

Notice of meeting of

Decision Session - Executive Member for City Strategy

To: Councillor Steve Galloway (Executive Member)

Date: Tuesday, 3 November 2009

Time: 4.00 pm

Venue: The Guildhall, York

AGENDA

Notice to Members - Calling In:

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

10:00 am on Monday 2 November 2009, if an item is called in *before* a decision is taken, *or*

4:00 pm on Thursday 5 November 2009, if an item is called in *after* a decision has been taken.

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

1. **Declarations of Interest**

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

2. **Minutes** (Pages 3 - 18)

To approve and sign the minutes of the last City Strategy Decision Session held on 20 October 2009 (to follow).

3. Public Participation - Decision Session

At this point in the meeting, members of the public who have registered their wish to speak at the meeting can do so. The deadline for registering is **5:00 pm on Monday 2 November 2009**.

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

4. Public Rights of Way - Petition requesting that public rights be restricted along the length of the snicket leading from Old Moor Lane to Moor Lane, Dringhouses using a Gating Order (Pages 19 - 52)

This report is in response to the receipt of a petition signed by 10 residents of Old Moor Lane, York. The petition requests the closure of the footpath leading from Old Moor Lane railway bridge owing to recent incidences of crime and antisocial behaviour.

5. Public Rights of Way - Proposal to gate three snickets at The Reeves, Westfield Ward, York (Pages 53 - 102)

This report is in response to the receipt of a petition signed by 50 residents living in The Reeves area. The petition requested the closure of three snickets leading from Thoresby Road into The Reeves owing to persistent problems with criminal activity and antisocial behaviour.

6. Wigginton Road - Proposed Improvements for Cyclists (Pages 103 - 120)

This report highlights the strategic importance of Wigginton Road as a cycle route, examines options for making the route more cycle friendly, develops an outline scheme proposal and discusses how this might be taken forward towards implementation.

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

Democracy Officer:

Name: Jill Pickering

Contact details:

- Telephone – (01904) 552061
- E-mail – jill.pickering@york.gov.uk

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

- Registering to speak
- Business of the meeting
- Any special arrangements
- Copies of reports

Contact details are set out above

This page is intentionally left blank

About City of York Council Meetings

Would you like to speak at this meeting?

If you would, you will need to:

- register by contacting the Democracy Officer (whose name and contact details can be found on the agenda for the meeting) **no later than 5.00 pm** on the last working day before the meeting;
- ensure that what you want to say speak relates to an item of business on the agenda or an issue which the committee has power to consider (speak to the Democracy Officer for advice on this);
- find out about the rules for public speaking from the Democracy Officer.

A leaflet on public participation is available on the Council's website or from Democratic Services by telephoning York (01904) 551088

Further information about what's being discussed at this meeting

All the reports which Members will be considering are available for viewing online on the Council's website. Alternatively, copies of individual reports or the full agenda are available from Democratic Services. Contact the Democracy Officer whose name and contact details are given on the agenda for the meeting. **Please note a small charge may be made for full copies of the agenda requested to cover administration costs.**

Access Arrangements

We will make every effort to make the meeting accessible to you. The meeting will usually be held in a wheelchair accessible venue with an induction hearing loop. We can provide the agenda or reports in large print, electronically (computer disk or by email), in Braille or on audio tape. Some formats will take longer than others so please give as much notice as possible (at least 48 hours for Braille or audio tape).

If you have any further access requirements such as parking close-by or a sign language interpreter then please let us know. Contact the Democracy Officer whose name and contact details are given on the order of business for the meeting.

Every effort will also be made to make information available in another language, either by providing translated information or an interpreter providing sufficient advance notice is given. Telephone York (01904) 551550 for this service.

যদি যথেষ্ট আগে থেকে জানানো হয় তাহলে অন্য কোন অর্ধতে তথ্য জানানোর জন্য সব ধরনের চেষ্টা করা হবে, এর জন্য দরকার হলে তথ্য অনুবাদ করে দেয়া হবে অথবা একজন দোআবী সরবরাহ করা হবে। টেলিফোন নম্বর (01904) 551 550।

Yeteri kadar önceden haber verilmesi koşuluyla, bilgilerin terümesini hazırlatmak ya da bir tercüman bulmak için mümkün olan herşey yapılacaktır. Tel: (01904) 551 550

