

Notice of a public meeting of

Decision Session - Executive Member for Transport and Planning

To: Councillor Gillies

Date: Thursday 13 July 2017

Time: 2.00pm

Venue: The Thornton Room - Ground Floor, West Offices (G039)

AGENDA

Notice to Members – Post Decision Calling In:

Members are reminded that, should they wish to call in any item* on this agenda, notice must be given to Democracy Support Group by **4:00pm** on **Monday 17 July 2017**.

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

Written representations in respect of items on this agenda should be submitted to Democratic Services by **5.00pm** on **Tuesday 11 July 2017**.

1. **Declarations of Interest**

At this point in the meeting, the Executive Member is asked to declare:

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

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

2. Public Participation - Decision Session

At this point in the meeting, members of the public who have registered their wish to speak at the meeting can do so. The deadline for registering is at **5.00pm on Wednesday 12 July 2017.**

Members of the public may register to speak on an item on the agenda or an issue within the Executive Member's remit.

Filming, Recording or Webcasting Meetings

Please note this meeting may be filmed and webcast or recorded. This includes any registered public speakers who have given their permission. This broadcast can be viewed at <http://www.york.gov.uk/webcasts>.

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

http://www.york.gov.uk/download/downloads/id/11406/protocol_for_webcasting_filming_and_recording_of_council_meetings_20160809.pdf

or, if recorded, this will be uploaded to the website following the meeting.

3. Economy & Place Transport Capital Programme – 2017/18 Consolidated Report (Pages 1 - 42)

This report identifies the proposed changes to the 2017/18 Economy & Place Transport Capital Programme to take account of carryover funding and schemes from 2016/17 as well as the new funding available for transport schemes. It also provides details of the 2016/17 Economy & Place Transport Capital Programme outturn.

- 4. Great North Way - Crossing Improvement (Pages 43 - 52)**
This report seeks approval to make changes to the pedestrian and cycle crossing point on Great North Way. The Executive Member is asked to approve implementation of the scheme shown in Annex B.

- 5. Sussex Road Residents' Parking Petition (Pages 53 - 60)**
The purpose of this document is to report the receipt of a petition and determine what action is appropriate. It is recommended that that the area is added to the Residents' parking waiting list and an investigation carried out when it reaches the top of the list. It is also recommended that the strategic review of Residents' Parking policy is undertaken.

- 6. Clifton Dale Residents' Parking Petition (Pages 61 - 72)**
The purpose of this document is to report the receipt of a petition and determine what action is appropriate. It is recommended that that the area is added to the Residents' parking waiting list and an investigation carried out when it reaches the top of the list. It is also recommended that the strategic review of Residents' Parking policy is undertaken.

- 7. Urgent Business**
Any other business which the Chair considers urgent under the Local Government Act 1972.

Democracy Officer:

Name: Bartek Wytryszczewski

Contact details:

- Telephone: 01904 552514
- Email: bartek.wytryszczewski@york.gov.uk

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

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

Contact details are set out above.

This information can be provided in your own language.

我們也用您們的語言提供這個信息 (Cantonese)

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

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

Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)

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

 (01904) 551550



**Decision Session – Executive Member
for Transport and Planning**

13 July 2017

Report of the Corporate Director of Economy & Place
Portfolio of the Executive Member for Transport & Planning

**Directorate of Economy & Place Transport Capital Programme –
2017/18 Consolidated Report**

Summary

1. This report identifies the proposed changes to the 2017/18 Economy & Place Transport Capital Programme to take account of carryover funding and schemes from 2016/17, and new funding available for transport schemes.
2. The report also provides details of the 2016/17 Economy & Place Transport Capital Programme outturn.

Recommendations

3. The Executive Member is asked to:
 - 1) Approve the carryover schemes and adjustments set out in the report and annexes.
 - 2) Note the increase to the 2017/18 Economy & Place Transport Capital Programme, following the approval of the Corporate Capital Programme at the 29 June Executive.
 - 3) Note the list of priority pedestrian crossing schemes in Annex 3 to be progressed in 2017/18.

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

Background

4. Following approval at Budget Council on 23 February 2017, the Economy & Place Transport Capital Programme budget for 2017/18 was confirmed as **£8,038k**. This includes funding from the Local Transport Plan (LTP) grant, the Better Bus Area grant, the Department for Transport's Local Pinch Point grant, the Department for Transport's Cycle City Ambition grant, developer contributions, and council resources.
5. A number of amendments need to be made to the current capital programme in order to take account of carryover schemes and funding from 2016/17, and additional funding available in 2017/18.

Key Issues

6. Due to delays to a number of schemes in the 2016/17 capital programme, there is £1,745k funding to be carried forward to 2017/18. This underspend was due to delays in progressing some of the larger schemes in the programme, including the Tour Bus Conversions and the City Walls Restoration schemes, and includes funding from the Better Bus Area grant, the Clean Bus Technology grant, and from council resources.
7. Additional funding has been provided from the National Productivity Investment Fund for improvements to transport infrastructure, as approved in the Highways Funding Overview report to the 18 May Executive meeting. The Highways Funding Overview report also approved the allocation of funding from the council's Built Environment Fund for delivery of a surfacing scheme to enhance the environment in Fossgate, which will be progressed in 2018/19 following the proposed changes to traffic flow being progressed in 2017/18.
8. Funding from CYC Resources has been allocated for further investigation into the issue of maintenance of private streets and adoption of private streets.
9. Work has been carried out to develop the programme for the installation of Rapid Charger Hubs (funded by a grant from the government's Office of Low Emission Vehicles), and it is proposed to split the £800k grant funding between 2017/18 and 2018/19 to

allow a prototype hub to be developed and implemented in 2017/18.

10. A report was presented to the August 2016 Decision Session meeting to gain approval for a new methodology to evaluate and prioritise requests for new pedestrian crossings. Following the approval of this new methodology, work was carried out in 2016/17 to review all requests for new pedestrian crossings and prioritise them in accordance with the new policy. A list of priority pedestrian crossing schemes to be implemented in 2017/18 is included in Annex 3 to this report.

Consultation

11. The capital programme is decided through a formal process using a Capital Resources Allocation Model (CRAM). CRAM is a tool used for allocating the council's capital resources to schemes that meet corporate priorities.
12. Funding for the capital programme was agreed by the council on 23 February 2017. While consultation is not undertaken on the capital programme as a whole, individual scheme proposals do follow a consultation process with local councillors and residents.

Options

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

Analysis

14. The programme has been prepared to meet the objectives of LTP3 and the Council Plan as set out below; implement the remaining schemes in the Better Bus programme; implement the A19 Local Pinch Point improvements; implement the Scarborough Bridge footbridge improvements scheme; and implement the transport schemes approved by the Executive in the Highways Funding Overview report.

Council Plan

15. The Council Plan has three key priorities:

- **A Prosperous City For All.**
- **A Focus On Frontline Services.**
- **A Council That Listens To Residents**

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

17. Enhancements to the efficiency and safety of the transport network will directly benefit all road users by improving reliability and accessibility to other council services across the city.

18. The capital programme also addresses improvements to the transport network raised by residents such as requests for improved cycle routes, measures to address safety issues and speeding traffic, and improvements at bus stops such as real-time information display screens and new bus shelters.

Implications

19. The following implications have been considered.

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

- **Legal:** There are no Legal implications.
- **Crime and Disorder:** There are no Crime & Disorder implications.
- **Information Technology (IT):** There are no IT implications.
- **Property:** There are no Property implications.
- **Other:** There are no other implications.

Financial Implications

20. It is proposed to add £53k Section 106 funding to the 2017/18 capital programme to allow upgrades to bus stops in the vicinity of the Grain Stores development on Water Lane to be completed.
21. The council received £800k grant funding from the government's Office of Low Emission Vehicles for the installation of Rapid Charger Hubs around York. It is proposed to slip £600k funding to 2018/19, and use the remaining £200k to install a prototype hub in 2017/18.
22. At the 2016/17 Capital Programme Monitor 2 report, the DfT grant for the A19 Pinchpoint scheme was slipped to 2017/18. However, at the end of 2016/17 the grant was used to fund the scheme costs in 2016/17, so the 2017/18 grant allocation will be reduced by £179k and replaced with Local Transport Plan funding that was not required for the A19 Pinchpoint scheme in 2016/17.
23. It is proposed to increase the Better Bus Area Fund allocation by £221k to include funding carried over from 2016/17, including funding for Park & Ride Site Upgrades, the Fourth Avenue Lay-Bys scheme, the Clarence Street bus priority scheme, and the Museum Street bus stop scheme.
24. It is proposed to increase the Better Bus Area 2 allocation by £89k to include funding carried over from 2016/17 for the North York Bus Priorities scheme, the Fulford Road Punctuality Improvement Scheme, and a contribution towards the Fourth Avenue lay-bys scheme.

25. It is proposed to carry forward £206k Clean Bus Technology grant funding to 2017/18 to allow the conversion of four buses to electric drive to be completed.
26. Following the report to the 18 May Executive, it is proposed to add £500k from the Built Environment Fund to the 2017/18 capital programme for the proposed Fossgate Improvements scheme.
27. It is proposed to increase the allocation for the Scarborough Bridge footbridge improvements scheme by £175k CYC Resources to include funding carried forward from 2016/17, as the work in 2016/17 was entirely funded by a contribution from the West Yorkshire Transport Fund.
28. It is proposed to increase the allocation for the City Walls Restoration scheme by £303k to include funding carried forward from 2016/17, due to delays in progressing the programme of City Walls improvements in 2016/17.
29. It is proposed to carry forward funding from CYC Resources to 2017/18 to continue the programme of improvements to pinchpoints on the bus networks, upgrades to Variable Message Signs across the city, improvements to School Crossing Patrol equipment and other safety schemes, and the proposed Hungate/ Peasholme Green public realm improvement scheme. It is also proposed to add an additional £125k CYC Resources funding for further work on the council's policy on private streets, which has been transferred from the Highways Capital Programme.
30. It is proposed to carry forward funding received from the Monks Cross shopping centre to allow the installation of a smart ticket kiosk and real-time display screens to be completed in 2017/18.
31. As stated in the report to the 18 May Executive, the council has received funding from the Department for Transport's National Productivity Investment Fund (NPIF). It is proposed to add £450k NPIF funding to the 2017/18 capital programme for an extension of the Traffic Signals Asset Renewal programme, match funding for the city centre signage scheme being progressed by the York Business Improvement District, and improvements to advance signage for Park & Ride sites on the main routes to York.

32. If the proposed changes in this report are accepted, the E&P Transport Capital Programme budget in 2017/18 would increase to **£10,258k**, and would be funded as shown in the table below:

Proposed 2017/18 Budget

E&P Capital Programme	Current Budget	Proposed Alteration	Proposed Budget
	£1,000s	£1,000s	£1,000s
Local Transport Plan ¹	2,070	313	2,383
Section 106	590	53	643
Rapid Charger Hubs Grant	800	-600	200
A19 Pinchpoint Grant	763	-179	584
Better Bus Area Fund	212	221	433
Better Bus Area 2 Grant	236	89	325
Clean Bus Technology Grant	308	206	514
Built Environment Fund	135	500	635
Scarborough Bridge (Cycle City Ambition Grant)	2,037	-	2,037
CYC Resources (Scarborough Bridge)	797	175	972
CYC Resources (City Walls)	90	303	393
CYC Resources (Other)	-	652	652
Other Funding (including NPIF)	-	487	487
Total Budget	8,038	2,220	10,258

1. Includes LTP Grant & CYC capital resources

Risk Management

33. For larger schemes in the programme, separate risk registers will be prepared and measures taken to reduce and manage risks as the schemes are progressed throughout 2017/18.

