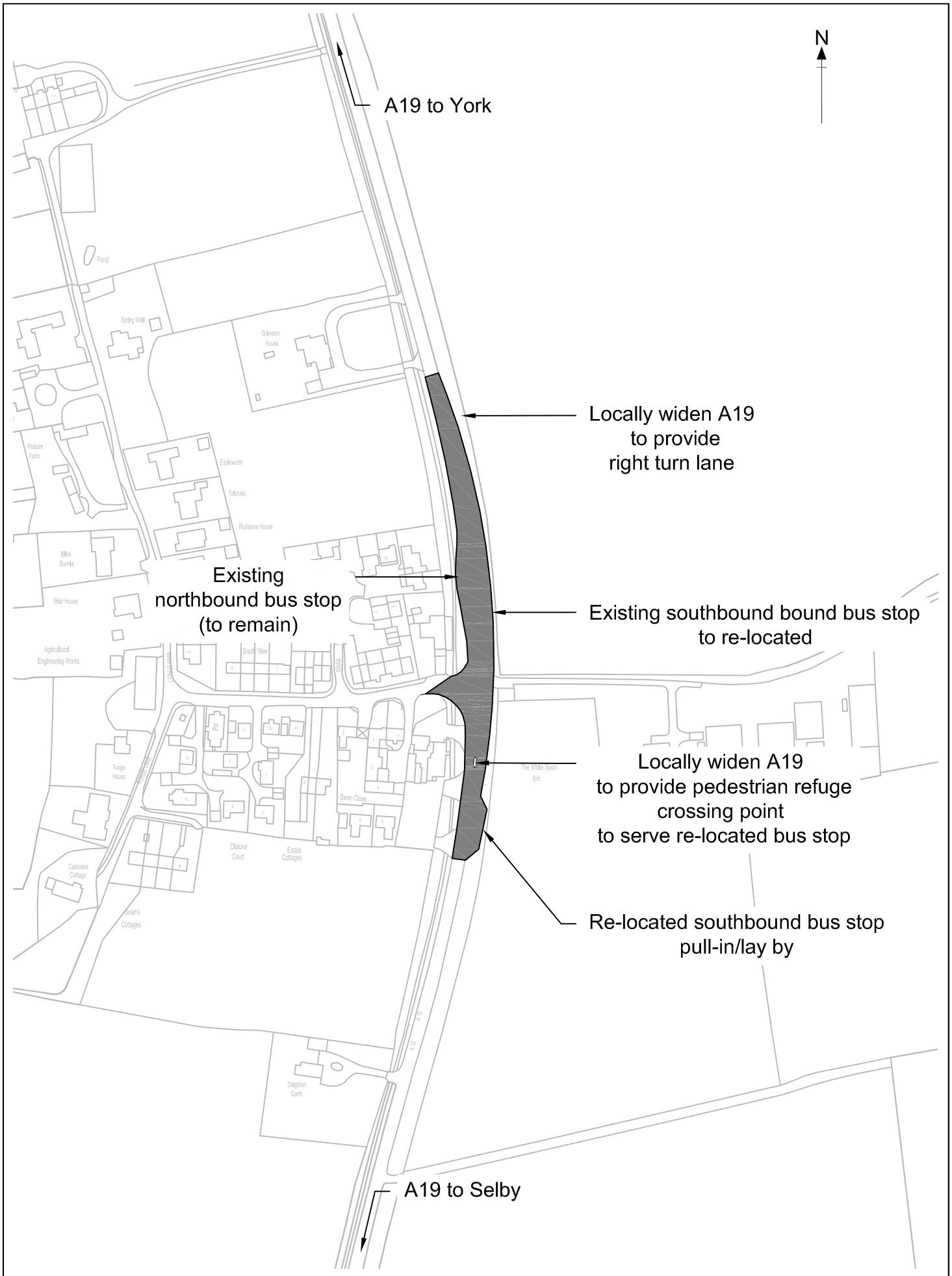
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Village Access Review: A1079/Common Road, Dunnington

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<b>Table 2 Prioritised list of schemes</b>			
<b>Scheme</b>	<b>Priority</b>	<b>Timescale (financial year)</b>	<b>Reason</b>
A166 / Church Balk Traffic island on A166	1	2009 / 10	<ul style="list-style-type: none"> <li>• Low cost (£22,000)</li> <li>• Deliverable</li> <li>• Reduces the risk of (potentially fatal) accidents</li> </ul>
Strensall Road / Towthorpe Road / Towthorpe Moor Lane - extend speed limits to south of junctions	2	2009 / 10	<ul style="list-style-type: none"> <li>• Low cost (£11,000)</li> <li>• Deliverable</li> <li>• Slightly eases turning movements out of minor roads</li> <li>• Improves safety for pedestrians crossing Strensall Road</li> </ul>
B1363 / Mill Lane – Traffic Signals with 40mph speed limit	3	2009 / 10	<ul style="list-style-type: none"> <li>• Larger scale scheme (£215,000)</li> <li>• Better Accessibility to Haxby and Wigginton</li> <li>• Improves safety for vehicles turning out onto B1363</li> <li>• Improves pedestrian safety crossing to from bus stop on outbound side of B1363</li> </ul>
A19 / Main Street, Deighton - Locally widen A19 to provide refuge island crossing point at bus stop south of Main Street junction, and right turn lane into Main Street, Deighton	4	2010 / 11	<ul style="list-style-type: none"> <li>• Larger scale scheme (£275,000)</li> <li>• Defer to 2010 / 11 to maximise shared cost benefits of harmonising with planned major maintenance works</li> </ul>
A1079 / Common Road Dunnington - Locally widen A1079 to provide refuge island crossing point at bus stop west of Common Lane	5	2011 / 12	<ul style="list-style-type: none"> <li>• Medium scale scheme</li> <li>• Increases junction capacity and provides a pedestrian refuge to ease crossing</li> <li>•</li> </ul>



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## Decision Session – Executive Member for City Strategy

7 July 2009

### Report of the Director of City Strategy

## City Strategy Capital Programme – 2009/10 Consolidated Budget Report

### Report Summary

1. The purpose of this report is to:
  - Consolidate the 2009/10 City Strategy Capital Programme to include the carryover schemes that were not completed in 2008/09;
  - Make adjustments to scheme allocations to align with latest cost estimates and delivery projections

### Recommendations

2. The Executive Member is requested to:
  - i) Approve the carryover schemes and adjustments set out in Annexes 1 and 2.
  - ii) Approve the increase to the 2009/10 City Strategy capital budget, subject to the approval of the Executive.

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

### Background

3. The City Strategy 2009/10 transport base budget was confirmed at Full Council on 26 February 2009. The current approved budget of **£5,502k** was agreed by the Executive in March 2009, and includes £3,374k of Local Transport Plan (LTP) funding, plus other funding from the Cycling City grant, Road Safety grant, and developer contributions.
4. The transport base budget also includes £450k of funding from the £1,461k Regional Funding Allocation (RFA) top-up funding for 2009/10. This additional funding from the Regional Transport Board together with an anticipated £1,316k for 2010/11 has been made available to Local Authority LTP block allocations in the three year period from 2008/09 to

2010/11, due to the underspends in the Major Schemes block across the Region. A report on the use of the remaining RFA top-up funding will be taken to the 21 July Executive meeting, following an assessment of the two proposed options for use of the additional funding.

5. The full City Strategy Capital Programme also includes funding for City Walls Repairs and riverbank repairs along a section of Public Footpath Rawcliffe No.1.
6. Table 1 illustrates the current approved capital programme.

**Table 1: Current Approved Capital Programme**

	<b>Gross Budget £000s</b>	<b>External Funding* £000s</b>	<b>Capital Receipts £000s</b>
Original Budget approved by Council at 26 February 2009	5,742	5,502	240
<b>Current Approved Capital Programme</b>	<b>5,742</b>	<b>5,502</b>	<b>240</b>

\*External funding refers to government grants, non government grants, other contributions, developers contributions and supported capital expenditure.

### Summary of Key Issues

7. The 2008/09 City Strategy Capital Programme contained a level of overprogramming of £966k at the consolidated report stage to give some flexibility to the programme should slippage in some schemes occur through the year. Following revisions to the programme at the Monitor 1 and Monitor 2 stages, the full programme agreed by the Executive Member at the Monitor 3 report in March was £8,602k, with a budget of £8,478k. There was therefore £124k of work outstanding that could not have been funded by the LTP in 2008/09.
8. For this reason, it was necessary when planning the 2009/10 programme in early 2009 to take account of schemes that were expected to slip from 2008/09.
9. As reported to the Executive Member in June, the outturn for the 2008/09 capital programme was £8,270k, an underspend of £208k against the budget. Of this underspend, £204k was slippage of council funded structural maintenance schemes, which could not be completed by the end of the year. There was an underspend of £21k against the developer contribution budget, which is held in a separate account for future use on the designated schemes. There was also an overspend of £16k against the grant funding section of the programme, resulting in the overall underspend figure of £208k.