我們竭力使提供的資訊備有不同語言版本，在有充足時間提前通知的情況下會安排筆譯或口譯服務。電話 (01904) 551 550。

اگر مناسب وقت سے اطلاع دی جاتی ہے تو ہم معلومات کا ترجمہ مہیا کرنے کی پوری کوشش کریں گے۔ ٹیلی فون (01904) 551 550

Informacja może być dostępna w tłumaczeniu, jeśli dostaniemy zapotrzebowanie z wystarczającym wyprzedzeniem. Tel: (01904) 551 550

Holding the Executive to Account

The majority of councillors are not appointed to the Executive (40 out of 47). Any 3 non-Executive councillors can 'call-in' an item of business from a published Executive (or Executive Member Decision Session) agenda. The Executive will still discuss the 'called in' business on the published date and will set out its views for consideration by a specially convened Scrutiny Management Committee (SMC). That SMC meeting will then make its recommendations to the next scheduled Executive meeting in the following week, where a final decision on the 'called-in' business will be made.

Scrutiny Committees

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

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

Who Gets Agenda and Reports for our Meetings?

- Councillors get copies of all agenda and reports for the committees to which they are appointed by the Council;
- Relevant Council Officers get copies of relevant agenda and reports for the committees which they report to;
- Public libraries get copies of **all** public agenda/reports.

City of York Council

Committee Minutes

MEETING	DECISION SESSION - EXECUTIVE MEMBER FOR CITY STRATEGY
DATE	20 OCTOBER 2009
PRESENT	COUNCILLOR STEVE GALLOWAY (EXECUTIVE MEMBER)

30. DECLARATIONS OF INTEREST

Members were asked to declare at this point in the meeting any personal or prejudicial interests they might have in the business on the agenda. None were declared.

31. MINUTES

RESOLVED: That the minutes of the last meeting of the Decision Session – Executive Member for City Strategy held on 1 September 2009 be approved and signed by the Executive Member as a correct record subject to:

In Minute 22 (Public Right of Way – Amendment to the Decision in Connection with the Scarcroft View Gating Order, Micklegate Ward) the amendment of Councillor Merrett's comments to read "Councillor Merrett stated that this was a private alley and not a public right of way and he requested Officers views in relation to this and the proposals.

32. PUBLIC PARTICIPATION - DECISION SESSION

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

33. BECKFIELD LANE - EXTENSION OF CYCLE ROUTE

Following the recent introduction of off-road cycle facilities on the east side of Beckfield Lane between Boroughbridge Road and Ostman Road the Executive Member considered a report, which examined the extension of these facilities. The proposed scheme had been developed to maximise the potential for promoting safe and sustainable travel to nearby schools, shops and other local facilities whilst aiming to minimise likely construction difficulties and costs.

The Executive Member referred to the consultation results. The Council's cyclist's post back survey had resulted in 49 out of 68 in favour of the proposals, letters from residents had shown 9 in favour with 12 against and

3 with no strong feelings either way. A petition in opposition signed by 22 households and following publication of the proposals on the website 1 comment had been received in favour and 2 comments in opposition. Since the agenda had been published 2 further responses from residents had been received, one with concerns about access across Beckfield Lane near the shops and across Wetherby Road. Carr Infant School had also indicated support for the proposals.

Officers reported that since the agenda had been published a 12 hour traffic survey had been carried out on Thursday 8 October 2009 south of Knapton Lane. This survey had recorded around 7300 vehicle movement's on-road and 100 on the footway.

Representations in relation to the proposals were received from Mary Fairbrother on behalf of York Blind and Partially Sighted Society. She stated that there were over 1000 members of the Society in York and considerably more residents who had some problems with sight or were vulnerable in relation to their age. She stated that shared use footpaths/cycle tracks were very unnerving for these users. She pointed out that the majority of local residents were opposed the off road facilities and she asked the Executive Member not to support the scheme.

Representations against the scheme were received from Dee Bush, a resident of Beckfield Lane. She confirmed that as a cycling family and resident of the area for a number of years she supported the provision of off road cycle facilities but only where they did not share space with vulnerable pedestrians. She questioned the legality of the scheme and expressed concern at the officer's definition of the word 'highway'. She confirmed that she was strenuously against the proposals and felt the finance for this scheme could be better used elsewhere in the city.