Contact Details

Author:

Chief Officer Responsible for the report:

Tony Clarke

Head of Transport
Directorate of Economy & Place
Tel No. 01904 551641

Neil Ferris

Corporate Director – Economy & Place

Report Approved

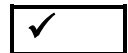


Date 30/06/17

Specialist Implications Officer(s) List information for all

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

All



For further information please contact the author of the report

Background Papers:

E&P 2016/17 Capital Programme Monitor 2 Report – 9 February 2017

E&P 2017/18 Capital Programme Budget Report – 9 March 2017

Annexes

Annex 1: Amendments to Programme

Annex 2: 2017/18 Current & Proposed Budgets

Annex 3: Priority Pedestrian Crossing Schemes

Annex 4: 2016/17 Scheme Progress

Annex 5: 2016/17 Outturn

2017/18 Transport Capital Programme – Amendments to Budget

1. This annex details the main proposed changes to the 2017/18 Economy & Place Transport Capital Programme to include funding and schemes carried over from 2016/17, and new funding available in 2017/18. Schemes are only included in this annex when alterations to scheme allocations and delivery programmes are proposed.
2. At this stage in the year, the majority of the new schemes in the capital programme are in the early stages of feasibility and outline design for implementation later in 2017/18. Updates on scheme progress will be included in the monitoring reports to the Executive Member later in the year. A number of schemes that have been carried forward from 2016/17 are further progressed with delivery in early 2017/18, including the Clarence Street bus priority scheme, the Museum Street bus stop improvements, and several of the safety and speed management schemes.
3. Details of the current and proposed allocations for all schemes are set out in Annex 2.

Transport Schemes

4. It is proposed to increase the allocation for upgrades at Park & Ride sites to allow advance signage for the Park & Ride sites to be improved on the main routes to York, which will be funded through the National Productivity Investment Fund awarded to the council in early 2017. Carryover funding from 2016/17 has also been added to the 2017/18 budget for the installation of new signs on the A59 at the Poppleton Bar site.
5. It is proposed to increase the allocations for the North York Bus Priorities and the Congestion-Busting schemes with Better Bus funding carried forward from 2016/17, due to underspends against these schemes in 2016/17. Feasibility work is continuing on the North York Bus Priorities scheme to develop measures to address traffic congestion on routes in the north of York, and the Congestion-Busting Pot is used for minor schemes to address issues affecting bus reliability identified by bus operators.

6. The order for the new shelter on Rougier Street has now been placed, and it will be installed in the autumn once the developer has finished work on Roman House. It is proposed to increase the allocation for this scheme to £218k using funding carried forward from 2016/17.
7. Funding has been carried forward to complete minor improvements for pedestrians at bus stops, and further feasibility work will be done on proposed improvements at bus stops on Tadcaster Road and near Strensall Barracks to develop schemes for implementation later in 2017/18.
8. During 2016/17, feasibility work was carried out on proposed improvements along Fulford Road to address bus reliability issues raised by bus operators. Better Bus funding has been carried forward from 2016/17 to carry out improvements to bus stops and shelters, including reviewing locations of bus stops where required.
9. In 2016/17, the council received Section 106 funding from the developer of the Grain Stores site on Water Lane to improve bus stops around the development, and income from the Monks Cross Retail Park to improve public transport facilities at the shopping centre. Work on both these schemes started in 2016/17, and it is proposed to carry forward the remaining funding to 2017/18 to allow the schemes to be completed.
10. Work had started on site on several public transport schemes in 2016/17, and funding will need to be carried forward to 2017/18 for the completion of these schemes. Work on the Fourth Avenue Lay-by scheme started in March as part of the carriageway maintenance scheme, and the scheme was completed in May. Improvements to bus shelters on Tadcaster Road started in March, and feasibility work on improvements to the bus gate at Blossom Street was carried out to allow the scheme to be progressed in 2017/18.
11. Work on the Clarence Street bus priority scheme started in January 2017, and following the completion of utility works on Gillygate in April, work to install new traffic signals started in June 2017. It is proposed to carryover funding from 2016/17 for the completion of the scheme, and transfer £60k from the Traffic Signals Asset Renewal budget to fund the signals upgrade, which will allow additional resurfacing work at the Clarence Street/ Lord Mayor's Walk junction to be carried out as part of the scheme.

12. Work on the Museum Street bus stop scheme started in January 2017, but was not completed in 2016/17 due to delays in the production of the bespoke bus shelter required at this location. It is proposed to add carryover funding to the 2017/18 programme for the scheme to be completed.
13. Funding from the Clean Bus Technology grant has been carried forward to complete the conversion of five tour buses to electric drive, which was delayed in 2016/17 as changes in the battery design meant amendments to the engine design were needed. The conversion work started in March and should be completed in the autumn.
14. Funding has also been carried forward for the council's contribution to the development and implementation of a new regional real-time information system, which is being led by the West Yorkshire Combined Authority.
15. As agreed in the report to 18 May Executive, it is proposed to add £300k from the National Productivity Investment Fund to the Traffic Signals Asset Renewal budget to allow additional schemes to be progressed in 2017/18.
16. Funding has been carried forward from 2016/17 for the Variable Message Sign upgrades scheme, which will allow the Car Park Guidance System to be upgraded. Funding has also been carried forward to complete the installation of electric vehicle rapid chargers at businesses in York, and the underspend against the A19 Pinchpoint scheme in 2016/17 has been added to the 2017/18 budget.
17. The council received £800k grant funding from the government's Office of Low Emission Vehicles for the installation of Rapid Charger Hubs in York. It is proposed to reduce the 2017/18 budget to £200k to allow a prototype hub to be developed and implemented in 2017/18, and slip the remaining £600k grant funding to 2018/19.
18. As approved in the Highways Funding Overview report to 18 May Executive, £500k from the Built Environment Fund has been allocated for the development and implementation of a surfacing scheme to enhance the environment in Fossgate. This scheme will be progressed in 2018/19 following confirmation of the outcome of

the experimental changes to traffic flow direction on Fossgate being progressed in 2017/18.

19. Funding has also been added to the 2017/18 programme for a contribution to the city centre signage improvements scheme being progressed by the York Business Improvement District, and for further investigation of the issues regarding maintenance of private streets.
20. It is proposed to allocate £50k for the development of a new Parking Management System to replace the current system (Parking Gateway), which is being phased out by the supplier. An additional allocation of £100k will be needed in the 2018/19 capital programme for the implementation of the new system. A separate report on the new parking management system will be presented to the Executive Member later in the year.
21. Details of the three cycle schemes to be progressed in 2017/18 have been added to the programme, and carryover funding from 2016/17 has been added to the Pedestrian Crossings Review of Requests budget to allow additional feasibility work on the next schemes on the priority list to be carried out in 2017/18. The list of the schemes to be progressed in 2017/18 (following feasibility work in 2016/17) is shown in Annex 3 to this report.
22. Funding has been carried over from 2016/17 for the Scarborough Bridge Improvements scheme, as all costs in 2016/17 were funded by the West Yorkshire Combined Authority City Connect funding, so the council's funding was not required. Following the completion of the feasibility work carried out by Network Rail, and public consultation in July, it is planned to present a report Members in August setting out the proposed delivery programme.
23. The proposed improvements to the public realm in the Stonebow/Peasholme Green area were not progressed in 2016/17 due to ongoing development work in the area. It proposed to add £175k funding carried forward from 2016/17 to the capital programme to allow the scheme to be progressed in 2017/18.
24. Funding has also been carried forward from 2016/17 for the completion of the Holgate Road Cycle Route, the implementation of the Monkgate Roundabout Cycle Route, and the completion of improvements for cyclists at Acomb Road, Great North Way, the

Station to Bootham route through the city centre, and the access to Tower Gardens.

25. Details of the school safety schemes have been added to the programme, and are shown in Annex 2 to this report. As the total cost of the proposed schemes was higher than the original allocation, the budget has been increased by £10k using carryover funding from 2016/17. Funding has also been carried over from 2016/17 for the installation of new School Crossing Patrol equipment, which was delayed as the tender process took longer than originally expected.
26. Carryover funding has been added to the Safety Schemes programme for schemes that were not implemented in 2016/17, including improvements at Thanet Road to reduce speeds and create new crossing points, and improvements to the zebra crossing on Hull Road near Owston Avenue.
27. The allocation for Danger Reduction schemes has also been increased with carryover funding from 2016/17, as the cost of the proposed schemes was higher than the original budget. Funding has also been carried over for the completion of the Heslington Lane Danger Reduction scheme, which has been delayed due to issues with land ownership.
28. Carryover funding has been added to the Speed Management programme for schemes that were not implemented in 2016/17, which includes the proposed improvements to crossing points on York Road Strensall and the relocation of the start of 30mph limits in three villages around York. These schemes were delayed to enable more detailed speed data to be collected which resulted in a longer delivery programme with delivery now planned for 2017/18. . The allocation for the 2017/18 speed management programme has also been increased by the addition of carryover funding, as the cost of the proposed schemes was higher than the original budget.
29. The capital programme includes a budget for schemes funded through contributions from developers, which includes funding for improvements at bus stops, minor completion works on the former York College Cycle Route, and new signage on the Inner Ring Road following the opening of Eboracum Way in June. This allocation has been reduced as funding has transferred to the Cycling Schemes

programme for the implementation of the Monkgate Roundabout Cycle Route scheme.

30. Carryover funding has been added to the programme for the payment of the retention to Balfour Beatty for the Access York scheme, and payment of the remaining land claims. Funding has also been carried over from 2016/17 for the council's contribution to the highway improvements carried out as part of the Hiscox development.

Maintenance Schemes

31. It is proposed to add carryover funding from 2016/17 to the City Walls Restoration allocation to allow the improvements at Monk Bar and Micklegate Bar to be completed in 2017/18. Progress was delayed in 2016/17 as design of schemes and gaining approval (Scheduled Monument Consent) from Historic England took longer than originally expected, plus additional work was needed on Tower 39 (near Fishergate Bar) due to safety concerns.

Annex 2

Scheme Ref	2017/18 Economy & Place Capital Programme	Total 17/18 Budget	Proposed 17/18 Consol. Budget	Comments
		£1,000s	£1,000s	

Public Transport Schemes				
PT01/17	Park & Ride Site Upgrades	100	216	Allocation Increased - New funding allocated for advance signage for P&R sites
PT03/16	North York Bus Priorities	256	277	Allocation Increased - Addition of carryover funding from 2016/17
PT03/15	BBA2 - Congestion Busting Schemes	20	41	Allocation Increased - Addition of carryover funding from 2016/17
Public Transport - Carryover Schemes				
PR02/16	Park & Ride Ultra Low Emission Vehicle (ULEV) Infrastructure	200	200	
PT10/12b	Rougier Street Bus Shelter	212	218	Allocation Increased - Addition of carryover funding from 2016/17
PT01/16	Public Transport Facilities Priority Works		43	Carryover Scheme - Improvements for pedestrians at bus stops
PT02/16	Fulford Road Punctuality Improvement Partnership		55	Carryover Scheme - Improvements to bus stops & shelters
PT06/16	Water Lane Bus Stop Improvements		53	Carryover Scheme - Upgrades to four bus stops near Grain Stores development
PT07/16	Monks Cross Shopping Centre Bus Facilities		37	Carryover Scheme - Installation of smart ticket kiosk & real-time information display at shopping centre
PT02/15	Bus Network Pinchpoint Improvements - Fourth Avenue Lay-Bys		55	Carryover Scheme - Completion of new parking lay-bys
PT04/15	BBA2 - Tadcaster Road Improvements		21	Carryover Scheme - Improvements to bus stops and bus gate at Blossom Street
PT05/12	BBAF - Clarence Street Bus Priority Scheme		214	Carryover Scheme - Completion of improvements to Clarence Street/ Lord Mayor's Walk junction
PT09/12b	BBAF - Museum Street Bus Stop		62	Carryover Scheme - Installation of bespoke bus shelter at P&R bus stop