10. The current approved budget and proposed adjustments is indicated in Table 2 below. Additional information, including details of the proposed changes to allocations, is provided in the Annexes to the report.

**Table 2: Capital Programme Forecast Outturn 2009/10 – 2010/11**

<b>Gross City Strategy Capital Programme</b>	<b>2009/10 £m</b>	<b>2010/11 £m</b>	<b>Total £m</b>	<b>Paragraph Ref</b>
<b>Current Approved Capital Programme</b>	<b>5,742</b>	<b>4,770</b>	<b>10,512</b>	
<b>Adjustments:</b>				
Cycling City (Transfer to Revenue)	-15		-15	Annex 1
City Walls (Overspend in 2008/09)	-16		-16	Annex 1
Carryover from 2008/09	75		75	Annex 1
<b>Re-profiling:</b>				
None				
<b>Revised Capital Programme</b>	<b>5,786</b>	<b>4,770</b>	<b>10,556</b>	

### **Scheme Specific Analysis**

11. The key proposed changes included in this report are summarised below and are detailed in Annex 1.

- Increased allocation for the Fulford Road scheme, including additional Cycling City funding transferred from the Blossom Street scheme.
- Reduction of Cycling City Capital budget by £15k, which will be transferred to the revenue Cycling City programme.
- Addition of schemes that have been carried over from 2008/09, as work was not completed by the end of March 2009.
- Inclusion of full Safety Schemes and Schools Schemes programmes.
- Reduction of City Walls allocation, due to an overspend in 2008/09.

### **Consultation**

12. The capital programme was developed under the Capital Resource Allocation model (CRAM) framework and agreed at Full Council 26 February 2009. Whilst the capital programme as a whole is not consulted on, the individual scheme proposals do follow a consultation process with local councillors and residents in the locality of the individual schemes.

### **Corporate Priorities**

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

14. The City Strategy Capital Programme supports the Sustainable City, Thriving City and Safer City elements of the new Corporate Strategy.
15. **Sustainable City** We aim to be clean and green, reducing our impact on the environment while maintaining York's special qualities and enabling the city and its communities to grow and thrive. Improvements to cycle routes, walking routes and public transport will help to meet this objective.
16. **Thriving City** We will continue to support York's successful economy to make sure that employment rates remain high and that local people benefit from new job opportunities. Improvements to the city's sustainable transport network including the provision of three new Park & Ride sites will assist the economy by reducing the impact of congestion.
17. **Safer City** We want York to be a safer city with low crime rates and high opinions of the city's safety record. Improvement schemes and speed management measures are targeted at prioritised sites to reduce casualties. Education and enforcement campaigns complement the highway improvement works.

## Implications

18. The report has the following implications:
  - **Financial** – See below
  - **Human Resources (HR)** – There are no HR implications
  - **Equalities** – There are no equalities implications
  - **Legal** – There are no legal implications
  - **Crime and Disorder** – There are no crime and disorder implications
  - **Information Technology (IT)** – There are no IT implications
  - **Property** – There are no property implications
  - **Other** – There are no other implications

## Financial Implications

19. The LTP allocation for 2009/10 was confirmed by the Government Office for Yorkshire and the Humber on 27 November 2007. The City Strategy Capital Programme budget was agreed by the Budget Council as part of the overall CYC Capital Programme on 26 February 2009. All funding for the base budget of £5,742k has therefore been agreed and confirmed.
20. If the proposed changes are accepted, the total value of the City Strategy Capital Programme for 2009/10 would be **£7,045k** including overprogramming. The overprogramming would increase from £1,010k to **£1,259k** (compared to £966k at this stage in 2008/09). The budget would increase to **£5,786k**, and would be funded as follows:

	Current Budget £000s	Proposed Alteration £000s	Proposed Budget £000s
LTP Settlement	3,374		3,374
Regional Funding Allocation	450		450
Developer Contributions	500		500
Road Safety Grant	43		43
Cycling City Grant	1,135	-15	1,120
CYC Resources	240	59	299
<b>Total</b>	<b>5,742</b>	<b>44</b>	<b>5,786</b>

21. A report on the options for the use of the remaining Regional Funding Allocation will be presented to Members at the Executive meeting on 21 July.

### Risk Management

22. The Capital Programme has been prepared to assist in the delivery of the objectives of the Local Transport Plan. The Department for Transport will assess the progress of the LTP against the targets set in the plan. If the schemes included within the programme do not have the anticipated effect on the targets, it is possible that the council will receive a lower score, and consequentially there is a risk that future funding will be reduced.

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Report Approved  Date 17-06-09

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Report Approved  tick Date

**Specialist Implications Officer(s)** N/A

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

All

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

**Background Papers:**

City Strategy Capital Programme – Monitor 3 Report – 16 March 2009  
2009/10 City Strategy Transport Capital Programme – 31 March 2009  
City Strategy Capital Programme – Outturn Report – 2 June 2009

**Annexes**

Annex 1: 2009/10 Consolidated Report – Scheme Progress Report  
Annex 2: Summary of Proposed Changes  
Annex 3: Current and Proposed Budgets for 2009/10 Capital Programme

## **Annex 1: 2009/10 Consolidated Report – Scheme Progress Report**

1. This annex provides an update on the progress of schemes within the City Strategy Capital Programme, and details a number of proposed changes to the programme. This annex only reports by exception i.e. when alterations to scheme allocations or delivery programmes are proposed. It is currently anticipated that all other schemes will progress as indicated in the budget report. The level of overprogramming will be reduced later in the year as the delivery of schemes becomes more certain. Details of the current and proposed allocations for all schemes in the programme are set out in Annex 3.
2. Reports on four of the schemes in the programme (Fulford Road, Wigginton Road Cycle Route, Beckfield Lane Cycle Route Phase 2, and the Village Accessibility Review) are also planned to be discussed at this Decision Session. Decisions on these schemes may affect the overall programme allocations.

### **Transport Schemes**

3. Fulford Road Multi-Modal Scheme (PT04/06) - £600k. It is proposed to increase the allocation for this scheme to £950k, so that the completion of the work between Hospital Fields Road and Heslington Lane in 2009/10, rather than carrying out work on this section over two years. This is a more cost effective solution and will ensure that the cycling and bus priority benefits will be realised earlier and limit the disruption on this section of the corridor to 2009/10 only rather than extending into next year. This increase includes £210k of Cycling City funding transferred from the Blossom St Multi-Modal Scheme. A separate report on the Fulford Road scheme, including further details of work planned for this year, is also being presented at this meeting.
4. Blossom Street Multi-Modal Scheme (PT07/06) - £500k. Due to the time and resources necessary to develop a solution for the proposed pedestrian, cycling and bus priority improvements for Blossom St, it is unlikely that the scheme will be fully implemented in 2009/10. It is therefore proposed to reduce the allocation for this scheme to £150k (including £90k of Cycling City funding) to progress the scheme up to detailed design, and possibly carry out any required utilities diversions, in 2009/10. A report on the Blossom St scheme (including the potential off-road cycle routes to enable cyclists to access the western and eastern parts of the city centre without using the Blossom St/Queen St/Micklegate/Nunnery Lane junction) will be presented to the September Decision Session meeting for approval of a preferred option. The report will also include a timetable for the delivery of the complete solution.
5. Fishergate Gyratory Multi-Modal Scheme (MM01/08) - £150k. It is proposed to increase the allocation for this scheme to £275k by the transfer of the Section 106 funding (already included separately in the development linked section of the programme) for improvements to pedestrian facilities in the area, which will now be implemented as part of this scheme. It is anticipated that a report with proposals for the area will be submitted to the October Decision Meeting. There



will be a comprehensive programme of consultation with local residents/businesses prior to confirmation of the final design solution.

6. Coach Strategy (TM03/09). It is proposed to include an allocation of £100k in the programme for feasibility and development work on a new coach rendezvous point in the city centre, following work carried out during 2008/09 to review York's Coach Strategy.
7. Bus Location and Information Sub-System (BLISS) (PT01/09) - £100k. It was originally planned to reduce the allocation for BLISS schemes in 2009/10, as the installation of BLISS equipment to the East Yorkshire Motor Service (EYMS) bus fleet, originally planned for 2009/10, was carried out in late 2008/09. However, to complete the provision of equipment for all of the major operators in the city it is proposed to maintain the BLISS allocation at its current levels in order to carry out the fitting of the Transdev fleet. The provision of the additional equipment will ensure that the Real Time Passenger Information will be available for more routes including more of the contract services.
8. A59/Beckfield Lane Junction (PT11/07) - £25k. The scheme was completed in April however due to delays during the contract period more work was undertaken in 2009/10 than was originally anticipated leading to the requirement for a re-profiling of the allocation between years. There were also additional works undertaken for the diversion of a gas main, replacement of permeable drainage on Beckfield lane with a positive drainage system due to complications with tree roots, the need for amendments to signage resulting from speed limit changes and alterations to bus stops on Beckfield Lane. The additional works also led to an increase in engineering consultancy fees to design and manage the implementation of the alterations. It is proposed to increase the allocation to £76k to accommodate the slippage and cost of additional works.
9. Footstreets Review (PE04/09). It is proposed to include an allocation of £10k in the programme for work on the next stage of the Footstreets Review, which will review the issues and options for changes to the existing Footstreets area, in conjunction with work on the City Centre Area Action Plan.
10. Walmgate Bar (PE04/08). As reported in the 2008/09 Outturn Report to the Executive Member in June, the installation of the new signal controlled pedestrian crossing on Walmgate was deferred until late April to avoid work being carried out during the Easter holiday period, resulting in an underspend against the scheme allocation in 2008/09. It is proposed to add an allocation of £40k to the 2009/10 programme for the cost of the pedestrian crossing works and the Stage 3 Safety Audit for the scheme.
11. Covered Cycle Parking (CC01/08) - £10k. It is proposed to increase the allocation for this scheme to £20k by the reallocation of £10k of the Cycling City funding originally allocated for the Bike Availability scheme in 2009/10. A number of locations are being investigated including: Exhibition Square, Blake Street, Davygate and Parliament Street.