Mr K Bell, a resident of Beckfield Lane also indicated his opposition to the scheme. He felt that the proposals would affect the visual quality of the area and that the scheme was inappropriate and contravened government advice. He stated that a one day traffic study provided insufficient information on which to base the proposals.

Councillor Horton read a written statement from Councillor Simpson-Laing who had been unable to attend the meeting. She pointed out that residents had not supported the first section of the off road cycle facilities on the east side of Beckfield Lane and that this section was not used as intended. She referred to the number of side roads that bisected the extension of the route and pointed out that cyclist would not stop and give way at each one which presented dangers to both themselves, pedestrians and other vehicles.

Councillor Horton confirmed that he had received numerous representations all from residents opposed to the scheme and one in support from a resident of Almsford Road. He stated that he felt the scheme could not be financially justified and raised concerns regarding the safety of pedestrians and cyclists. He felt that the potential conflict with vehicles and the fact that there had only been one minor accident involving

a cyclist in the area over a 3 year period did not justify the costs associated with this scheme.

Officers responded to the comments made by local residents and members.

The Executive Member referred to the increase in numbers cycling in the city, which was 7% over last years figure and was greater on off road cycle paths. He stated that this confirmed his view that off road cycle paths were likely to have the greatest influence over modal choice. He confirmed that one of the main factors in determining the proposal was that at least 25% of cyclists already used footpaths in the area to avoid what they judged to be a dangerous road. In order to address the concerns of residents he confirmed that he proposed some additions to options proposed in the report by officers.

Consideration was then given to the following options:

Option One – authorise construction of the proposal shown in Annex B of the report;

Option Two – approve an amended scheme (Annex E), plus any other changes to the proposal that the Executive Member considers necessary, for construction;

Option Three – approve a scheme layout from Annex B or E but defer construction work on the scheme at this time, and keep the scheme in reserve for consideration at a later date for potential inclusion in future transport capital programmes;

Option Four – abandon the scheme completely.

RESOLVED: That the Executive Member approves:

- (i) The amended scheme as shown in Annex E, of the report, for construction;
- (ii) The layout, and subsequent engineering works, being refined to permit the easy installation of a Toucan crossing near the Runswick Avenue shops on Beckfield Lane at a later date, should this prove necessary;
- (iii) Officers continuing to consider how safety improvements can be made for pedestrian and cyclists crossing Wetherby Road at its junction with Beckfield Lane and
- (iv) Officers being asked to ensure that any “shared use” areas of path being clearly delineated in line with emerging standards specification.¹

REASON: To extend the existing cycle facilities in order to provide a complete cycle route on Beckfield Lane whilst trying to address resident’s

comments and concerns about the original proposals, where possible.

Action Required

1. Undertake the scheme as proposed subject to the refinements as detailed.

SS

34. PETITION CONCERNING THE ERECTION OF BOLLARDS AND CHICANES TO PREVENT SPEEDING ON ETTY AVENUE

The Executive Member considered a report, which advised of the receipt of a petition from residents of ETTY Avenue. The petition requested that the Council take steps to tackle the speed of traffic on ETTY Avenue with the erection of bollards and chicanes.

Officers had confirmed that within the last three years there had been no recorded casualties on this stretch of road relating to the issue raised in the petition. They also reported that ETTY Avenue had been traffic calmed in 1997 and that speed cushions had been provided with Walmgate Neighbourhood forum funding. They stated that there was no update on the information contained in the report.

The Executive Member referred to the results of the traffic survey, which had shown the highest recorded speed as 30mph, which was low, compared to other residential areas. He suggested that if parking arrangements and/or advisory signage was a problem in the area then the Ward Committee could examine the issue.

Consideration was then given to the following options:

Option 1 - In response to the petition and subsequent data analysis on ETTY Avenue the following proposal should be offered to residents:

A Community Speed Indicator Device and the necessary training should be offered to residents if they wish to monitor traffic speeds.

Option 2 - No further action

RESOLVED: That the Executive Member for City Strategy agree to Officers offering residents a Community Speed Indicator Device (SID) and the necessary training to enable the community to monitor traffic speeds on ETTY Avenue.¹

REASON: Engineering measures are not considered appropriate however SID will enable speed to continue to be monitored and drivers will be made aware of the speed at which they are travelling.