PT02/14	Electric Tour Bus Conversions (Clean Bus Technology Fund)		206	Carryover Scheme - Conversion of five tour buses to electric drive
PT05/15	Regional RT Information System		39	Carryover Scheme - Contribution to new regional real-time system being developed by West Yorkshire Combined Authority

Total Public Transport	788	1,737
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Traffic Management				
TM01/17	Traffic Signals Asset Renewals	500	740	Allocation Increased - Addition of new funding from the National Productivity Investment Fund
TM02/17	Signal Detection Equipment Programme	100	100	
TM06/15	Variable Message Signs (VMS) Upgrade	70	112	Allocation Increased - Addition of carryover funding from 2016/17
TM03/17	Signing & Lining	20	20	
TM04/17	Air Quality Monitoring	20	20	
TM05/17	Urban Traffic Management & Control (UTMC)	50	50	
TM06/17	Footstreets Review	50	50	
TM07/17	Belisha Beacon Upgrades	65	65	
TM08/17	City-Wide Lining Works	70	70	
TM09/17	Fossgate Public Realm Improvements		500	New Scheme - Resurfacing and improvements to Fossgate (following trial of changed traffic flow)
TM10/17	Improved City Centre Signage BID Match Funding		50	New Scheme - Match funding for city centre signage scheme (led by York Business Improvement District)
TM11/17	Maintenance of Private Streets		125	New Scheme - Investigation of issues regarding maintenance of private streets
TM12/17	Parking Management System		50	New Scheme - Development of new Parking Management back-office system
Traffic Management - Carryover Schemes				
TM06/16	James Street Link Road Phase 2	290	290	
TM07/16	Rapid Charger Hubs (Go Ultra Low York)	800	200	Allocation Reduced - Funding split between 2017/18 and 2018/19 for two-year programme of work

TM03/13	A19 Pinchpoint Scheme (Phase 2)	1,063	1,084	Allocation Increased - Addition of carryover funding from 2016/17
TM08/15	School Bus Exhaust Refits	308	308	
AQ02/13	Electric Vehicle Rapid Charging Points - Businesses		7	Carryover Scheme - Installation of rapid charging points at businesses

Total Traffic Management	3,406	3,841
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Pedestrian & Cycling Schemes				
CY01/17	High Petergate Cycle Route	150	10	Improvements for cyclists and pedestrians on High Petergate
	Bishopthorpe Road (Terry's to Focus School) Cycle Route		120	Widen footway to create shared-use path
	Sim Balk Lane (changing rooms to Church Lane, Bishopthorpe) Cycle Route		20	New cycle route
PE02/17	Pedestrian Minor Schemes	75	50	
CY03/17	Minor Cycle Schemes		25	
PE01/17	Pedestrian Crossings - Review of Requests	50	70	Allocation Increased - Addition of carryover funding from 2016/17
CY02/17	Business Cycle Parking Match Funding (Park That Bike)	25	25	
Pedestrian & Cycling - Carryover Schemes				
CY04/15	Scarborough Bridge Improvements	2,834	3,009	Allocation Increased - Addition of carryover funding from 2016/17
PE03/16	Stonebow/ Peasholme Green Public Realm		175	Carryover Scheme - Improvements to the Stonebow/ Peasholme Green area
CY02/15	Monkgate Roundabout Cycle Route		25	Carryover Scheme - Improvements to facilities for cyclists at roundabout
CY03/15	Holgate Road Cycle Route		20	Carryover Scheme - Completion of new cycle route along Holgate Road
CY01/16	Acomb Road/ York Road/ Front Street		39	Carryover Scheme - Improvements for cyclists along Acomb Road/ York Road
	Great North Way/ A1237 Crossing Improvement			Carryover Scheme - Improvements to existing pedestrian & cyclist crossing on Great North Way
	Station to Bootham/ Minster (inc Museum Street/ Lendal Bridge/ Station Road/ Station Avenue)			Carryover Scheme - Improvements to on-road cycle route through city centre

	Tower Gardens Gate - Access Improvements			Carryover Scheme - Measure to separate pedestrian & cyclist access to Tower Gardens
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Total Pedestrian & Cycling Schemes	3,134	3,588
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Safety Schemes				
SR01/17	Safety Zone Refresh - St Lawrence's Primary	70	11	Bespoke street furniture and signs to help identify the school to passing drivers
SR02/17	Safety Zone Refresh - Fishergate Primary/ St George's Primary (A19)		12	
SR03/17	Safety Zone Refresh - Dringhouses Primary		11	
SR04/17	Safety Zone Refresh - Westfield Primary		12	
SR05/17	Safety Zone Refresh - New Earswick Primary		11	
SR06/17	St Aelred's Primary SRS		5	Changes to parking restrictions in vicinity of school
SR07/17	Rufforth Primary SRS - Footway Scheme		10	New section of footway at Wetherby Road/ Bradley Lane
SR08/17	Clifton Green Primary SRS		2	Development of an on-site drop-off area
SR09/17	Refresh School Markings		3	Lining work in vicinity of schools
SR10/17	Safety Audit Works		5	As required throughout the year
SR11/17	2017/18 SRS Programme Development		1	Development of 2018/19 Safer Routes to Schools programme
SR01/15	School Crossing Patrol Improvements		90	Carryover Scheme - Installation of new flashing light (wig-wags) equipment at School Crossing Patrol sites

Safety Schemes				
Var.	Local Safety Schemes	80	143	Allocation Increased - Addition of carryover funding from 2016/17
DR01/17	Danger Reduction	50	70	Allocation Increased - Addition of carryover funding from 2016/17
DR01/14	Heslington Lane Danger Reduction		10	Carryover Scheme - Review of speed limit and improvements at zebra crossing

Speed Management Schemes				
SM02/17	Moorgate	50	14	Allocation Increased - Addition of carryover funding from 2016/17
SM03/17	Arlington Road		14	
SM04/17	Hempland Avenue		14	
SM05/17	Scheme Development for 18/19		2	
SM06/17	VAS Replacement		16	

	Carryover Speed Management Schemes		48	Carryover Scheme - Completion of schemes from 2016/17 Speed Management programme
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Total Safety Schemes	250	499
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Scheme Development				
Var.	Development-Linked Schemes	300	275	Allocation Reduced - Funding for Monkgate Roundabout Cycle Scheme transferred to Cycling programme
Var.	Future Years Scheme Development	50	50	
-	Previous Years Costs	50	50	
-	Staff Costs	200	200	
AY01/09	Access York Phase 1 - Retention		124	Carryover Scheme - Payment of retention and remaining claims
CY05/15	Hungate Pedestrian & Cycle Improvements (Phase 1A)		14	Carryover Scheme - Contribution to scheme carried out by developer

Total Scheme Development	600	713
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Total Integrated Transport Programme	8,178	10,378
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Maintenance Schemes

0 City Walls				
CW01/17	City Walls Restoration	90	393	Allocation Increased - Addition of carryover funding from 2016/17

Total City Walls	90	393
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Total Maintenance Schemes	90	393
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Total E&P Capital Programme	8,268	10,771
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Total Overprogramming	230	513
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Total Capital Budget	8,038	10,258
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Annex 3: Proposed 2017/18 Pedestrian Crossing Improvement Programme

Priority	Site	Recommended Improvement
1	Heworth Green, east of Malton Avenue junction	Install Puffin or Toucan crossing to replace existing central refuge
2	Wetherby Road, immediately east of junction with Danebury Drive	Improve existing refuge, improve adjacent crossings, and relocate bus stop
3	Huntington Road, between Lowther Street and Park Grove	Install build out and simple dropped crossing
4	New Lane Huntington, just north of Jockey Lane mini-roundabout	Install flush kerbs and tactiles at splitter island, and investigate refuge at existing dropped crossing location.
5	Main Street Copmanthorpe, in vicinity of Church Street	Investigate provision of footway along frontage of The Royal Oak pub in an area which is adopted highway but is currently used as an outdoor seating area and parking

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2016/17 Scheme Progress Report

1. This annex provides details of the outturn position for schemes in the 2016/17 Economy & Place Transport Capital Programme.
2. Following amendments to the 2016/17 Transport Capital Programme at the Monitor 2 report in February 2017, the approved budget for 2016/17 was £4,973k. This was increased to £5,060k at the end of 2016/17 due to income received from external sources for several schemes in the programme. The total spend in 2016/17 was £3,274k, an underspend of £1,786k.
3. The outturn figures are shown in Table 1 below, followed by additional information regarding progress on individual schemes. A scheme by scheme review of progress and spend is shown in Annex 5, which shows the scheme status at the end of March 2017.

Table 1: Outturn and Funding Sources

E&P Capital Programme	Current Budget	Outturn	Variation
	£1,000s	£1,000s	£1,000s
Local Transport Plan	2,488	1,981	-507
A19 Pinchpoint Grant (DfT)	-	179	179
OLEV Go Ultra Low Grant (DfT)	-	-	-
Section 106	215	121	-94
Better Bus Area Fund	501	280	-221
Better Bus Area 2	136	47	-89
Clean Bus Technology Grant (DfT)	476	270	-206
Hungate & Peasholme Public Realm	175	-	-175
CYC Resources – Highways	417	260	-157
CYC Resources – Scarborough Bridge	175	-	-175
CYC Resources – City Walls	350	47	-303
Other Funding	40	2	-38
New Income	87	87	-
Total	5,060	3,274	1,786

Transport Schemes

ACCESS YORK PHASE 1

Programme: £447k

Spend to 31 March 2017: £323k

4. Funding was allocated in 2016/17 for the payment of the retention to the contractor (Balfour Beatty), the payment of land claims, and for minor completion works at the two new Park & Ride sites. The majority of claims payments were made in the year, but discussions on some claims are still ongoing and will be paid in 2017/18 once agreements have been reached.

PUBLIC TRANSPORT SCHEMES

Programme: £1,576k

Spend to 31 March 2017: £846k

5. The Park & Ride Site Upgrades budget has funded the installation of a new CCTV system at Grimston Bar, refresh of lining at Grimston Bar and Rawcliffe Bar, and minor improvement works at Askham Bar, Grimston Bar, and the Designer Outlet sites. The new signs for the Poppleton Bar were ordered in March 2017, and were installed in June 2017.
6. Funding was allocated for improvements at bus stops across York to make them more accessible to pedestrians. Work to implement minor improvements (such as new dropped crossings and improvements to hard standing at bus stops) started in March, and this work will be completed in early 2017/18. Feasibility work was carried out on the provision of a new pedestrian refuge on Tadcaster Road (near Nelson's Lane), which will be progressed in 2017/18.
7. Feasibility work has been carried out on the proposed improvements to bus stops and shelters on Fulford Road, and the proposals to improve bus reliability in the north of York. Both these schemes will be progressed in 2017/18 using funding from the Better Bus Area grant. Minor improvements to bus stops in the city centre were also carried out in 2016/17, which were funded from the Better Bus Area grant.

8. The proposal to create parking lay-bys on Dodsworth Avenue (to reduce delays to buses caused by parked cars) could not be progressed as there is not enough road space to install lay-bys. The Better Bus area funding for this scheme will be carried forward to 2017/18 to fund the Fourth Avenue lay-by scheme.
9. The council received Section 106 funding from the developer of the Grain Stores site for upgrades to six bus stops in the vicinity of the site. Due to issues with the procurement of real-time information screens, only two of the bus stops (new bus shelters) were completed in 2016/17. The procurement issues have now been resolved and work at the remaining bus stops will be completed in 2017/18. The procurement issues also delayed the implementation of the new smart kiosk and real-time displays at the Monks Cross shopping centre (funded by income from Monks Cross), which will also be progressed in 2017/18.
10. As previously reported, the Rougier Street bus shelter scheme could not be implemented in 2016/17 as the work being carried out by the developer of Roman House will not be completed until summer 2017. The order for the new shelter has now been placed, which will be installed in autumn 2017.
11. Work on the new parking lay-bys on Fourth Avenue started on site in March 2017, as the work was being carried out with the Fourth Avenue carriageway maintenance scheme, and the scheme was completed in May 2017. The lay-bys will reduce delays to bus services caused by parked cars.
12. Upgrades to 21 three-line real-time displays were completed in 2016/17, and the displays have been installed in bus shelters across York. Minor improvements were carried out at bus stops to address issues raised by bus operators, including carriageway improvements and lining work, which were funded through the congestion-busting pot allocation.
13. Minor amendments to parking spaces on The Mount were implemented to address the issue of parked cars overhanging the bus lane, and further work to improve bus shelters on Tadcaster Road and improve the existing bus gate on Blossom Street will be progressed in 2017/18.