12. Bike Availability (CC09/09) - £25k. It is proposed to remove the allocation for Bike Availability from the capital programme, which would have been used to provide new cycles for schools for the national cycle training we provide, Bikeability. It is considered more beneficial if children are trained on the bikes which they will subsequently use rather than one-off training on unfamiliar bicycles. Advice on the best value options for the purchase of cycles will be provided. From this it was felt that this funding could be better spent in other revenue areas of the Cycling City Programme. The break down for which is to use £10k of the Cycling City funding to increase the allocation for the Covered Cycle Parking scheme. It is proposed to transfer the remaining £15k of Cycling City funding from capital to revenue (subject to the approval of Cycling England), as it is felt that this funding would be better used for the provision of Bikeability places and other Cycling City events to encourage more people to cycle, as part of the revenue Cycling City programme.
13. Clifton Bridge Approaches (CY10/04). As reported to Members in the 2008/09 Outturn Report in June, the total scheme cost for the Clifton Bridge cycle route scheme had increased to £544k. The overall spend within 2008/09 (£489k) was lower than the budget allocation due to works continuing over the year end. It is proposed to add an allocation of £55k to the programme for the remaining scheme costs up to the £544k total allocation.
14. Beckfield Lane Cycle Route Phase 1 (CY02/08). As stated in the 2008/09 Outturn Report, the overall cost of this scheme (which was completed in early 2009/10) increased to £215k due to site conditions, which required additional work to address drainage issues and failure of the existing footways. As the spend on this scheme in 2008/09 was £144k, it is proposed to add an allocation of £71k to the 2009/10 programme for the remaining costs of the scheme.
15. Barbican to St George's Field Route - £125k. It is proposed to transfer the Section 106 funding for this scheme to the Fishergate Gyrotory scheme, as the work will be carried out as part of the Fishergate scheme.
16. At the time of writing the 2009/10 Budget Report, the programme of Safety Schemes was still being developed and a detailed programme was not included in the report to Executive in March. A programme of schemes has now been developed, and is included in Annex 2. This includes Local Safety Schemes, Speed Management Schemes, and Danger Reduction schemes. The programme includes two schemes that have been carried over from 2008/09, but these have been accommodated within the existing Safety Schemes allocation and no increase to the allocation is required.
17. Details of the programme of School Schemes has also been included in Annex 2 to this report, as this programme was still being developed when the 2009/10 Budget Report was written. This includes three schemes that have been carried over from 2008/09, and the first phase of improvements at the new York High site (improvements to the new entrance including a new pedestrian crossing).
18. Carryover Commitments - £100k. This budget covers minor completion works and retention monies associated with LTP schemes undertaken in previous years. In previous years, the City Strategy Capital Programme included both

Integrated Transport schemes and Structural Maintenance schemes. However, now that the Structural Maintenance budgets have transferred to the Neighbourhood Services Directorate, the requirement for completion works and retention payments has reduced as this will only be funding costs from Integrated Transport schemes from previous years. It is proposed to reduce this allocation to £50k.

19. The virement of £516k from the City Strategy Capital Programme to the Neighbourhood Services Directorate was approved in the Budget Report to Executive in March. It is proposed to reduce the LTP allocation for this transfer to £441k, and fund the remaining £75k from council resources funding carried over from 2008/09.
20. Moor Lane Roundabout (OR01/06). It is proposed to allocate £60k in the programme to fund retention payments from the Moor Lane Roundabout scheme in 2009/10. As mentioned in the 2008/09 Outturn Report to Members in June, the allocation for retention payments for this scheme in 2008/09 was underspent as the contractor did not complete some remedial works in time for the retention to be paid in 2008/09.

### **City Strategy Maintenance Programme**

21. The street lighting, bridges, highways, and highway drainage elements of the City Strategy Capital Programme were transferred to the Neighbourhood Services Directorate in December 2008. However, the City Walls maintenance programme has remained in City Strategy.
22. As the 2009/10 Budget Report to Executive was focused on the Integrated Transport programme, details of the maintenance programme were not included in the report. The overall capital programme agreed at Full Council in February included an allocation of £90k for City Walls Repairs and £81k for repairs to the riverbank along a section of Public Footpath Rawcliffe No. 1.
23. The City Walls Repairs allocation also includes an additional £69k of council resources funding slipped from the 2008/09 programme at the Monitor 3 report in March. However, as the City Walls Repairs allocation was overspent by £16k at the end of 2008/09, it is proposed to decrease the 2009/10 allocation to £143k to maintain the overall budget provision over the two years.

## Summary of Proposed Changes

**Recommended variations to LTP Programme (changes to overprogramming only)**

Scheme	Change	Budget Change
		£1,000's
Fulford Road Multi-Modal Scheme	Increased funding to allow completion of work between Hospital Fields Road and Heslington Lane	350.00
Blossom Street Multi-Modal Scheme	Reduced following review of expected scheme delivery in 2009/10	-350.00
Coach Strategy	Allocation to develop city centre rendezvous point	100.00
A59/Beckfield Lane Junction Improvements	Increased due to higher carryover costs from 2008/09 scheme and additional works	51.00
Footstreets Review	Allocation to work on next stage of the Footstreets Review	10.00
Walmgate Bar Improvements	Cost of scheme completion works	43.00
Clifton Bridge Approaches (Water End to Clifton Green)	Cost of scheme completion works	55.00
Beckfield Lane Cycle Route (Phase 1)	Cost of scheme completion works	71.00
Safety Schemes	Proposed programme of work lower than initial allocation	-6.00
School Schemes	Proposed programme of work higher than initial allocation	10.00
Carryover Commitments	Reduced due to lower costs of schemes from previous years	-50.00
Moor Lane R/B Payback to Structural Maintenance	Now part-funded with CYC funding	-75.00
Moor Lane Roundabout - Retentions	Cost of retention payments for scheme	60.00
<b>Total</b>		<b>269.00</b>

<b>Cycling City Funding</b>		
Scheme	Change	Budget Change
		£1,000's
Covered Cycle Parking	Increased to allow additional cycle parking to be installed	10.00
Bike Availability	Allocation removed - funding transferred to Covered Cycle Parking and the revenue Cycling City programme	-25.00
<b>Total</b>		<b>-15.00</b>

<b>Section 106 Funding</b>		
Scheme	Change	Budget Change
		£1,000's
Fishergate Gyratory Multi-Modal Scheme	Pedestrian improvements to the route between the Barbican and St George's Field car park will now be implemented as part of the Fishergate scheme	125.00
Barbican to St George's Field Route		-125.00
<b>Total</b>		<b>0.00</b>

<b>CYC Funding</b>		
Scheme	Change	Budget Change
		£1,000's
Moor Lane R/B Payback to Structural Maintenance	Inclusion of £75k CYC funding carried over from 2008/09	75.00
City Walls - Repairs & Renewals	Allocation reduced due to overspend in 2008/09	-16.00
<b>Total</b>		<b>59.00</b>

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## 2009/10 City Strategy Capital Programme Consolidated Report