Action Required

1. Offer residents necessary training and Speed Indicator Device.

SS

35. PETITION CONCERNING SPEEDING TRAFFIC AT THE ENTRANCE TO WEST BANK PARK FROM THE JUNCTION OF NEW LANE AND HILL STREET

Consideration was given to a report, which advised the Executive Member of receipt of a petition from residents of New Lane and Hill Street. The petition requested the Council to take steps to tackle the speed of traffic on the junction of New Lane and Hill Street, opposite West Bank Park.

Officers had confirmed that there had been no recorded casualties in the last three years on this stretch of road. The seven day speed survey carried out in the summer had shown speeds being recorded as low against the posted speed limit. They reported that the highest speed had been recorded at 62mph in the early hours of 28 June, which Officers had considered the possibility of this being an emergency vehicle.

The Executive Member stated that the survey has shown speeds slightly above 30mph but less than on some other residential roads. He confirmed that vertical traffic calming measures were now restricted to locations where there was a clear potential accident risk and the park entrance would fulfil this criteria.

Consideration was then given to the following options:

Option 1 - A Community Speed Indicator Device and the necessary training should be offered to residents if they wish to monitor traffic speeds.

Option 2 - No further action

RESOLVED: That the Executive Member agrees to:

- (i) Option One with Officers offering residents a Community Speed Indicator Device (SID) and providing the necessary training to enable residents to monitor traffic speeds in the New Lane and Hill Street area;¹
- (ii) Request Officers to give further consideration to the option of providing a clearer indication, for drivers, of the entrance to West Bank Park, and, as part of this review, to consider whether a 20mph speed limit might be applied to this section of the highway.²

REASON: Engineering measures are not considered appropriate however SID will enable speed to continue to be monitored and drivers will be made aware of the speed at which they are travelling. This will help resolve community issues as well as comply with the Speed Review process.

Action Required

- | | |
|--|----|
| 1. Offer residents necessary training and Speed Indicator Device | SS |
| 2. Officers to undertake further investigations. | SS |

36. VEHICLE ACTIVATED SIGNS (VAS) POLICY

The Executive Member considered a report, which set out policy guidelines for the use of Vehicle Activated Signs (VAS) and options VAS installations to assess their effectiveness.

Officers confirmed that there was no further update to the published report. The Executive Member reported that Councillor Hyman had requested that a review of signage should be undertaken in the New Lane area of Huntington. He confirmed that the provision of VAS provided local communities with an opportunity to highlight speeding issues on particular roads.

Officers reported that the options were to accept the proposals as set out in the report amend them or reject them.

RESOLVED: That the Executive Member notes the content of the report and approves the following:

- a. That Local Transport Plan (LTP) funding will only be used where the 85thile speed equals or exceeds the signed limit by 10%+2mph (i.e. 35mph in a 30mph limit, and 46mph in a 40mph limit). This would be consistent with the speed enforcement thresholds employed by the police.

Reason: To ensure a consistent approach and targeted use of LTP resources.

- b. Where the LTP funding criteria is not met, a Ward Committee or Parish Council may still wish to fund the installation of a Vehicle Activated Sign (VAS). In this situation, a threshold of 85thile speeds being 10% above the speed limit should be adopted (i.e.33mph in a 30mph limit and 44mph in a 40mph limit).

Reason: To make sure VAS are used in appropriate areas.

- c. That monitoring of traffic speeds at VAS sites is carried out at approximately 3 months after implementation to gauge initial performance, and then again at around 3 years (or earlier if considered appropriate), along with a review of accident records, to assess the long term effectiveness of the sign.

Reason: To ensure appropriate data is available to enable an informed decision to be made about whether a VAS should be retained (and replaced when required), or redeployed somewhere else.

- d. That the outcomes of this monitoring process and officer recommendations be reported to the Executive Member in respect of LTP funded VAS, and Ward Members in respect of Ward Committee funded VAS, for decisions to be made on the retention or possible re-deployment of the VAS. ¹.

Reason: To ensure that matters relating to VAS deployment are considered by the appropriate body.

- e. That the need for a VAS on New Lane, Huntington be assessed quickly together with the effectiveness of the current sign which is located in Mill Hill. ².

Reason: To follow up a Ward Councillors concerns.

- f. That a trial of the new software, which will record vehicle speeds detected by a VAS, be implemented as soon as the facility becomes available. ³.

Reason: To provide additional data to enable an informed decision to be made about whether a VAS should be retained (and replaced when required), or redeployed somewhere else.