14. Work on the Clarence Street bus priorities scheme started in January 2017. The utility diversions and amendments to kerblines were completed in 2016/17, but installation of the new traffic signals and carriageway resurfacing at the junction was delayed until Yorkshire Water had completed their work on Gillygate in April. The scheme will be completed in July 2017.
15. Work started on the improvements to the Museum Street bus stop in January 2017, but the new bus shelter was not installed in 2016/17 due to delays in the production of the shelter by the supplier. The scheme will be completed in summer 2017.
16. The conversion of five tour buses to electric drive was delayed in 2016/17, as change to battery design meant amendments to the engine design were needed. Conversion work on two of the buses has been completed, and the buses have been returned to the operator and will be in operation in early July, and conversion of the remaining three buses will be completed in the autumn. This scheme is funded by the government's Clean Bus Technology grant.
17. Funding was allocated for the 2015/16 Burdyke Avenue lay-bys scheme, which was completed in April 2016, and an allocation was included for the council's contribution to a new regional real-time information system, which is being developed by the West Yorkshire Combined Authority. This was not required in 2016/17 due to delays in appointing a supplier for the new scheme, and the council's contribution will be made in 2017/18.

TRAFFIC MANAGEMENT

Programme: £1,143k

Spend to 31 March 2017: £1,291k

18. Following an audit of all traffic signals in 2015/16 to produce a prioritised list of sites where traffic signals needed to be renewed, work was carried out to upgrade five signalised pedestrian crossings and three signalised junctions in 2016/17. A programme of upgrades to signal detection equipment at traffic signals was also carried out with the traffic signals upgrade programme.
19. The new ANPR camera-enforced traffic restrictions on Coppergate came into operation in January 2017. The aims of the scheme were to improve bus reliability and punctuality by removing traffic that was

using the route illegally. Early indications are that there has been an 18% reduction in traffic volumes during the bus and loading only hours of 8am to 6pm.

20. The refurbishment of the Variable Message Signs was delayed in 2016/17 due to software issues, which meant work to refurbish the first batch of signs did not start until November 2016. Nine signs have now been refurbished and reinstalled on the Inner Ring Road, and the upgrades to the Car Park Guidance System signs will be done in 2017/18.
21. Work has been carried out to develop Phase 2 of the A19 pinchpoint scheme to increase capacity at the A19/ Crockey Hill junction, and this scheme will be implemented in 2017/18. Minor completion works have also been carried out on Phase 1 of the A19 pinchpoint scheme at the A64 /A19 interchange.
22. The capital programme has also funded the monitoring of air quality across the city; a review of signing, and lining to remove unnecessary street furniture; upgrades to the Urban Traffic Management and Control system including the development of the YorkLIVE mobile app; improvements to lining at the Eboracum Way/ Heworth Green junction in advance of the completion of the new section of link road; and the installation of rapid charging points for electric vehicles at six businesses in York.

PEDESTRIAN & CYCLING SCHEMES

Programme: £816k

Spend to 31 March 2017: £405k

23. Following approval of a new methodology to prioritise new cycle schemes, feasibility and design work was carried out on several cycle schemes in 2016/17. The proposed Acomb Road cycle route improvements, the improvements to the Great North Way crossing, and the Tower Gardens access will be implemented in 2017/18 following the completion of design work. Feasibility work on the proposed city centre route from Station Road to Bootham is on hold until the design of the Lendal Arch Gyratory traffic signals scheme has been completed, and will be progressed later in 2017/18.
24. Feasibility work has been carried out on the priority requests for new pedestrian crossings (as identified in the Capital Programme Monitor 1 report), following the approval of a new policy to evaluate

and prioritise requests for new pedestrian crossings at the August 2016 Decision Session. Some of these priority requests have been added to the dropped crossing programme in the Pedestrian Minor Schemes budget to be progressed in 2017/18, and five larger schemes have been identified for implementation in 2017/18 (as set out in Annex 3 to this report).

25. The Minor Schemes budgets are used to fund the implementation of smaller schemes for pedestrians and cyclists. In 2016/17, this included the provision of new dropped kerbs on footways across York, new sections of footway on Jorvik Close and Wheatlands Grove, improvements to the riverside path at Earlsbrough Terrace to separate pedestrians and cyclists, and improvements to access to off-road paths at Clifton Moorgate and Acaster Lane.
26. Network Rail have carried out a feasibility study on the proposed improvements to the Scarborough Bridge footbridge to ensure the scheme is viable and provide a more detailed cost estimate. The spend in 2016/17 was lower than expected as the feasibility work being carried out by Network Rail was not completed until May 2017, which meant that all costs in 2016/17 could be funded by the WYCA City Connect contribution, and the council's funding for this scheme was not required.
27. The installation of a new zebra crossing and new bus shelter on Campleshon Road was substantially completed in 2016/17, but the installation of new speed cushions was deferred until 2017/18 to allow the supplier to install several sets of speed cushions in York at the same time. This scheme was part-funded by Section 106 income from the Terry's development.
28. A new signalised pedestrian crossing was installed on New Lane in Huntington, which was funded by Section 106 funding from the Brecks Lane, Huntington development.
29. The Stonebow/ Peasholme Green Public Realm improvements scheme was not progressed in 2016/17 due to ongoing developments in the area. The funding will be carried forward to 2017/18 to allow a scheme to be developed and implemented to improve this area of the city centre.

30. Feasibility and design work has been carried out for the proposed improvements for cyclists at Monkgate Roundabout, and the scheme has been included in the 2017/18 capital programme for implementation. Work on the Holgate Road cycle route to create an on-road cycle lane started in January 2017 and was completed in May 2017.
31. A new off-road cycle route linking Green Lane to the existing cycle route through the Revival Estate (the former York College site) was completed in summer 2016. The scheme was part-funded by Section 106 income from the developer of the former college site, and a contribution was also received from York College towards the cost of the scheme.
32. Funding was also included in the capital programme for several smaller schemes in the Pedestrian and Cycling block, which included a review of the University Road cycle route (completed in previous years); upgrade of the zebra crossing on Jockey Lane to a parallel crossing for pedestrians and cyclists; the completion of minor works on the Haxby to Clifton Moor Cycle route; improvements to crossing points on Station Rise; and match funding for cycle parking at businesses through the 'Park That Bike' programme.
33. The council's contribution to highway improvements carried out by the developer of the Hiscox site was not required in 2016/17, and the funding will be carried forward to 2017/18 to allow this contribution to be paid.

SAFETY SCHEMES

Programme: £497k

Spend to 31 March 2017: £307k

34. Funding was allocated in the transport capital programme for several schemes to improve pedestrian and cyclist facilities and address minor safety issues on routes to schools across York. These schemes were completed in 2016/17:
 - Widening existing crossing on Bishopthorpe Road (near Campleshon Road) to improve access to Knavesmire Primary.
 - Improvements to crossing point on Green Lane near Hob Moor Primary.
 - Improvements to access to riverside path and installation of new Vehicle Activated Sign on Sheriff Hutton Road in Strensall.

- Upgrade of belisha beacons to zebrite halos to improve visibility at five zebra crossings near schools.
 - Improvements to the crossing point on Sim Balk Lane to improve access to Bishopthorpe Infants and Archbishop of York Junior schools.
 - Improvements to the pedestrian access to Tang Hall Primary from Fourth Avenue.
35. Funding was also allocated for any minor works identified during Stage 3 Safety Audits of schemes carried out in previous years, and feasibility work has been carried out to develop schemes for implementation in 2017/18, including a review of the existing speed cushions on Haxby Road near Joseph Rowntree Secondary; a review of parking issues around Clifton Green Primary; and a review of the existing School Safety Zone at St Aelred's Primary.
36. The upgrade to school crossing patrol equipment was not progressed in 2016/17 as the award of the tender was further delayed due to queries following the equipment demonstration. The tender has now been awarded, and the upgrades will be completed by autumn 2017.
37. Following a review of accident cluster sites across the city, feasibility work was carried out to identify possible measures to improve road safety at these locations. A number of smaller schemes were completed in 2016/17, including improvements at the Kingsway West/ Tudor Road roundabout and the Cornlands Road/ Gale Lane junction. Work was carried out to develop a new scheme to address safety issues on Thanet Road (following objections raised to the original scheme developed in 2015/16), which will be implemented in 2017/18. The proposed improvements at the Hull Road/ Tang Hall Lane junction were deferred, as the work will be carried out with a maintenance scheme at this junction, which has been delayed until 2017/18.
38. The Reactive Danger Reduction budget funds investigation and minor works at sites where safety issues have been raised by the public. This has included a review of safety issues in Rufforth, which has developed a footway improvement scheme for implementation in 2017/18, and minor works across York. The proposed improvements to the chicanes and zebra crossing on Heslington Lane was approved for implementation, but has been delayed due

to issues regarding land ownership at the zebra crossing, and will be completed in 2017/18 once these issues have been resolved.

39. The Speed Management budget funds investigation and works at sites identified through the Speed Management Review process, where speeding complaints are investigated by the council and a decision is made on whether engineering measures are appropriate. This process was delayed in 2016/17 due to problems with collecting accurate data on traffic speeds. Minor works were completed at Wigginton Road, Leeman Road, Bishopthorpe Road, and Sim Balk Lane, and feasibility and design work was carried out on several schemes which will be implemented in 2017/18, including improvements at York Road Strensall, relocation of the start of the 30mph limit in three villages around York, minor work to improve village gateways, and amendments to the speed cushions on Eason View.
40. Work has continued to monitor speed limits at locations where schemes were implemented in previous years, and the review of the condition and effectiveness of existing Vehicle Activated Signs has continued.

SCHEME DEVELOPMENT

Programme: £300k

Spend to 31 March 2017: £57k

41. The Future Years Scheme Development budget was included in the capital programme to allow feasibility work to be carried out to develop schemes for implementation in future years. In 2017/18, this was mainly used for feasibility work on new cycle schemes and a contribution to the bid for funding for Outer Ring Road improvements.
42. As in previous years, an allocation was included in the programme for costs incurred against schemes delivered in previous years. These costs include safety audit requirements, minor amendments to schemes following completion, and the payment of retentions. Funding was also allocated for staff costs incurred in the development and implementation of schemes in the transport capital programme.

Maintenance Schemes

43. Progress on the City Walls Restoration schemes was delayed as design of schemes and gaining approval (Scheduled Monument Consent) from Historic England took longer than originally expected, and additional work was needed on Tower 39 (near Fishergate Bar) due to safety concerns. Work on Monkbar steps started in March 2017, and the Micklegate Bar improvement scheme will start in summer 2017.