Scheme Ref	09/10 City Strategy Capital Programme	09/10 Programme (Total)	09/10 Programme (LTP)	Proposed 09/10 Consolidated Budget (Total)	Proposed 09/10 Consolidated Budget (LTP)	Scheme Type	Comments
		£1000s	£1000s	£1000s	£1000s		
<b>Access York Phase 1</b>							
AY01/09	Access York Phase 1 CYC	1,047.00	1,047.00	1,047.00	1,047.00	Study	
<b>Access York Phase 1 Programme Total</b>		<b>1,047.00</b>	<b>1,047.00</b>	<b>1,047.00</b>	<b>1,047.00</b>		
<b>Overprogramming</b>		<b>20.00</b>	<b>20.00</b>	<b>20.00</b>	<b>20.00</b>		
<b>Budget</b>		<b>1,027.00</b>	<b>1,027.00</b>	<b>1,027.00</b>	<b>1,027.00</b>		
<b>Outer Ring Road</b>							
OR01/05	Hopgrove Roundabout	300.00	0.00	300.00	0.00	Scheme	
AY02/08	ORR Improvements/ Access York Phase 2 Preparation	200.00	0.00	200.00	0.00	Study	
<b>Outer Ring Road Programme Total</b>		<b>500.00</b>	<b>0.00</b>	<b>500.00</b>	<b>0.00</b>		
<b>Overprogramming</b>		<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>		
<b>Budget</b>		<b>500.00</b>	<b>0.00</b>	<b>500.00</b>	<b>0.00</b>		
<b>Multi-Modal Schemes</b>							
PT04/06	Fulford Road Multi-Modal Scheme	600.00	535.00	950.00	675.00	Scheme	Allocation increased - increased scope to complete scheme between Hospital Fields Road and Heslington Lane in 2009/10. £210k of Cycling City funding transferred from Blossom St to Fulford Road.
PT07/06	Blossom Street Multi-Modal Scheme	500.00	200.00	150.00	60.00	Scheme	Allocation reduced following review of anticipated scheme delivery. £210k Cycling City funding transferred to Fulford Road
MM01/08	Fishergate Gyratory Multi-Modal Scheme	150.00	0.00	275.00	0.00	Scheme	Allocation increased - addition of £125k of s106 funding for the Barbican to St George's Field pedestrian improvements
<b>Multi-Modal Schemes Programme Total</b>		<b>1,250.00</b>	<b>735.00</b>	<b>1,375.00</b>	<b>735.00</b>		Programme increased
<b>Overprogramming</b>		<b>500.00</b>	<b>500.00</b>	<b>405.00</b>	<b>405.00</b>		Overprogramming reduced
<b>Budget</b>		<b>750.00</b>	<b>235.00</b>	<b>970.00</b>	<b>330.00</b>		Budget increased
<b>Air Quality, Congestion &amp; Traffic Management</b>							
TM01/09	Urban Traffic Management and Control (UTMC)	100.00	100.00	100.00	100.00	Scheme	
TM02/09	Air Quality	30.00	30.00	30.00	30.00	Scheme	
TM03/09	Coach Strategy	0.00	0.00	100.00	100.00	Scheme	Allocation added - investigation into possible coach rendezvous points in the city centre
<b>Air Quality, Congestion &amp; Traffic Management Programme Total</b>		<b>130.00</b>	<b>130.00</b>	<b>230.00</b>	<b>230.00</b>		Programme increased
<b>Overprogramming</b>		<b>0.00</b>	<b>0.00</b>	<b>100.00</b>	<b>100.00</b>		Overprogramming increased
<b>Budget</b>		<b>130.00</b>	<b>130.00</b>	<b>130.00</b>	<b>130.00</b>		
<b>Park &amp; Ride</b>							
PR01/09	P&R Site Upgrades	25.00	25.00	25.00	25.00	Scheme	
PR02/09	P&R City Centre Bus Stop Upgrades	25.00	25.00	25.00	25.00	Scheme	
<b>Park &amp; Ride Programme Total</b>		<b>50.00</b>	<b>50.00</b>	<b>50.00</b>	<b>50.00</b>		
<b>Overprogramming</b>		<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>		
<b>Budget</b>		<b>50.00</b>	<b>50.00</b>	<b>50.00</b>	<b>50.00</b>		

## 2009/10 City Strategy Capital Programme Consolidated Report

Scheme Ref	09/10 City Strategy Capital Programme	09/10 Programme (Total)	09/10 Programme (LTP)	Proposed 09/10 Consolidated Budget (Total)	Proposed 09/10 Consolidated Budget (LTP)	Scheme Type	Comments
		£1000s	£1000s	£1000s	£1000s		

Public Transport Improvements							
PT03/08	Haxby Station	250.00	0.00	250.00	0.00	Study	
PT01/09	Bus Location and Information Sub-System (BLISS)	100.00	100.00	100.00	100.00	Scheme	
PT02/09	Bus Stop & Shelter Programme	50.00	50.00	50.00	50.00	Scheme	
PT11/07	A59/Beckfield Lane Junction Improvements	25.00	25.00	76.00	76.00	Scheme	Allocation increased to accommodate slippage from 2008/09 and the cost of additional work.
PT03/09	Dial & Ride Vehicle	80.00	80.00	80.00	80.00	Scheme	

<b>Public Transport Improvements Programme Total</b>	<b>505.00</b>	<b>255.00</b>	<b>556.00</b>	<b>306.00</b>		
<b>Overprogramming</b>	<b>25.00</b>	<b>25.00</b>	<b>86.00</b>	<b>86.00</b>		
<b>Budget</b>	<b>480.00</b>	<b>230.00</b>	<b>470.00</b>	<b>220.00</b>		

Programme increased  
Overprogramming increased  
Budget reduced

Walking							
PE05/06	Haxby Village Pedestrian Audit (Phase 2)	50.00	50.00	50.00	50.00	Scheme	
PE01/09	Minor Pedestrian Schemes Budget	40.00	40.00	40.00	40.00	Scheme	
PE02/09	Dropped Crossing Budget	35.00	35.00	35.00	35.00	Scheme	
PE03/09	Pedestrian Scheme Development	10.00	10.00	10.00	10.00	Study	
PE04/09	Footstreets Review	0.00	0.00	10.00	10.00	Study	Allocation added to continue work on review of Footstreets

Carryover Schemes							
PE04/08	Walmgate Bar Improvements	0.00	0.00	43.00	43.00	Scheme	Allocation added - completion of scheme deferred in 2008/09 to avoid Easter Holiday period

<b>Walking Programme Total</b>	<b>135.00</b>	<b>135.00</b>	<b>188.00</b>	<b>188.00</b>		
<b>Overprogramming</b>	<b>20.00</b>	<b>20.00</b>	<b>73.00</b>	<b>73.00</b>		
<b>Budget</b>	<b>115.00</b>	<b>115.00</b>	<b>115.00</b>	<b>115.00</b>		

Programme increased  
Overprogramming increased

Cycling							
CY01/09	Lendal Hub Station	270.00	135.00	270.00	135.00	Scheme	
CC01/09	Clifton Green to Crichton Avenue (Orbital Route)	10.00	0.00	10.00	0.00	Study	
CC02/09	Hob Moor to Water End (Orbital Route)	10.00	0.00	10.00	0.00	Study	
CC03/09	James St to Heslington Road (Orbital Route)	10.00	0.00	10.00	0.00	Study	
CC04/09	Scarborough Bridge Upgrade	10.00	0.00	10.00	0.00	Study	
CC05/09	Inner Ring Road (Crossings & Route)	10.00	0.00	10.00	0.00	Study	
CC06/09	Citywide Barriers to Cycling	10.00	0.00	10.00	0.00	Study	
CC05/08	Lighting Projects - pilots on off-road routes	40.00	0.00	40.00	0.00	Scheme	
CC07/09	Route Branding/ Signing	35.00	0.00	35.00	0.00	Scheme	
CC04/08	Cycle City Signs	5.00	0.00	5.00	0.00	Scheme	
CC08/09	Employment Sites Cycle Parking	36.00	0.00	36.00	0.00	Scheme	
CC01/08	Covered Cycle Parking	10.00	0.00	20.00	0.00	Scheme	Allocation increased to allow additional cycle parking to be installed
CC09/09	Bike Availability	25.00	0.00	0.00	0.00	Scheme	Allocation reduced - funding reallocated to Covered Cycle Parking and to Cycling City revenue programme
CY02/09	Crichton Avenue	575.00	290.00	575.00	290.00	Scheme	
CC10/09	Cycle Margin and Track Maintenance	54.00	0.00	54.00	0.00	Scheme	
CY07/09	Beckfield Lane Phase 2	0.00	0.00	0.00	0.00	Study	Scheme scope to be confirmed at 7 July Decision Meeting. Programme to be adjusted if scheme to be delivered in 2009/10
CY01/07	Wigginton Road (Hospital)	100.00	100.00	100.00	100.00	Scheme	Scheme scope to be confirmed at 7 July Decision Meeting.
CY03/09	Bootham Crossing	75.00	75.00	75.00	75.00	Scheme	
CY04/09	Access to Station	10.00	10.00	10.00	10.00	Study	
CY05/09	Cycle Minor Schemes	25.00	25.00	25.00	25.00	Scheme	
CY06/09	Cycling Scheme Development	20.00	20.00	20.00	20.00	Study	

Carryover Schemes							
CY10/04	Clifton Bridge Approaches (Water End to Clifton Green)	0.00	0.00	55.00	55.00	Scheme	Allocation added - completion costs of 2008/09 scheme
CY02/08	Beckfield Lane Cycle Route (Phase 1)	0.00	0.00	71.00	71.00	Scheme	Allocation added - completion costs of 2008/09 scheme

<b>Cycling Programme Total</b>	<b>1,340.00</b>	<b>655.00</b>	<b>1,451.00</b>	<b>781.00</b>		
<b>Overprogramming</b>	<b>300.00</b>	<b>300.00</b>	<b>446.00</b>	<b>446.00</b>		
<b>Budget</b>	<b>1,040.00</b>	<b>355.00</b>	<b>1,005.00</b>	<b>335.00</b>		