Action Required

- | | |
|---|----|
| 1. Policy guidelines to be followed when using Vehicle Activated Signs. | SS |
| 2. Assess New Lane/Mill Hill for VAS. | SS |
| 3. Trial software as facility becomes available. | SS |

37. STREET FURNITURE REMOVAL

Consideration was given to a report which sought approval for an annual budget from the Capital Programme to reduce the amount of street furniture on the highway network and for new highway schemes to go through a street furniture audit during the design stage.

Officers reported that, based on a pilot scheme, it was proposed that the current level of signing and associated street furniture, such as poles, was effectively “capped” at the existing level on street. To achieve this outcome they recommended:

- Establishing a budget to fund the removal of redundant street furniture, combine two or more items to one location and in key sensitive areas replace with a higher quality less intrusive piece of equipment.

Based on the information it was suggested that a budget of £10,000 be set aside for improvements to be made the city’s street furniture.

- Produce a basic set of guidelines showing more sensitive methods of signing for distribution to other teams / organisations carrying out work on the highway. In addition, establish a street

furniture audit process for new highway schemes during the design process.

- As the cost of removing a sign was often less than the cost of maintaining a sign there were clear benefits to reducing the burden on the maintenance budget. Hence the need to establish a rapid response to queries on the continued need for signs that had suffered damage or some other mishap. Further work on this area to establish a framework for decision making for officers was needed.

Ron Cooke, made representations at the meeting as Chair of the Local Strategic Partnership. He congratulated officers on the production of an excellent report and expressed his support for the recommendations to reduce the amount of street clutter and improve the street scene in the city.

Officers confirmed that their aim was to reduce any unnecessary street clutter and provide higher quality signs in Conservation Areas but that this would not involve the wholesale removal of signs around the city.

The following available options were considered:

- A. To note the report and take no further action at this time. This was not the recommended option because it did not tackle the issue of street clutter.
- B. To gather additional information for consideration before deciding whether to proceed with the proposals put forward or a was not the recommended option because the proposals put forward were considered to be merely a starting point that could be amended as and when desired or changing circumstances arise.
- C. To implement the proposals outlined above. This was the recommended option.

- RESOLVED:
- (i) That the Executive Member approves Option C, as set out above and in the Officers report, and that the Network Management Traffic Team be charged with the task of being the lead team implementing the proposals.
 - (ii) That a basic set of guidelines be compiled showing more sensitive methods of signing for distribution to other teams / organisations carrying out work on the highway.¹
 - (iii) That an annual review report be produced outlining the progress made and areas where further improvements may be feasible.²

REASON: To reduce the:

- amount of street clutter along the city's highway network;

- maintenance burden created by traffic signs and other street furniture;
 - energy consumption and associated cost of illuminated signs;
- and to improve:
- the ability of those with visual impairment difficulties to negotiate their way along the footway
 - the visual aspect of the street scene;

Action Required

1. Compile guidelines on the use of street furniture. SS
2. Produce annual progress report. SS

38. A19/A1237 ROUNDABOUT IMPROVEMENTS

The Executive Member considered a report, which set out options for the outline design for proposed improvements to the A19/A1237 roundabout to reduce delays at this location. The report also identified the estimated cost, programme and consultation proposals to enable the scheme to be delivered in 2010/11.

Officers reported that a number of options had been investigated with varying approach and exit lane layouts to address the capacity and safety concerns. It was planned to progress the detailed design based upon either (or a combination) of the following two options, which were considered to have very similar traffic flow capacity. The proposed layouts were shown on plans provided in Annexes 1 & 2 of the report, although it was reported that the actual lane markings indicating right turns may need to be adjusted to meet national standards.

	A1237 (East & West)	A19 North	A19 South	Pedestrian/Cycling Facilities
Option A	3 Lane Entry, 2 Lane Exit	3 Lane Entry, 1 Lane Exit	2 Lane Entry, 1 Lane Exit	A1237 crossing movements via subway. Improvements to A19 crossing at riverside Farm
Option B	3 Lane Entry, 2 Lane Exit	3 Lane Entry, 1 Lane Exit	2 Lane Entry, 1 Lane Exit	Additional pedestrian crossing islands provided on the A1237 West and A19 North Improvements to A19 crossing at riverside Farm

The Executive Member referred to the Officer update which provided pedestrian/cycling counts for the A19/A1237 roundabout. This summarised movements across each arm over a 12 hour period on three dates, details of which were set out as an Annex to these minutes.