Annex 5

Scheme Ref	2016/17 Economy & Place Capital Programme	2016/17 Monitor 2 Budget	Total Spend to 31/03/17	Variance	Scheme Status at 31 March 2017	Comments
		£1,000s	£1,000s	£1,000s		

Access York Phase 1						
AY01/09	Access York Phase 1 - Retention	447	323	-124	Retention Costs	Payment of retention to contractor; land claims; and minor completion works at the two new P&R sites
	Askham Bar					
	A59 (Poppleton Bar)					

Total Access York Phase 1	447	323
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Public Transport Schemes						
PR01/16	Park & Ride Site Upgrades	142	84	-58	Scheme Complete	New CCTV system at Grimston Bar; refresh of lining at Grimston Bar and Rawcliffe Bar; minor improvement works at P&R sites
PR02/16	Park & Ride Ultra Low Emission Vehicle (ULEV) Infrastructure				N/A	Scheme removed from programme at Monitor 2 report
PT01/16	Public Transport Facilities Priority Works	50	7	-43	Scheme Ongoing	Improvements to facilities for pedestrians at bus stops
PT02/16	Fulford Road Punctuality Improvement Partnership	80	25	-55	Scheme Ongoing	Improvements to bus stops and shelters on Fulford Road to be progressed in 2017/18
PT03/16	North York Bus Priorities	36	15	-21	Feasibility Ongoing	Feasibility work to develop measures to improve bus reliability in the north of York
PT04/16	Dodsworth Avenue Laybys	10	0	-10	Not Progressed	Not progressed due to lack of

					in 2016/17	road space to create lay-bys
PT05/16	City Centre Bus Stop Improvements	10	7	-3	Scheme Complete	Minor improvements to bus stops
PT06/16	Water Lane Bus Stop Improvements	73	19	-53	Scheme Ongoing	Upgrades to two bus stops near Grain Stores development; work at remaining four bus stops in 2017/18
PT07/16	Monks Cross Shopping Centre Bus Facilities	40	2	-37	Scheme Ongoing	Real-time information displays and smart ticket kiosk to be installed in 2017/18
	Public Transport - Carryover Schemes					
PT10/12b	BBAF - Rougier Street - Roman House Bus Shelter	35	29	-6	Design Ongoing	New bus shelter to be installed in 2017/18
PT02/15	Bus Network Pinchpoint Improvements	97	79	-18	Scheme Ongoing	Upgrades to 21 display screens completed; construction of parking lay-bys on Fourth Avenue carried out with carriageway maintenance scheme in early 2017/18
PT03/15	BBA2 - Congestion Busting	63	21	-42	Scheme Complete	Minor works to address issues raised by bus operators
PT04/15	BBA2 - Tadcaster Road Improvements	72	51	-21	Scheme Ongoing	Amendments to parking spaces on The Mount completed; improvements to bus shelters and the bus gate on Blossom Street to be progressed in 2017/18
PT05/12	BBAF - Clarence Street Bus Priority Scheme	270	116	-154	Work Ongoing	Carriageway widening and utility diversion work completed; new traffic signals

						and resurfacing work to be completed in summer 2017
PT09/12b	BBAF - Museum Street Bus Stop	74	100	26	Work Ongoing	Footway improvements completed; new shelter to be installed in 2017/18
PT02/14	Electric Tour Bus Conversions (Clean Bus Technology Fund)	476	273	-203	Work Ongoing	Conversion of five tour buses to electric drive started in March and will be completed in autumn 2017
PT04/14	Burdyke Avenue Lay-by	10	7	-3	Scheme Complete	New parking lay-bys on Burdyke Avenue to reduce delays to buses caused by parked cars
PT05/15	Regional RT Information System	39	10	-29	Scheme Ongoing	Contribution to regional real-time system not required in 2016/17

Total Public Transport	1,576	846
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Traffic Management						
TM01/16	Traffic Signals Asset Renewals	418	758	340	Scheme Ongoing	Upgrades to five pedestrian crossings and three signalised junctions completed in 2016/17
TM02/16	Signal Detection Equipment Programme	236	147	-89	Scheme Complete	Upgrades to signal detection equipment at traffic signals carried out with the Traffic Signals Asset Renewal programme
TM03/16	Signing and Lining Schemes	20	19	-1	Scheme Complete	Amendments to signs and road markings across the city

TM04/16	Air Quality Monitoring	20	20	0	Scheme Complete	Purchase of air quality monitoring equipment
TM05/16	City Centre Footstreets Improvements	50	32	-18	Scheme Complete	Implementation of camera enforced traffic restriction on Coppergate
TM06/15	Variable Message Signs (VMS) Upgrade	114	72	-42	Scheme Ongoing	Nine Variable Message Signs refurbished and reinstalled on the Inner Ring Road
TM06/16	James Street Link Road Phase 2	10	2	-8	Scheme Ongoing	Contribution to new section of road linking Layerthorpe to Heworth Green to be paid in 2017/18
TM07/16	Rapid Charger Hubs (Go Ultra Low York)				N/A	Scheme removed from programme at Monitor 2 report
TM08/16	Urban Traffic Management & Control (UTMC)	50	53	3	Scheme Complete	Development of YorkLIVE mobile app; conversion of communications network from analogue to digital
Traffic Management - Carryover Schemes						
TM03/13	A19 Pinchpoint Scheme	200	179	-21	Scheme Ongoing	Minor completion works from Phase 1 of the pinchpoint scheme (A64/A19 interchange); development of Phase 2 scheme to improve A19/Crockey Hill junction
TM08/15	School Bus Exhaust Refits				N/A	Scheme removed from programme at Monitor 2 report
AQ02/13	Electric Vehicle Rapid Charging Points - Businesses	25	8	-16	Scheme Ongoing	Electric vehicle charging points installed at six businesses in York

Total Traffic Management	1,143	1,291
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Pedestrian & Cycling Schemes						
CY01/16	Acomb Road/ York Road/ Front Street	65	10	-39	Design Ongoing	Further feasibility and design work required on proposed improvements at Acomb shops
	NCN 66 (east of Dunnington) - Sustrans Contribution				N/A	Contribution not required in 2016/17
	Great North Way/ A1237 Crossing Improvement		14		Design Complete	Feasibility and design completed; scheme to be implemented in 2017/18
	Station to Bootham/ Minster (inc Museum Street/ Lendal Bridge/ Station Road/ Station Avenue)		1		Feasibility Ongoing	Scheme on hold until design of Lendal Arch Gyrotory traffic signals scheme has been confirmed
	Tower Gardens Gate - Access Improvements		2		Design Ongoing	Measures to separate pedestrian & cycle access to Tower Gardens to be implemented in 2017/18
PE01/16	Pedestrian Crossings - Review of Requests	50	17	-33	Feasibility Complete	Prioritisation of requests for new pedestrian crossings; feasibility studies carried out for priority requests; schemes identified for implementation in 2017/18
PE02/16	Pedestrian Minor Schemes	50	43	-7	Scheme Complete	Installation of dropped crossings across York; construction of new sections of footway at Jorvik Close and Wheatlands

						Grove
CY02/16	Cycle Minor Schemes	20	15	-5	Scheme Complete	Improvements to riverside path at Earlsbrough Terrace; new anti-skid surfacing on the approaches to the Millennium Bridge; improvements to access to off-road paths at Clifton Moorgate and Acaster Lane
CY04/15	Scarborough Bridge Improvements	175	17	-158	Feasibility Ongoing	Network Rail feasibility study for improvements to Scarborough Bridge footbridge completed in May 2017
CY03/16	Campleshon Road - Pedestrian Crossing & Bus Stop Upgrades	53	81	29	Scheme Ongoing	New zebra crossing, bus shelter, and carriageway resurfacing
CY04/16	New Lane Huntington Pedestrian Crossing	52	45	-7	Scheme Complete	New signalised pedestrian crossing on New Lane, Huntington
PE03/16	Stonebow/ Peasholme Green Public Realm	175	0	-175	N/A	Scheme not progressed due to ongoing developments in Stonebow/ Peasholme Green area
	Pedestrian & Cycling - Carryover Schemes					
CY02/15	Monkgate Roundabout Cycle Route	39	19	-20	Design Ongoing	Feasibility and design work ongoing; scheme to be implemented in 2017/18
CY03/15	Holgate Road Cycle Route	33	32	-1	Scheme Ongoing	New cycle lanes on Holgate Road completed in early 2017/18

CY08/15	Former York College Cycle Route (Green Lane Link)	40	60	20	Scheme Complete	New off-road cycle route from Green Lane to the existing route through the Revival Estate (the former York College site)
CY05/13	University Road - Review of Scheme	5	4	-1	Review Complete	Review of scheme implemented in previous years
CY01/13	Jockey Lane Cycle Route	10	17	7	Scheme Complete	Upgrade of zebra crossing to parallel crossing to allow cyclists to use the crossing
CY10/11	Haxby to Clifton Moor Cycle Route	25	19	-6	Scheme Complete	Minor completion work and payment of retention
CY05/15	Hungate Pedestrian & Cycle Improvements (Phase 1A)	14	0	-14	No work in 16/17	Contribution to developer not required in 2016/17
PE02/15	Station Rise Tactiles/Bollards	5	5	0	Scheme Complete	Improvement to crossing points on Station Rise
CY09/15	Match Funding of Workplace Grants	6	5	0	Scheme Complete	Match funding for cycle parking at businesses

Total Pedestrian & Cycling Schemes	816	405
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Safety Schemes						
SR01/16	Knavesmire Primary	20	33	13	Scheme Complete	Widening crossing on Bishopthorpe Road (near Campleshon Road)
SR02/16	Joseph Rowntree Secondary	10	3	-7	Feasibility Ongoing	Review of speed cushions on Haxby Road ongoing
SR03/16	Hob Moor Primary	4	4	0	Scheme Complete	Improvements to crossing point on Green Lane near school entrance

SR05/15	Sheriff Hutton Road, Strensall	16	16	0	Scheme Complete	Improved access to riverside path; improvements to signing including new Vehicle Activated Sign
SR04/16	School Crossing Improvements (zebra crossings)	30	25	-5	Scheme Complete	Upgrades to belisha beacons at five zebra crossings near schools
SR05/16	Clifton Green Primary	3	2	-1	Feasibility Ongoing	Review of parking issues around school ongoing
SR06/16	St. Aelreds Primary	3	0	-2	Feasibility Ongoing	Review of School Safety Zone ongoing
SR07/16	Modeshift Stars - misc works	5	0	-5	No work in 16/17	Funding to address minor issues raised by schools not required in 2016/17
SR08/16	Safety Audit Works	5	1	-4	Scheme Complete	Minor works identified in Stage 3 Safety Audits of schemes completed in previous years
SR09/16	Safe Routes Programme Development	5	2	-3	Feasibility Complete	Feasibility work to develop schemes for implementation in future years
SR02/15	Sim Balk Lane, Bishopthorpe SRS	23	29	6	Scheme Complete	Improvements to crossing point on Sim Balk Lane
SR04/15	Tang Hall Primary SRS	12	12	0	Scheme Complete	Improvements to school pedestrian entrance
SR01/15	School Crossing Patrol Improvements	86	28	-58	Design Complete	Upgrade to school crossing patrol equipment to be carried out in 2017/18
Safety Schemes						
LS01/16	Local Safety Schemes	132	68	-63	Scheme Ongoing	Improvements at Kingsway West/ Tudor Road roundabout & Cornlands

						Road/ Gale Lane junction completed; feasibility & design of schemes to be implemented in 2017/18
DR01/16	Reactive Danger Reduction	7	11	4	Scheme Complete	Minor works to address safety issues across the city
DR01/14	SAF Heslington Lane Danger Reduction	16	10	-6	Scheme Ongoing	Improvements to chicanes and zebra crossing delayed due to land ownership issues

Speed Management						
-------------------------	--	--	--	--	--	--

SM01/16	Speed Management	102	54	-48	Scheme Ongoing	Review of sites identified through the Speed Management Review process to develop schemes for implementation in 2017/18; minor works completed at several locations across York
SM02/16	Monitoring of existing speed limits	5	3	-2	Scheme Complete	Monitoring of speed management schemes completed in previous years
SM01/15	Vehicle Activated Signs (VAS) Review	15	6	-9	Scheme Complete	Review of existing VAS and replacement of signs where needed

Total Safety Schemes	497	307
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Scheme Development						
-	Future Years Scheme Development	50	31	-19	Feasibility Ongoing	Feasibility work carried out to develop schemes for implementation

						in future years
-	Previous Years Costs	50	26	-24	N/A	Safety audit measures; minor works on completed schemes; payment of retentions
-	Staff Costs	200	0	-200	N/A	Staff costs were charged to individual schemes at end of 2016/17

Total Scheme Development	300	57
---------------------------------	------------	-----------

Total Integrated Transport Programme	4,779	3,229
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Maintenance Schemes	
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	City Walls					
CW01/16	City Walls Restoration	350	45	-305	Scheme Ongoing	Monk Bar steps scheme on site in March 2017; Micklegate Bar scheme to be progressed in 2017/18

Total City Walls	350	45
-------------------------	------------	-----------

Total Maintenance Schemes	350	45
----------------------------------	------------	-----------

Total Capital Programme	5,129	3,274
--------------------------------	--------------	--------------

Total Overprogramming	156
------------------------------	------------

Total Capital Budget	4,973
-----------------------------	--------------



**Decision Session – Executive Member
for Transport and Planning**

13 July 2017

Report of the Corporate Director of Economy and Place

Great North Way – Crossing Improvement

Summary

1. This report seeks approval to make changes to the pedestrian and cycle crossing point on Great North Way.

Recommendations

2. The Executive Member is asked to approve implementation of the scheme shown in **Annex B**.

Reason: to address concerns over the difficulty and safety of crossing at the existing facility.