Programme increased  
Overprogramming increased  
Budget decreased

## 2009/10 City Strategy Capital Programme Consolidated Report

Scheme Ref	09/10 City Strategy Capital Programme	09/10 Programme (Total)	09/10 Programme (LTP)	Proposed 09/10 Consolidated Budget (Total)	Proposed 09/10 Consolidated Budget (LTP)	Scheme Type	Comments
		£1000s	£1000s	£1000s	£1000s		

Development- Linked Schemes							
PE06/04	Barbican to St George's Field Route	125.00	0.00	0.00	0.00	Scheme	To be delivered as part of Fishergate Gyratory scheme. Funding added to Fishergate allocation.
DL01/08	Approaches to Hungate Bridge	10.00	0.00	10.00	0.00	Study	
JS01/09	James St Link Road Phase 2	10.00	10.00	10.00	10.00	Study	

<b>Development-Linked Schemes Programme Total</b>	<b>145.00</b>	<b>10.00</b>	<b>20.00</b>	<b>10.00</b>			Programme reduced
<b>Overprogramming</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>			
<b>Budget</b>	<b>145.00</b>	<b>10.00</b>	<b>20.00</b>	<b>10.00</b>			Budget reduced

Safety Schemes							
LS09/07	Clifton Moorgate/Water Lane LSS	74.00	31.00	33.00	0.00	Scheme	Completion of scheme deferred in 2008/09
LS07/07	Peckitt St/Tower St/Clifford St LSS			12.00	2.00	Scheme	Completion of scheme deferred in 2008/09
DR01/08	Clifton Moor/Tesco Roundabout			11.00	11.00	Scheme	Costs of 2008/09 scheme completed in early 2009/10
LS01/09	LSS Development			7.00	7.00	Study	Development of future years schemes

Safety & Speed Management							
DR02/08	A1079 Dunnington Speed Limit (Four Lane Ends)	75.00	75.00	13.00	13.00	Scheme	Costs of 2008/09 scheme completed in early 2009/10
SM01/09	VAS Study			5.00	5.00	Study	Review of VAS installed in previous years
SM02/09	Speed Management Treatments - Various Locations			25.00	25.00	Scheme	Investigation of sites where speeding issues have been identified and possible schemes to address them
SM03/09	Reactive Speed Management Schemes			27.00	27.00	Scheme	Investigation and minor improvement work as required throughout the year

Danger Reduction							
DR01/09	Fishergate 20mph Speed Limit	50.00	50.00	10.00	10.00	Scheme	Implementation of 20mph speed limit following petition from residents
DR02/09	Foss Bank			15.00	15.00	Scheme	Measures to improve safety on Foss Islands Road where it runs along the Foss
DR03/09	Reactive Danger Reduction			35.00	35.00	Scheme	Investigation and minor improvement work as required throughout the year

Other Safety Schemes							
DR04/09	Safe Routes for 'Playbuilder' Schemes	50.00	50.00	50.00	50.00	Study/Schemes	
VA01/09	Village Accessibility Review	275.00	275.00	275.00	275.00	Study	Report on potential sites presented at 7 July Decision Meeting

<b>Safety Schemes Programme Total</b>	<b>524.00</b>	<b>481.00</b>	<b>518.00</b>	<b>475.00</b>			Programme reduced
<b>Overprogramming</b>	<b>75.00</b>	<b>75.00</b>	<b>69.00</b>	<b>69.00</b>			Overprogramming reduced
<b>Budget</b>	<b>449.00</b>	<b>406.00</b>	<b>449.00</b>	<b>406.00</b>			

School Schemes							
SR01/07	Carr Infants & Juniors SRS			17.00	17.00	Scheme	Completion of 2008/09 scheme
SR04/08	Wigginton Primary SRS			11.00	11.00	Scheme	Costs of 2008/09 scheme completed in early 2009/10
SR19/05	Clifton Without SRS			11.00	11.00	Scheme	Costs of 2008/09 scheme completed in early 2009/10
SR10/09	Clifton with Rawcliffe SRS (formerly Clifton Without Primary)			18.00	18.00	Scheme	Scheme to reduce speed at Rawcliffe Lane/ Eastholme Drive/ Byron Ave jct
SR20/05	Dringhouses Primary SRS			5.00	5.00	Scheme	Footway buildout at crossing point on Cherry Lane
SR01/09	Haxby Road Primary SRS			2.00	2.00	Study	Feasibility work on new crossing facilities



## 2009/10 City Strategy Capital Programme Consolidated Report

Scheme Ref	09/10 City Strategy Capital Programme	09/10 Programme (Total)	09/10 Programme (LTP)	Proposed 09/10 Consolidated Budget (Total)	Proposed 09/10 Consolidated Budget (LTP)	Scheme Type	Comments
		£1000s	£1000s	£1000s	£1000s		
SR02/09	Hempland Primary SRS	200.00	200.00	5.00	5.00	Study	Feasibility work on new crossing facilities and footpath improvements
SR03/09	Hob Moor SRS			20.00	20.00	Scheme	Improvements at school entrance for pedestrians and cyclists
SR04/09	Naburn Primary SRS			2.00	2.00	Study	Feasibility work on safety improvements
SR05/09	Poppleton Ousebank Primary SRS			2.00	2.00	Study	Feasibility work on crossing point improvements
SR06/09	Ralph Butterfield Primary SRS			10.00	10.00	Scheme	Footpath to Park & Stride site
SR07/09	The Mount & Tregelles SRS			20.00	20.00	Scheme	Feasibility work on crossing point improvements
SR05/08	Woodthorpe Primary SRS			40.00	40.00	Scheme	Review of Park & Stride and provision of new footpath
SR08/09	York High SRS			40.00	40.00	Scheme	Works at new entrance including new pedestrian crossing
SR09/09	Heworth Primary SRS			2.00	2.00	Study	Feasibility work on safety improvements
N/A	Safety Audit Works			5.00	5.00	Scheme	Allocation for cost of safety audit works
<b>School Cycle Parking</b>							
-	School Cycle Parking	50.00	50.00	50.00	50.00	Schemes	
<b>School Schemes Programme Total</b>		<b>250.00</b>	<b>250.00</b>	<b>260.00</b>	<b>260.00</b>		Programme increased
<b>Overprogramming</b>		<b>50.00</b>	<b>50.00</b>	<b>60.00</b>	<b>60.00</b>		Overprogramming increased
<b>Budget</b>		<b>200.00</b>	<b>200.00</b>	<b>200.00</b>	<b>200.00</b>		
<b>Previous Years Costs</b>							
-	Carryover Commitments	100.00	100.00	50.00	50.00	-	Allocation reduced - lower costs from previous years as Structural Maintenance schemes are no longer in programme
-	Moor Lane R/B Payback to SM	516.00	516.00	516.00	441.00	-	Inclusion of £75k CYC funding carried over from 2008/09
OR01/06	Moor Lane Roundabout - Retentions	0.00	0.00	60.00	60.00	-	Allocation added - retention costs & landscaping costs
<b>Previous Years Costs Total</b>		<b>616.00</b>	<b>616.00</b>	<b>626.00</b>	<b>551.00</b>		Budget increased
<b>Total Integrated Transport Programme</b>		<b>6,492.00</b>	<b>4,364.00</b>	<b>6,821.00</b>	<b>4,633.00</b>		Programme increased
<b>Total Integrated Transport Overprogramming</b>		<b>990.00</b>	<b>990.00</b>	<b>1,259.00</b>	<b>1,259.00</b>		Overprogramming increased
<b>Total Integrated Transport Budget</b>		<b>5,502.00</b>	<b>3,374.00</b>	<b>5,562.00</b>	<b>3,374.00</b>		Budget decreased
<b>City Strategy Maintenance Budgets</b>							
<b>City Walls</b>							
CW01/09	City Walls - Repairs & Renewals	159.00	0.00	143.00	0.00	Scheme	Allocation reduced - to accommodate 2008/09 overspend
<b>Total City Walls</b>		<b>159.00</b>	<b>0.00</b>	<b>143.00</b>	<b>0.00</b>		Budget decreased
<b>Riverbank Repairs</b>							
RB01/09	Public Footpath Rawcliffe No.1 - Riverbank Slip	81.00	0.00	81.00	0.00	Scheme	
<b>Total Riverbank Repairs</b>		<b>81.00</b>	<b>0.00</b>	<b>81.00</b>	<b>0.00</b>		
<b>Total City Strategy Maintenance Programme</b>		<b>240.00</b>	<b>0.00</b>	<b>224.00</b>	<b>0.00</b>		Programme decreased
<b>Total City Strategy Maintenance Overprogramming</b>		<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>		
<b>Total City Strategy Maintenance Budget</b>		<b>240.00</b>	<b>0.00</b>	<b>224.00</b>	<b>0.00</b>		Budget decreased
<b>Total City Strategy Programme</b>		<b>6,732.00</b>	<b>4,364.00</b>	<b>7,045.00</b>	<b>4,633.00</b>		Programme increased
<b>Total Overprogramming</b>		<b>990.00</b>	<b>990.00</b>	<b>1,259.00</b>	<b>1,259.00</b>		Overprogramming increased
<b>Total City Strategy Budget</b>		<b>5,742.00</b>	<b>3,374.00</b>	<b>5,786.00</b>	<b>3,374.00</b>		Budget increased

DECISION SESSION – EXECUTIVE MEMBER FOR CITY STRATEGY

TUESDAY 7 JULY 2009

Annex of Additional Comments received from Members since the agenda was published

AGENDA ITEM	REPORT	RECEIVED FROM	COMMENTS
4	<b>Beckfield Lane – Extension of Cycle Route (Pages 15 to 28)</b>	Cllr D’Agorne	Whilst considering the scheme worthwhile, there are other schemes in the capital programme that are a higher priority in terms of reducing accidents, promoting cycling and developing a coherent cycle network, notably Blossom Street and Fishergate Gyatory. Suggest that the scheme should not be progressed at the current time to minimise delay to the implementation of other schemes.
5	<b>A19 Fulford Road Corridor Update (Pages 29 to 46)</b>	Cllr D’Agorne	<p>In general I support your conclusions in the report. However I am concerned that you have not proposed any time limit for waiting in the 'parking bays' that it has been argued they are needed for visitors to the surgery and church (and failed to mention this in the report) . Observation of the bays recently created near the Fulford Rd shops (in Phase 1) suggests that the creation of formal bays actually encourages more parking! If there is no time limit during the working day the provision will not serve its intended function and will fill with commuter parking displaced from further up Fulford Rd. You might also want to be aware that when I walked along there today, there are two vehicles parked on the main road advertised for sale, so some of the 'demand' is for a main road car sales location!</p> <p>A second point that has only become clear on the latest drawings relates to the proposed pavement widening in front of 15-21 Main St. While I agree the pavement needs widening at the corner with Heslington Lane, the rest (on Main St) is adequate width and already has double yellow lines. It would therefore be much better if instead a 1.5m wide cycle lane was installed here (the planned build out will create a pinch point for cyclists on account of the centre line moving over to accommodate the inbound cycle lane)</p>
		Cllr Aspden	<p>As you know supporting the recommendations from the Fulford Road report.</p> <p>I've been asked by the Parish Council to raise a few questions with regards to the Fulford Park elements of the scheme, in advance of the</p>

AGENDA ITEM	REPORT	RECEIVED FROM	COMMENTS
5	A19 Fulford Road Corridor Update (cont)	Comments from David Webster Engineering Consultancy	<p>Decision Making session. The plans are showing kerb build out and movement of the bus shelter at Fulford Park when the Parish Council were absolutely specific that they didn't want that, and they felt you seemed to agree. It is also showing kerb realignment to protect parking bays. The Parish Council did not want this because they wish to preserve this section of conservation area as it is.</p> <p>No build-out is apparently shown on the original Plan 4. No narrowing of Fulford Park is shown on Plan 4. The Parish Council are thinking that by being shown the options 1 and 2 at the meeting they certainly did not pick up on these changes.</p> <ul style="list-style-type: none"> <li>• I would confirm that it is our intention to retain the existing bus shelter pending further discussions regarding its possible refurbishment outside of these proposed improvement works. A bus stop sign would be provided on the new southern build-out to identify the location of the bus stop. In view of the concerns raised at the meeting on 26 May, the previous proposals for a new standard shelter at this location have been dropped.</li> <li>• The previous options with a continuous bus lane between Heslington Lane and Broadway did not require a build-out as the bus could continue to use the existing bus stop. However the option to retain some parking on the western side near to Fulford Park requires a build-out to provide a suitable bus boarding point. This is an essential feature of the proposed option in Annex C, unless the number of parking spaces to be provided is significantly reduced, and was shown on the plan discussed at the meeting on 26 May with little or no adverse comment.</li> <li>• The narrowing at the entrance to Fulford Park has been reduced from that show previously in view of local concerns. We are keen to reduce the pedestrian crossing distance in view of concerns about the existing arrangements raised in an initial road safety audit, whilst taking account of the concerns about vehicle ingress and egress. It is suggested that the proposed new kerb line is set out and discussed with Cllr Aspden prior to implementation. Network Management have also indicated they would consider a localised section of waiting restriction on Fulford Park near the junction if parked vehicles are making it difficult to get in and out.</li> </ul>

AGENDA ITEM	REPORT	RECEIVED FROM	COMMENTS
8	<b>Village Accessibility Review (Pages 109 to 150)</b>	Cllr Firth	Delighted to see that the junction of Mill Lane and the B1363 is to be completed in this financial year. A solution to this issue has been needed for a number of years and the situation has been steadily worsening each year with the increase in both local and "rat run "traffic from the Strensall area that use this junction. The solution as proposed has all the local residents support and will solve a major local traffic issue. I also believe that the 40 mph zone could be extended further along the B1363 to further enhance the road safety aspect of the new junction, particularly as there is a local bus stop ( used by School aged children) at the junction.
		Cllr R Watson	Totally agree with your comments on B1363/Mill Lane. My view is speed on the B1363 is relevant. Have had complaints from residents over dreadful speeding on that road. I would have thought a 40 is the right way forward. I should add that I think traffic lights are a must.

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DECISION SESSION – EXECUTIVE MEMBER FOR CITY STRATEGY

TUESDAY 7 JULY 2009

Annex of Additional Comments received from residents since the agenda was published

AGENDA ITEM	REPORT	RECEIVED FROM	COMMENTS
4	<b>Beckfield Lane – Extension of Cycle Route (Pages 15 to 28)</b>	Adrian Pagliaro Askham Lane	<p>We are unable to attend the meeting, however would like to register our full support for the scheme.</p> <p>Our daughter attends Manor CE School and our son starts there in September, We wish for our children to have the ability to make their own way to and from school – important not only from the point of view of independence, but also form helping us to reduce wasteful journeys around the city by car.</p> <p>To that end our children need a <u>safe</u> and <u>secure</u> route for them to undertake, unassisted by ourselves. The newly created pathway at the far end of Beckfield Lane, the much improved crossing at the junction with Boroughbridge Road, and the continued lane up to the new school site have hugely improved this route. The proposed extension to these facilities, are of paramount importance to continue this safe passage along such a busy and dangerous stretch of road.</p>
		Susan and Julian Jones Wetherby Road	<p>We strongly support the CYC proposal to eventually extend the new Shared Path along both sides of Beckfield Lane.</p> <p>In particular, we support the immediate CYC proposal of Extension, with a new path, starting at the west side of Beckfield Lane, from the mini roundabout at the junction with Wetherby Road to the new Pelican Crossing proposed to meet the newly constructed Shared Path on the East Side of the Lane, terminating at Boroughbridge Road.</p> <p>Beckfield Lane is a busy road with fast moving traffic, presenting dangerous road conditions for cyclists, especially children as they make their way to the New Manor School. Our son is one of those children and we have been concerned about his safety in those road conditions since he began attending Manor School in September 2007. We, as residents value and strongly support CYC policy of Save Access to cyclists, wheel chair users and those with Special Needs.</p>

AGENDA ITEM	REPORT	RECEIVED FROM	COMMENTS
4	<b>Beckfield Lane – Extension of Cycle Route (Pages 15 to 28)</b>	Debbie Pagliaro Minter Close	<p>Your proposal to extend the Shared Path along Beckfield Lane has been brought to my attention and I wish to voice my support.</p> <p>My use of Beckfield Lane is more often as a motorist, although I have been a cyclist and a pedestrian. It is a busy road, with frequent buses and cars pulling in and stopping and it is noticeable that most cyclists already use the paths in preference to the roads because they feel safer in doing so.</p> <p>In extending the Shared Path, cyclists may officially ride off road on a designated track, keeping them safe from the dangers of the road and allowing pedestrians, in their turn, safer passage along the footpath than they have at present.</p>
		David Brown Secretary York Access Group	<p>Having been involved in previous discussions regarding improved safety measures in this area. York Access Group is keen to see the remaining proposals implemented at the earliest opportunity.</p> <p>We believe the recent improvements at Boroughbridge Road have resulted in an increase in the amount of traffic choosing this route rather than the Ring Road, so that more protection and improved crossing facilities for cyclists, wheelchair users and blind and partially sighted people are fully justified, and, while we continue to have concerns about shared paths without a tactile division recognisable by guide dogs, we strongly support this proposal.</p>
		Geoff Henman Beagle Ridge Drive	<p>I strongly support the CYC proposal to eventually extend the new Shared Path along both sides of Beckfield Lane.</p> <p>In particular, the immediate CYC proposal of Extension, with a new path, starting at the west side of Beckfield Lane, from the mini roundabout at the junction with Wetherby Road to the new Pelican Crossing proposed to meet the newly constructed Shared Path on the East Side of the Lane, terminating at the Boroughbridge Road.</p> <p>Beckfield Lane is busy with fast moving traffic presenting dangerous road conditions.</p> <p>As a Disability scooter/wheelchair user I would welcome this extra safety feature.</p>