Background

3. A number requests have been made over several years for improvement to the uncontrolled cycle/pedestrian crossing facility on the 2-lane dual carriageway section of Great North Way, close to its junction with the A1237. The crossing point is part of the outer orbital cycle route, as well as a regularly used route for many children who attend Manor CE School. Concerns have been raised by local residents, especially parents of children who use the crossing, and people who work within the York Business Park complex.
4. The crossing can be challenging to use for several reasons. These include; the 2-lane width of each carriageway, the approach speed of traffic exiting the roundabout, and having to cross between two lanes of queuing traffic entering the roundabout.
5. Despite these obvious difficulties, the Police database indicates there have only been 2 reported collisions in the vicinity of the crossing over a period of 5 years. Both resulted in slight injuries. One involved a car travelling on the A1237 heading south and a

motorcycle turning right into Great North Way. The driver of the car failed to stop at the roundabout give-way marking. The other incident involved a car and a cyclist. The car was turning left into Great North Way, and the cyclist was travelling north on the adjacent footway/cycleway and crossing Great North Way. The car collided with the rear end of the cycle.

6. The A1237 /Great North Way junction is one of seven roundabouts on the outer ring road due to be upgraded over next few years. Although the changes to the roundabout will be significant, the works are unlikely to extend far into Great North Way. There will still be a need for crossing in this location on Great North Way, and so it makes sense to progress the scheme in advance of the roundabout works.

Proposals

7. A proposed scheme, as shown in **Annex A**, based on relocating the existing crossing about 20m further into Great North Way, was developed for consultation. Moving the crossing further from the roundabout will make it easier for people to judge when it is safe to cross. The road markings would also be altered to encourage traffic to take a more consistent position when exiting the roundabout into Great North Way. 'KEEP CLEAR' markings will make it easier to see and be seen when crossing through queuing traffic on the approach to the roundabout.

As part of the scheme, the crossing points would be upgraded to include tactile paving and better signing.

Consultation

8. Consultation was carried out with; local residents/businesses, the emergency services, ward members, the local parish council, and Manor School. The responses are summarised below:

Local Residents /Businesses –

Residential Care Home - supports the scheme.

Petrol Station – only concerned about deliveries during construction.

Local Resident - requests additional road markings on the roundabout to deter queuing traffic from blocking the exit from Great North Way.

Local Resident – asks if other improvements are planned in this area.

Emergency Services – no comments received

Road User Organisations -
York Old People Assembly - fully support the proposals

No other comments received.

Councillors

Cllr Steward – supports the scheme.

Parish Council (Upper Poppleton) - proposals considered by Parish Council on 19 June, and no objections raised.

Manor Church of England Academy - supports the scheme which should be beneficial, and the school will educate the pupils on road safety at the location.

Road Safety Audit

9. A stage one (outline design) road safety audit has been carried out. This has not raised any significant concerns about the proposed scheme, but has highlighted some issues which could be improved by amending the proposal. The key changes are shown on the amended scheme plan in **Annex B**, and include some extra footway widening, slightly longer lengths of guardrail, and a small widening/ realignment of the crossing points.

Options

10. The options are:
 - i) To approve implementation of the scheme shown in **Annex A**, subject to any amendments the Executive Member feels are necessary.

ii) To approve implementation of the amended scheme shown in **Annex B**, subject to any further changes the Executive Member feels are necessary.

iii) Not to alter the existing crossing.

Analysis

11. The scheme put forward for consultation, as shown in **Annex A**, will make it easier and safer to cross Great North Way. Consultation has shown general support for the changes. A road safety audit has not highlighted any significant issues with this, but has led to some minor changes being proposed, as shown in **Annex B**. Not implementing the scheme would fail to address the concerns raised about the existing facility. Hence Option ii), implementing the scheme shown in **Annex B**, is recommended.

Council Plan

A Council That Listens To Residents

12. By implementing the scheme the council would demonstrate that it listens and responds positively to concerns raised by residents.

Implications

- 13.
- **Financial** The estimated cost of the scheme is £26K and this would be funded from a Cycle Scheme allocation of £39K within in the 17/18 Transport Capital Programme.
 - **Human Resources (HR)** No implications
 - **Equalities** No implications
 - **Legal** TROs are required to legally change the speed limits
 - **Crime and Disorder** Positive impact as fewer drivers will be breaking the speed limit
 - **Information Technology (IT)** No implications
 - **Property** No implications

Risk Management

- 14. In compliance with the Council’s risk management strategy, the following risks associated with the recommendations in this report have been identified and described in the following points, and set out in the table below:
- 15. Authority reputation – this risk is in connection with public perception of the Council if work is not undertaken following public consultation.

Risk Category	Impact	Likelihood	Score
Organisation/ Reputation	Minor	Probable	10

- 16. This risk score, falls into the 6-10 category and means the risk has been assessed as being “Low”. This level of risk requires regular monitoring. This is already undertaken by the Partnership and reported to the Executive Member as part of the regular review report.

Contact Details

Author:

Chief Officer Responsible for the report:

Mike Durkin
Transport
Projects Manager
 Tel No. 553459

James Gilchrist,
Assistant Director - Transport,
Highways and Environment

Highways and Environment Transport
 Highways and Environment

Report
 Approved



Date 28/06/17

Wards Affected: Rural West

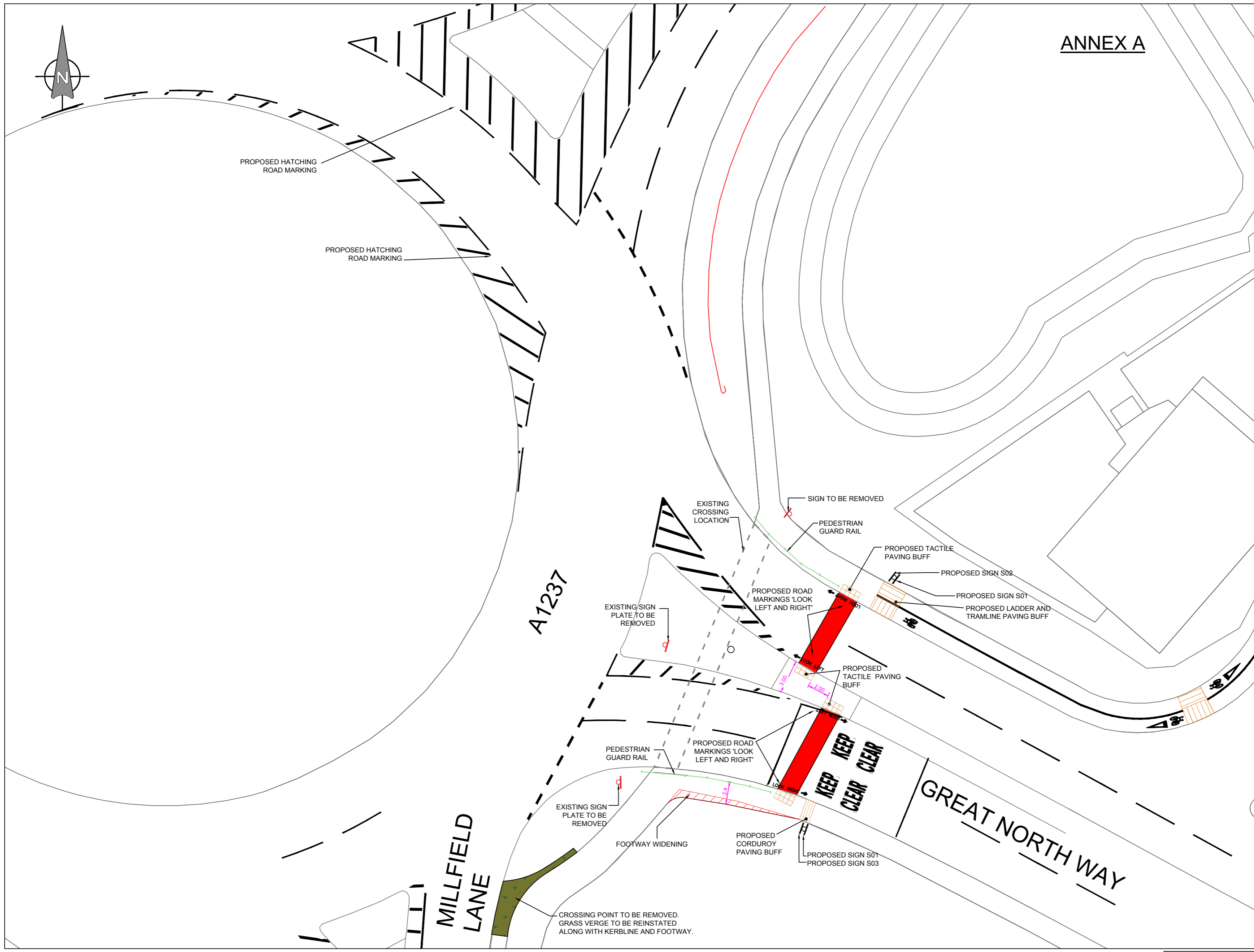
All

For further information please contact the author of the report.

Annexes

Annex A: Great North Way Pedestrian Crossing Consultation Drawing/Proposed Layout Plan

Annex B: Great North Way Pedestrian Crossing – amended proposal.