AGENDA ITEM	REPORT	RECEIVED FROM	COMMENTS
4	<b>Beckfield Lane – Extension of Cycle Route (Pages 15 to 28)</b>	Peter Pagliaro Acomb	<p>I write on behalf of my family, the York Access Group, and myself.</p> <p>We strongly support the immediate CYC proposal of Shared Path Extension, with a new path, starting at the West side of Beckfield Lane, from the mini roundabout at the junction with Wetherby Road to the new Pelican Crossing proposed to meet the newly constructed and existing Shared Path on the East Side of the Lane, terminating at Boroughbridge Road.</p> <p>We also support the CYC proposal to eventually extend the new shared path, fully, along both sides of Beckfield Lane.</p> <p><u>General.</u> The Lane is straight thus tempting drivers to increase speed but narrows and widens, presenting driving obstacles. Besides which parked cars present hazards, as do commercial vehicles reversing to unload at Sainsbury Mini Market and elsewhere into private and commercial premises. Residents also tend to reverse their private cars from their driveways onto the Lane.</p> <p>1. <u>My wife and I</u> are regular cyclists along Beckfield Lane. We are frequently “buzzed” by fast moving cars and especially commercial vehicles. I have twice been “blown” off my bike but without injury, onto the grass verge and we often take defensive action by moving off the Lane onto adjacent pedestrian footpaths, which we acknowledge contravenes the law.</p> <p>The newly constructive Shared Path at the North end of the Lane has taken away all danger of collision with fast traffic, which existed when cycling along the road previously. It appears to us that residents have also benefited from newly made access to properties and newly laid drains preventing surface water from entering their front gardens. Residents have improved sight lines when driving cars thus increasing awareness time for both cyclists and themselves to take precautions.</p> <p>2. <u>My family</u> also cycle along the lane but our Granddaughter has given up using her bike because of the danger presented by fast moving traffic. She is aware of the CYC proposal which has been discussed in detail and thinks the whole plan “cool” and which will allow her to resume her bike travel to school.</p> <p>We also have a Grandson, who will be starting at Manor School in</p>



AGENDA ITEM	REPORT	RECEIVED FROM	COMMENTS
			<p>September this year and who is an intrepid cyclist, which presents another hazard since he will insist on using his bike. Thus the CYC proposal will provide him, his sister and a very large number of their friends with safe access to and from Manor School, the very objective the CYC seek!</p> <p>3. <u>York Access Group</u> are well known for their consistent support of improving access facilities for those with Special Needs. It is a matter of great satisfaction that the CYC made rapid progress in the construction of the new off road shared path at the north and East side of Beckfield Lane for it has so increased safe passage for all that there has been unstinting appreciation especially from wheel chair users. It seems essential to view the CYC Proposal to extend the shared path to meet a new Pelican Crossing as both natural and sensible and could be seen as the first stage of improving safe access both sides along the whole of the Lane. It is somewhat disappointing that the Pelican Crossing cannot be upgraded to full Zebra Crossing Status with a dedicated Traffic Control system and it is to be hoped that this will shortly follow when funds are available.</p> <p><u>Summary.</u> The CYC proposal is a sensible and well thought out extension to the new existing Shared Path, which will improve safe access not only to pupils and others at Manor School, but to cyclists and those with Special Needs. Even so, it is but half of the vision that CYC have in their aim to eventually provide Shared Paths along both sides of the whole of Beckfield Lane.</p>
		<p>Revd Phil Carman Fellbrook Avenue</p>	<p>We strongly support the CYC proposal to eventually extend the new Shared Path along both sides of Beckfield Lane.</p> <p>I particular, we support the immediate CYC proposal of extension, with a new path, starting at the west side of Beckfield Lane, from the mini roundabout at the junction with Wetherby Road to the new Pelican Crossing proposed to meet the newly constructed Shared Path on the East Side of the Lane, terminating at the Boroughbridge Road.</p> <p>The CYC is aware that Beckfield Lane is busy with fast moving traffic presenting dangerous road conditions for cyclists, especially children as they make their way to the New Manor School. We, as residents value and strongly support CYC policy to Save Access to cyclists, wheel chair users and those with Special Needs.</p> <p>This is a particular issue for me as a parent of two small children and someone who uses a bike each day for work and would do the 'school run' by bike if better cycle paths were provided.</p>

AGENDA ITEM	REPORT	RECEIVED FROM	COMMENTS
7	<p><b>PROW – Proposals to Restrict public rights over the access between Scarcroft back lane and Scarcroft Green (Pages 55 to 108)</b></p>	<p>Jaki Boston Scarcroft View</p>	<p>Unfortunately due to work commitments I will be unable to attend. I also fear that goes for most of us residents on the View.</p> <p>I feel this is most unfortunate as there will be no one to convey the plight, us Scarcroft View residents will be in, if our access to the green is blocked off. It also feels particularly unfair as we did actually have access before the council came along and removed our original railings which gave us access from the front of our houses and have to admit I am still at a loss to understand why, if as you say the wall and railings are not the responsibility of the Council why that was done...tho I do realise there had been an incident with the railings at Scarcroft School.</p> <p>Anyway when the wall was rebuilt and the railings were put up we were told we would have a gate and a gap was left at the far end because apparently the bricked garage wall would provide a better fixing... and that's why over the past few years we have been asking the council for our gate. as promised.. If that had been done at the time, as promised we wouldn't have had to endure the unsociable behaviour problems, the general public wouldn't have started using it as a way on to the Green and there wouldn't be this issue.</p> <p>The only people who really need access to that part of the Alley is us Scarcroft View residents...our houses face the green and the obvious access to the front doors is by way of the green.. how many people have to access their front doors from a series of back alleys ??</p> <p>I know as you say there are many legal implications of allowing us to be sole key holders if a gate was instated...but surely you do have some responsibility and could show some consideration to our plight...and surely as far as public funds go ..its got to be financially beneficial to install a gate than level off the ground, build a wall and install new railings ?????</p> <p>I have lived in my house for twenty eight years my children walked across the green to Scarcroft School and hopefully I can still have that pleasure when walking my Grandchildren across the Green.</p> <p>If the council were to offer us a gate for our sole use, even if it had to be re located to our private boundary, I would be happy to contribute towards its cost</p> <p>I would be very grateful if the content of this e mail could be made known</p>

AGENDA ITEM	REPORT	RECEIVED FROM	COMMENTS
7	<b>PROW – Proposals to Restrict public rights over the access between Scarcroft back lane and Scarcroft Green (Pages 55 to 108)</b>	Sue Edwards Scarcroft View	<p>at the meeting.</p> <p>I am not sure if I will be able to attend but Jaki, my neighbour from 1 Scarcroft View, has given me a copy of the email she sent you today and I completely agree with all the points she makes in her email. I have lived here for over 20 years and one of the reasons I bought this house in the first place was because of the access to the green which has been like a large communal front garden extension for us all. To block up our access would be very detrimental to the property's appeal and I am sure would be reflected in the value of the house. As Jaki says it was the Council who changed the wall when they demolished and rebuilt it and put the railings right across the front. Surely the fact that the Council bought the railings and paid for the labour to do this must legally mean that there is some ownership of the railings by the Council and some responsibility to us as residents to keep the access that we value so highly. No-one wants to have access and ingress to their home via a badly lit back alley.</p> <p>Since we have had a hostel in Upper Price Street there has been a lot of disruptive behaviour and noise from people from that house using this way on to the green and drinking on the bench on the green throughout the day and night. Some of us find these people and their behaviour very intimidating. If we had a gate with a key for Scarcroft View residents only it would stop some of the vandalism and rowdy behaviour and mean that the perpetrators would have no easy escape route.</p>
		Robert King Scarcroft Road	<p>I reside at number 62 Scarcroft Road. My property runs along the boundary of Scarcroft Green with my garage and rear access in Scarcroft View. With reference to your recent letter dated 26th June, unfortunately I am away on business on 6th July so cannot attend the Decision Session meeting. In view of this I wish to make the following representations:</p> <p>I have considerable experience of urban policing and I currently hold a senior position in the retail security sector where my responsibilities include working closely with Safer Neighbourhood Policing Teams in respect of Anti Social Behaviour (ASB) and Crime Prevention.</p> <p>I have resided at my current property with my wife and family for 6 years. During this time we have been subjected periodic ASB including Graffiti, criminal damage, drunks urinating against my rear door, drug dealing and littering from school children during the lunch time break. Scarcroft view is regularly used as a rat run, by drug users and other petty criminals from outside the area accessing premises located nearby; over the years</p>

AGENDA ITEM	REPORT	RECEIVED FROM	COMMENTS
			<p>numerous properties appear to have been used as either unofficial bail hostels or a half way house for offenders having recently been released from prison. There is also evidence of Class A drug abuse in the alley; a neighbour recently found a discarded syringe at the rear of his property. Current problems have been exacerbated by the arrival of a group of heroin addicts and alcoholics who have been recently rehoused; presumably by the local authority into Upper Price Street. The result appears to have had a detrimental impact on the rise in local crime. Drug users have been drawn to the area using Scarcroft View as a means of access and doing deals. We are continually plagued by various alcoholics who urinate against my door and my neighbour's garage. Only last night I confronted an alcoholic who was urinating against my rear gate. I have contacted the police many times regarding various incidents over the years and believe that without some form of crime prevention target hardening, neighbours and ourselves will continue to be blighted by this behaviour. A gating order would immediately prevent the opportunist nature of graffiti, as Scarcroft View would no longer be a thoroughfare, others would be dissuaded in engaging in criminal activity as Scarcroft View would be effectively a dead end which would provide no means of escape if detected. Littering by children would be reduced as they regularly use this as a cut through to the corner shop; return to the area eat their lunch and smoke, discarding their food wrappers before returning to school. There would no longer be a discreet meeting point for drug dealers to deal to increasing numbers of users who have been drawn to the area. Although, there would be a loss of convenience to the residents of Scarcroft View if access was completely blocked, their quality of life in other areas would doubtless be vastly improved. However as residents of Scarcroft View would be the primary users of this access, a gate with key pad should in my view be considered. This would still have the desired preventative affect, as only those with bone fide access would have the code. I will forward images of graffiti affecting our property and will forward them in due course.</p>
7	<p><b>PROW – Proposals to Restrict public rights over the access between Scarcroft back lane and Scarcroft Green (Pages 55 to 108)</b></p>	<p>Katherine Nightingale/Tom Stirling Scarcroft View</p>	<p>We write as residents of 4 Scarcroft View, and would like to reiterate the views expressed in Ms Morris' email. We would request that Members give serious consideration to Option B, for the reasons already outlined.</p> <p>We would be grateful if our views could be made clear at the meeting.</p>

AGENDA ITEM	REPORT	RECEIVED FROM	COMMENTS
7	<p><b>PROW – Proposals to Restrict public rights over the access between Scarcroft back lane and Scarcroft Green (Pages 55 to 108)</b></p>	<p>Charlotte Morris and Joe Maitland</p> <p>(on behalf of all residents of Scarcroft View)</p>	<p>We write (as the owner-occupiers of 5 Scarcroft View and on behalf of our neighbours) due to our being unable to attend the Decision Session of the Executive Member for City Strategy scheduled for Tuesday 7 July 2009 at 4pm. Having spoken with the Council’s Jill Pickering, we were assured that our written representations would be heard and taken into consideration at the meeting.</p> <p>We are strongly opposed to the recommendation in the report that “Option C” be accepted and feel that the Council could achieve its stated objective (“to help prevent crime and anti-social behaviour currently associated with the back lane”) whilst also having regard to the special needs and circumstances of the residents of Scarcroft View. Option B would achieve the stated objective and the report fails to state at any time how it would not.</p> <p>In writing this letter, we strongly support the Council’s objective, it is just the means of achieving this that cause us concern. We have only ever expressed our support to the access being closed off if the owners of 1-5 Scarcroft View are protected by being allowed to continue to have access to the Green by key or PIN code.</p> <p>Responding to each of the main headings in the Report of the Director of City Strategy (the “Report”):</p> <p><b>Consultation</b> -Throughout the consultation process, the closing off of the access to Scarcroft Green was couched in terms of a gate being put up (and so preserving our continued access). It was only at the end of the process (at the end of February 2009) that this suddenly changed and became a proposal to entirely stop-up the access. At this point, we immediately made our objections known in an email to Emily Machin of the Council, dated 8 March 2009.</p> <p>The Report does not go into any detail about the objections we raised and we have set these out again in this letter. Interestingly, paragraph 11 of the Report does recognise an important point in the context of the legislation – that the route from the green is the principal means of access to our dwelling (this is elaborated on below).</p> <p><b>Options and Analysis</b> - No reason is given in the Report for why option C is preferred over option B. There is no requirement in the legislation for</p>

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			<p>someone to have a “private right of access” in order to be eligible for a PIN code (as the Report suggests) – the legislation rather talks of taking into account all of the particular circumstances, including the likely effect on premises adjoining or adjacent to the highway (which clearly Scarcroft View is).</p> <p>The Report goes on to state that giving the PIN code to Scarcroft View residents would make it difficult for the Council to deny other members of the public access to the gate should they apply for it. This statement is backed up by no evidence and, in our view, is simply not true. All the Council would need to do in the case of other members of the public applying for the PIN code is refuse the request, and (if they object on the grounds that Scarcroft View residents have it) explain the unique circumstances of Scarcroft View residents as their justification. The five houses on Scarcroft View are the only houses affected by the proposed order for which the principal means of accessing the house is through the gap being closed up. Other houses may use it, but the frontages of <i>all</i> other houses in the vicinity are on principal roads. These unique circumstances of the residents of Scarcroft View are entirely what the legislation envisages when it talks of it being “in all the circumstances expedient to make the order”, so cannot be ignored.</p> <p>The purpose of the order is stated in the Report as being “<i>to help prevent crime and antisocial behaviour currently associated with the back lane</i>” and Option B achieves this (whilst at the same time having regard to the particular needs of Scarcroft View residents). Indeed, we would suggest that closing the gap and thereby forcing Scarcroft View residents to access their homes via the secluded back alleyways rather than across the open green actually would present greater opportunity for targeting by criminals, safely out of view. This would surely defeat the whole object of the order.</p> <p><b>Corporate Priorities</b> - Again, it is worth pointing out that there is nothing to differentiate options B and C in this section of the Report.</p> <p><b>Implications – Financial</b> - The Report clearly states that there are no financial reasons why option C is preferable to option B (“<i>both options estimated to cost in the region of £1,000</i>”), so again, there is no reason given here why option C should be preferred. In fact, whereas the cost to the Council is not a factor, should option C be chosen and the Scarcroft View residents have to fund the cost of a gate themselves, the cost to</p>

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			<p>them would be high (to say nothing of whether a gate would even be permitted).</p> <p><b>Legal</b> - Under section 129A(3) of the Highways Act 1980, the Council is under an obligation to satisfy itself that “<i>it is in all the circumstances expedient to make the order</i>” and subsection (4) of the same section 129A states that the “circumstances” referred to include “(a) <i>the likely effect of making the order on the occupiers of premises adjoining or adjacent to the highway</i>”.</p> <p>We would contend that a gating order not allowing the owners and occupiers of Scarcroft View access (by way of key or PIN code to a gate) would have a seriously prejudicial effect to our interests for the following reasons:</p> <p>For all of us on Scarcroft View, the access to and from Scarcroft Green is the principal means of access to our houses. Our front doors all lead to the Green, and this clearly differentiates us from all of the other houses in the vicinity (all of which have principal access to their houses from a road). The closing of the gap without allowing us access would unfairly prejudice us in a way that those on Upper Price Street, Scarcroft Road and Gray Street would not be affected – they clearly all have access directly on to the well-lit and convenient public highway from their front doors; we on the other hand would have to take access to and egress from our homes via the poorly-lit alleyways to the side and rear of our homes. Aside from being inconvenient, this would present a considerable safety concern.</p> <p>Indeed, our reading of section 129B of the Highways Act 1980 is that the legislation makes clear that “(3) <i>A gating order may not be made so as to restrict the public right of way over a highway for the occupiers of premises adjoining or adjacent to the highway</i>” and further “(4) <i>A gating order may not be made so as to restrict the public right of way over a highway which is the only or principal means of access to any dwelling.</i>”. We believe that both of these subsections (3) and (4) would apply to the owners and occupiers of 1-5 Scarcroft View.</p> <p><b>Property</b> - The fact that the true ownership of the boundary wall cannot be established is again no reason for option B not being taken by the Council. Whichever of option B or option C is chosen by the Council, it will be required to carry out work to the wall, and so assume whatever minimal</p>

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			<p>risk there is in not knowing who owns the wall. Indeed, in carrying out the works the Council undertook in 2002, the Council has already willingly assumed this risk.</p> <p>We strongly feel that the above analysis of the Report, the legislation and the unique circumstances of Scarcroft View residents should lead to option B being recommended and implemented and we would urge the attendees with decision making powers to properly consider all of these points before voting for option C. We would like to make clear that we would certainly not rule out challenging the order (should it be made in the terms of option C) under section 129D of the Highways Act 1980.</p>
7	<p><b>PROW – Proposals to Restrict public rights over the access between Scarcroft back lane and Scarcroft Green (Pages 55 to 108)</b></p>	Lynn Kellett	<p>Thanks for the info - unfortunately I will be on holiday and unable to attend.</p> <p>I must re-state my objections to the permanent closure of this opening - my personal preference would be for the access gate previously agreed by the council.</p> <p>I am extremely disappointed with the way this has been handled and that I will lose the free and open access, to the Green that I have enjoyed since moving here in 1980.</p>



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