ANNEX A

NOTES:

- 1. DO NOT SCALE FROM THIS DRAWING

KEY:

- GRASS VERGE REINSTATEMENT
- PROPOSED SIGN
- SIGN TO BE REMOVED
- PROPOSED TACTILE PAVING
- PROPOSED LADDER AND TRAMLINE PAVING
- PROPOSED CORDUROY PAVING
- PEDESTRIAN GUARDRAILS
- PROPOSED FOOTWAY WIDENING



Sign Reference	956	S01
Height	300mm	
Width	300mm	
Area	0.07 m ²	
Material	Class RA2 (12899-1:2007)	
Mount Height	2300	

Sign Reference	957	S02
Height	300mm	
Width	300mm	
Area	0.07 m ²	
Material	Class RA2 (12899-1:2007)	
Mount Height	2300	



Scheme Ref.	-	x-height	30.0
Sign Ref.	03	SIGN FACE	
Letter colour	WHITE	Width	644mm
Background	BLUE	Height	135mm
Border	WHITE	Area	0.09m ²
Material	Class RA2 (12899-1:2007)		

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DATE	01/12/2016			

GREAT NORTH WAY
PEDESTRIAN CROSSING
CONSULTATION DRAWING/ PROPOSED LAYOUT

DEC160022-005

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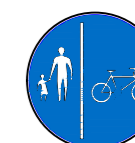
ANNEX B

NOTES:

- 1. DO NOT SCALE FROM THIS DRAWING

KEY:

- GRASS VERGE REINSTATEMENT
- PROPOSED SIGN
- SIGN TO BE REMOVED
- PROPOSED TACTILE PAVING
- PROPOSED LADDER AND TRAMLINE PAVING
- PROPOSED CORDUROY PAVING
- PEDESTRIAN GUARDRAILS
- PROPOSED FOOTWAY WIDENING

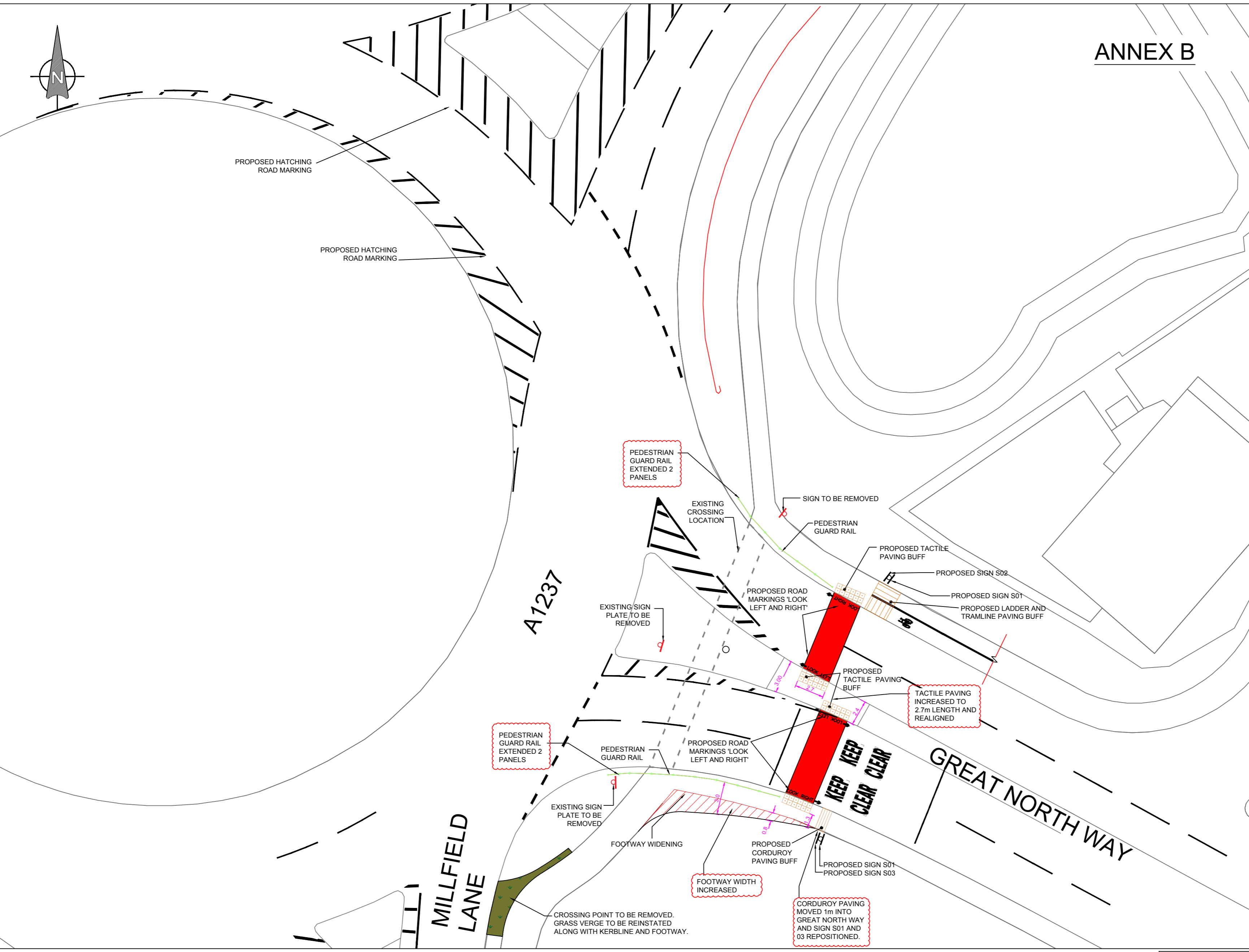


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Mount Height	2300	

Sign Reference	957	S02
Height	300mm	
Width	300mm	
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Material	Class RA2 (12899-1:2007)	
Mount Height	2300	



Scheme Ref.	-	x-height	30.0
Sign Ref.	03	SIGN FACE	
Letter colour	WHITE	Width	644mm
Background	BLUE	Height	135mm
Border	WHITE	Area	0.09m ²
Material	Class RA2 (12899-1:2007)		



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	INITIAL	REV	AMENDMENT	DATE
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CHECKED BY	A N OTHER			
SCALE	1:250	A3		
DATE	01/12/2016			

GREAT NORTH WAY PEDESTRIAN CROSSING AMENDED PROPOSALS

DEC160022-005B

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**Decision Session – Executive Member
for Transport and Planning****13 July 2017**

Report of the Corporate Director of Economy and Place

Sussex Road Residents Parking Petition**Summary**

1. To report the receipt of a petition and determine what action is appropriate.

Recommendation

2. It is recommended that:
 - - Option 3 - That the area is added to the Residents parking waiting list and an investigation carried out when it reaches the top of the list.

Reason: Because this will respond to residents concerns in the order they are raised and can be progressed depending on funding available each year.

- A strategic review of Residents Parking policy is undertaken

Reason: To provide a more strategic and effective response to residents parking concerns in the city.

Background

3. There were 34 responses to the petition from the Sussex Road residents requesting a residents parking scheme. The responses were evenly spread throughout the estate. The petition covering e-mail is shown in Annex A and Annex B shows the location of the area.
4. There has been a flurry of interest in becoming part of a residents parking zone in the last 12 to 18 months and we are currently progressing 5 schemes. This increase in demand has resulted in a waiting list (see Annex C) for investigating new requests. Each request will be investigated in the order the request was made and will be dependant on funding

availability. Owing to current workloads it is currently anticipated that it would not be possible to commence the investigation until 2018. The number of recent Resident Parking requests indicates that a wider scale review of the provision of Residents Parking in the city is warranted. It is therefore proposed that Officers investigate the development of a strategic Residents Parking policy for the city.

5. The process and likely timescales for investigating and implementing a scheme is also outlined on the waiting list in Annex C. In the event of additional petitions being received from adjacent streets then they would be grouped together in the investigation and consultation in order to better represent the views of the wider community.

Options for Consideration

6. Option 1 – Note the petition but take no action. This is not the recommended action because it does not address the residents concerns.
7. Option 2 – Approve the initial consultation. This is not the recommended action because there are insufficient resources available to carry out this work at the present and there are other requests that came in before this one that should be tackled first.
8. Option 3 – Give approval to progress an investigation when the area reaches the top of the waiting list along with the option of widening the consultation depending on circumstances at the time. This is the recommended option.

Consultation

9. At this stage there is no consultation but when the area reaches the top of the waiting list there will be a 2 stage consultation process. Firstly, information on how a scheme operates is sent out to all properties together with a questionnaire, the results of which are reported back to a Executive Member meeting for a decision on how to proceed.
10. If approval to proceed is granted then the formal legal Traffic Regulation Order consultation is carried out.

Council Plan

11. The above proposal contributes to the City Council's draft Council Plan of:
 - A prosperous city for all,
 - A council that listens to residents

Implications

12. This report has the following implications:

Financial – None.

Human Resources – None

Equalities – None.

Legal – before a residents parking scheme can be implemented the correct legal procedure has to be gone through.

Crime and Disorder – None

Information Technology - None

Land – None

Other – None

Risk Management

13. None.

Contact Details

Authors:

Name Alistair Briggs
Traffic Team Leader
Dept. Transport
Tel: (01904) 551368

Chief Officer Responsible for the report:

Neil Ferris
Corporate Director of Economy and Place

**Report
Approved**

√

Date: 12/06/2017

Wards Affected: Hull Road

All

For further information please contact the author of the report.

Background Papers: None.

Annexes:

Annex A Petition e-mail

Annex B Location plan

Annex C Residents parking waiting list

Annex A

Petition E-mail

Sent: 15 May 2017 17:15
To: Cllr. N. Barnes
Cc: Cllr. H. Shepherd; highway.regulation@york.gov.uk
Subject: RE: Sussex Rd RP petition Parking
Attachments: Sussex Road Residents Parking Signatures.pdf

Good afternoon all,

Please find attached a PDF document of signatures that support residents parking only in Sussex Road. You will see that only one resident is missing and that is because he is away. Also note student houses have not been asked for their opinion as they are short term residents only and probably would not want to be seen to effectively "go against the University" anyway.

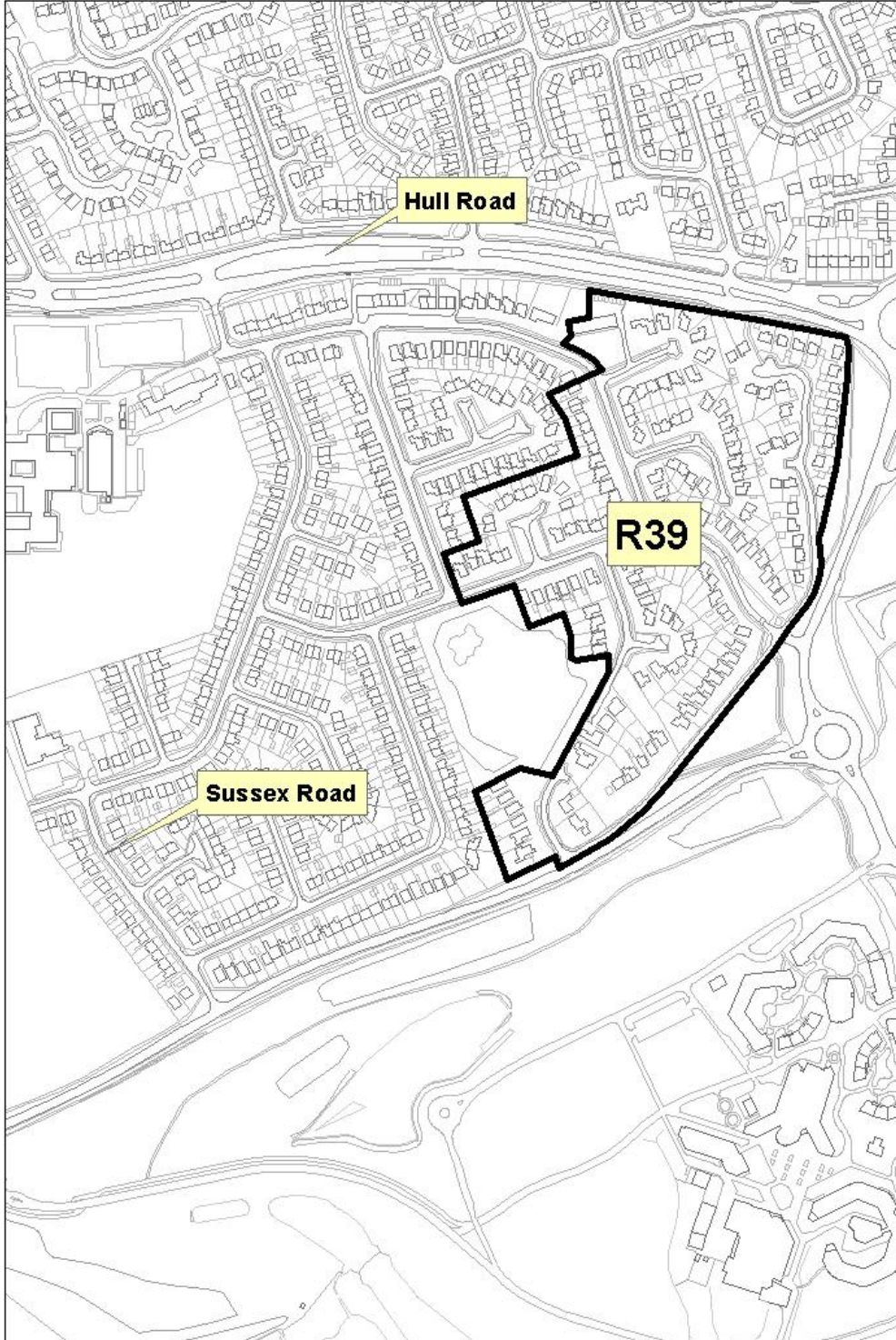
The results give a very clear picture of feelings and anger towards this issue.

37

We the undersigned request Sussex Road, Badger Hill, York becomes a residents parking zone		
Name	Address	Signature

Annex B

Location Plan



Annex C

Residents Parking Waiting List

Residents parking schemes are dealt with in order of when they are received.

Typically 2 schemes might be introduced per year but this depends on funding and other workload priorities.

Process	Approximate timescale
<p>Stage 1 – initiation</p> <p>The request (normally by petition) indicating significant support in an area or street is reported for either approval to take forward or refuse.</p>	8 weeks

When the potential scheme reaches the top of the list work begins.

The time between stage 1 and 2 varies significantly depending on the length of the waiting list.

<p>Stage 2 – start of project</p> <p>A draft scheme and questionnaire will be sent out to all properties within the proposed area. A proposal will normally be taken forward if there is at least a 50% response rate and the majority of returns are in favour. Depending on circumstances, there is potential for individual streets to go forward from an area if the streets return is very positive whilst the areas is either low or opposed.</p>	6 – 8 weeks
<p>The consultation is then reported along with a proposed scheme for approval to advertise a Traffic Regulation Order.</p>	8 weeks
<p>TRO preparation and advertising</p>	4 - 6 weeks
<p>Any objections to the proposed TRO are then reported for consideration.</p>	8 weeks
<p>If the objections are overturned the scheme will then be implemented.</p>	12 - 15 weeks

Once work on a scheme begins it will normally take 9 months to complete.

Waiting List

Area	Date received	Progress (NOTE: not all will get through to implementation)	
South Bank Avenue Petition	Summer 2016	Reported Consultation carried out Consultation report TRO advertised Objections report Implemented/dropped	Yes Yes Yes
Butcher Terrace area Petition	Summer 2016	Reported Consultation carried out Consultation report TRO advertised Objections report Implemented/dropped	Yes Yes Yes
Phoenix Boulevard Petition	Summer 2016	Reported Consultation carried out Consultation report TRO advertised Objections report Implemented/dropped	Yes Yes Yes
Railway Terrace / St Paul's area Petition	Summer 2016	Reported Consultation carried out Consultation report TRO advertised Objections report Implemented/dropped	Yes Yes Yes
St. Alban's Place	February 2017	Reported Consultation carried out Consultation report TRO advertised Objections report Implemented/dropped	Yes Yes Yes
Rosedale Street Petition	April 2017	Reported Consultation carried out Consultation report TRO advertised Objections report Implemented/dropped	Yes

Danesmead estate Petition	April 2017	Reported Consultation carried out Consultation report TRO advertised Objections report Implemented/dropped	Yes
Sussex Road petition	May 2017	Reported Consultation carried out Consultation report TRO advertised Objections report Implemented/dropped	
Clifton Dale	June 2017	Reported Consultation carried out Consultation report TRO advertised Objections report Implemented/dropped	
		Reported Consultation carried out Consultation report TRO advertised Objections report Implemented/dropped	



**Decision Session – Executive Member
for Transport and Planning**

13 July 2017

Report of the Corporate Director of Economy and Place

Clifton Dale Residents Parking Petition:

Summary

1. To report the receipt of a petition and determine what action is appropriate.

Recommendation

2. It is recommended that:
 - Option 3 - That the area is added to the Residents parking waiting list and an investigation carried out when it reaches the top of the list.

Reason: Because this will respond to residents concerns in the order they are raised and can be progressed depending on funding available each year.

- A strategic review of Residents Parking policy is undertaken

Reason: To provide a more strategic and effective response to residents parking concerns in the city.

Background

3. There are 21 signatures on the petition from Clifton Dale residents, this includes two properties on Clifton Green, requesting that the

council should explore the possibility of introducing a Residents Priority parking scheme due to Clifton Dale being one of the few streets in proximity to the city centre which has unrestricted and free parking. Residents feel that the amount of commuter parking taking place has an adverse effect on the householders and character of Clifton Dale.

4. 17 of the signatories are 'for residents parking' or 'unsure until viewed parking proposal'. The petition front sheet is shown in Annex A and Annex B shows the location of Clifton Dale and Clifton Green.
5. Requests have previously been received from Compton Street to introduce residents parking however no formal petition was gathered. It is therefore advisable to consult on the wider area at the same time to gather resident's views.
6. There has been a flurry of interest from several locations in the city in becoming part of a residents parking zone in the last 12 to 18 months and we are currently progressing 5 schemes. This increase in demand has resulted in a waiting list (see Annex C) for investigating new requests. Each request will be investigated in the order the request was made and will be dependant on funding availability. Owing to current workloads it is currently anticipated that it would not be possible to commence the investigation until early 2018. The number of recent Resident Parking requests indicates that a wider scale review of the provision of Residents Parking in the city is warranted. It is therefore proposed that Officers investigate the development of a strategic Residents Parking policy for the city.
7. The process and likely timescales for investigating and implementing a scheme is also outlined on the waiting list in Annex C. In the event of additional petitions being received from adjacent streets then they would be grouped together in the investigation and consultation in order to better represent the views of the wider community.

Options for Consideration

8. Option 1 – Note the petition but take no action. This is not the recommended action because it does not address the residents concerns.
9. Option 2 – Approve the initial consultation. This is not the recommended action because there are insufficient resources available to carry out this work at the present time and there are other requests that came in before this one that should be tackled first.
10. Option 3 – Give approval to progress an investigation when the area reaches the top of the waiting list along with the option of widening the consultation depending on circumstances at the time. This is the recommended option.

Consultation

11. At this stage there is no consultation but when the area reaches the top of the waiting list there will be a 2 stage consultation process. Firstly, information on how a scheme operates is sent out to all properties together with a questionnaire, the results of which are reported back to a Executive Member meeting for a decision on how to proceed.
12. If approval to proceed is granted then the formal legal Traffic Regulation Order consultation is carried out.

Council Plan

13. The above proposal contributes to the City Council's draft Council Plan of:
 - A prosperous city for all,
 - A council that listens to residents

Implications

14. This report has the following implications:

Financial – None.

Human Resources – None

Equalities – None.

Legal – before a residents parking scheme can be implemented the correct legal procedure has to be gone through.

Crime and Disorder – None

Information Technology – None

Land – None

Other – None

Risk Management

15. . None.

Contact Details

Authors:

Name: Annemarie Howarth
Job title: Traffic Projects
Officer
Dept. Transport
Tel: (01904) 551337

Chief Officer Responsible for the report:

Neil Ferris
Corporate Director of Economy and Place

Report **Date** 30/06/17
Approved ✓

Specialist Implications Officer(s)

None.

Wards Affected: Clifton

All

For further information please contact the author of the report.

Background Papers: None.

Annexes:

Annex A Petition letter

Annex B Location plan

Annex C Residents parking waiting list

Annex A

Petition front sheet

City of York Network Management
 Attention: Annemarie Howarth
 West Offices
 Station Rise
 York
 YO1 6GA

May 2017



RESIDENTS PRIORITY PARKING SCHEME - CLIFTON DALE YORK YO30

This letter is following up on our telephone conversations of 5th and 6th Of May

Street parking has been raised during recent neighbourhood meetings and, at the latest gathering on 27 April 2017, it was agreed that we should explore the possibility of introducing a Resident's Priority Parking Scheme. Clifton Dale is now one of the few streets in proximity to the city, and its facilities, which has unrestricted and free parking. A number of residents feel that the resultant increase in the amount of commuter and general convenience parking that takes place in the street has an adverse effect on the householders and character of Clifton Dale.

We understand that before you can initiate an investigation into such a scheme you require an indication that there is adequate support, within the affected community, to make the process worthwhile. Attached is the petition you requested in relation to residents parking in Clifton Dale and we would be grateful if you would get the formal investigation and consultation process for this under way.

As we discussed the petition includes the signatures of residents of Clifton Green who have no off-street parking facilities. They do have direct access onto Clifton Dale from their garden entrances and are reliant on spaces in this street for their vehicles. We would wish to see these households included in any scheme devised for Clifton Dale.

Your Sincerely



NAME	ADDRESS	FOR RESIDENTS PARKING	AGAINST RESIDENTS PARKING	UNSURE UNTIL VIEWED PARKING PROPOSAL



Annex B

petition received from Clifton Dale residents

R56

R29

R23

Page 67



Clifton Dale & Clifton Green

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DATE	12/06/2017
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Annex C

Residents Parking Scheme Waiting List

Residents parking schemes are dealt with in order of when they are received. Typically 2 schemes might be introduced per year but this depends on funding and other workload priorities.

Process	Approximate timescale
<p>Stage 1 – initiation The request (normally by petition) indicating significant support in an area or street is reported for either approval to take forward or refuse.</p>	8 weeks

When the potential scheme reaches the top of the list work begins. The time between stage 1 and 2 varies significantly depending on the length of the waiting list.

<p>Stage 2 – start of project A draft scheme and questionnaire will be sent out to all properties within the proposed area. A proposal will normally be taken forward if there is at least a 50% response rate and the majority of returns are in favour. Depending on circumstances, there is potential for individual streets to go forward from an area if the streets return is very positive whilst the areas is either low or opposed. The consultation is then reported along with a proposed scheme for approval to advertise a Traffic Regulation Order. TRO preparation and advertising Any objections to the proposed TRO are then reported for consideration. If the objections are overturned the scheme will then be implemented.</p>	<p>6 – 8 weeks</p> <p>8 weeks</p> <p>4 - 6 weeks</p> <p>8 weeks</p> <p>12 - 15 weeks</p>
--	--

Once work on a scheme begins it will normally take 9 months to complete.

Waiting List

Area	Date received	Progress (NOTE: not all will get through to implementation)	
South Bank Avenue Petition	Summer 2016	Reported Consultation carried out Consultation report TRO advertised Objections report Implemented/dropped	Yes Yes Yes
Butcher Terrace area Petition	Summer 2016	Reported Consultation carried out Consultation report TRO advertised Objections report Implemented/dropped	Yes Yes Yes
Phoenix Boulevard Petition	Summer 2016	Reported Consultation carried out Consultation report TRO advertised Objections report Implemented/dropped	Yes Yes Yes
Railway Terrace / St Paul's area Petition	Summer 2016	Reported Consultation carried out Consultation report TRO advertised Objections report Implemented/dropped	Yes Yes Yes
St. Aubyn's Place	February 2017	Reported Consultation carried out Consultation report TRO advertised Objections report Implemented/dropped	Yes Yes Yes

Rosedale Street Petition	April 2017	Reported Consultation carried out Consultation report TRO advertised Objections report Implemented/dropped	Yes
Danesmead estate Petition	April 2017	Reported Consultation carried out Consultation report TRO advertised Objections report Implemented/dropped	Yes
Sussex Road petition	May 2017	Reported Consultation carried out Consultation report TRO advertised Objections report Implemented/dropped	
Clifton Dale	June 2017	Reported Consultation carried out Consultation report TRO advertised Objections report Implemented/dropped	

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