Representations were received from Paul Hepworth on behalf of the Cyclists Touring Club (CTC). He pointed out that large unsignalled multilane roundabouts were generally the most hazardous and intimidating for cyclists. He therefore supported Option B in the report, which added central cycle and pedestrian refuges to the scheme.

Councillor Moore, expressed concern that the traffic figures he felt did not reflect the current situation on site. He stated that he opposed the closure of the west bound layby, questioned maintenance of the environmental bund and raised concerns over the enforcement of traffic regulations at the roundabout. He also pointed out that he felt the consultation area was inadequate as it did not include two large estates Holyrood and Rawcliffe Grange and that Eva Avenue and Rawcliffe Villages only means of access was onto Manor Lane.

Officers confirmed that a safety audit had shown that there would be safety issues with vehicles leaving the layby following the upgrading work on the roundabout. They did however point out that, as the layby was well used, they were examining the use of the adjacent Countryside Park as an alternative.

The Executive Member confirmed that the traffic survey appeared to provide further justification for the recommended option to incorporate new crossing islands on the north and west arms of the roundabout. He stated that although there would be some inconvenience for drivers during the works, in the long term, this project would make a significant contribution towards reducing traffic congestion in the city.

RESOLVED: That the Executive Member agrees to:

- Approve the further development of the outline layout of the upgraded roundabout as indicated in Option B to address the road safety audit requirements and meet the concerns of local residents and users of the highway in the area,
- Approve the proposed public consultation strategy on the outline layouts as detailed in the consultation section to include an extended consultation area to be agreed with the Ward Members,
- Approve the progression of the detailed design of the proposal incorporating amendments to address the comments raised during the public consultation period (including the justification for a refuge on the A1237 east leg junction and a review of the options for continuing to provide a westbound lay-by on the A1237) and to allow a further report to the Executive Member to be submitted early in 2010 prior to tendering the scheme.
- Authorise the removal of the minimum amount of vegetation from the environmental bund at an appropriate period in the year, in advance of the main contract if necessary, to allow the works to proceed without affecting nesting birds. ¹

REASON: To progress this upgrade scheme in accordance with the Local Transport Plan to increase the capacity of the roundabout and reduce journey times in the area.

Action Required

1. Undertake consultation and development of proposed works.

SS

39. CRICHTON AVENUE - PROPOSED IMPROVEMENTS FOR CYCLISTS

The Executive Member considered a report, which discussed the outcome of detailed design work and public consultation on proposals to improve conditions for cycling along Crichton Avenue.

Officers confirmed that they had been asked to develop preliminary proposals to improve conditions for cycling along Crichton Avenue in March 2009. It was reported that a number of amendments had now been proposed as detailed in Annex B of the report, which included:

- Moving the Toucan crossing away from the Wigginton Road junction;
- Reduced road widening between Burton Stone Lane and Kingsway North;
- On road cycle lanes at the Kingsway North roundabout;
- Retain the existing Pelican Crossing at the western end of Crichton Avenue and
- Burton Stone Lane right turn facility and extended shared use on south side of Crichton Avenue.

It was reported that as a result of feedback through public consultation a number of further amendments had been considered necessary, details of which were explained in the report and identified at Annex C.

Officers confirmed that they had no update in relation to the published report.

The Executive Member confirmed that there had been little response following publication of this scheme. He stated that some detail concerns had been raised by the CTC and Network Rail. He stated that whilst the cost of the scheme was high for a short distance of track that it would form part of the core cycle network.

The Executive Member then considered the following options:

- Option 1 – Support the scheme consulted on (detailed in Annex B of the report);
- Option 2 – Support the amended scheme following consultation (detailed in Annex C of the report), along with any other changes Members consider necessary;
- Option 3 – Reject the proposed scheme.

RESOLVED: That the Executive Member approves the scheme shown in Annex C of the Officer report for implementation and asks that Officers ensure that any “shared use” areas of path are clearly delineated in line with the emerging standards specification.¹

REASON: Officers consider that the scheme will provide significant improvements for cyclists using Crichton Avenue, support the Council’s aspiration of providing an Orbital Cycle Route, and contribute to the aims of the Council as a Cycling City.

Action Required

1. Undertake scheme as agreed.

SS

40. CYCLING INFRASTRUCTURE WITHIN YORK - PRINCIPLES, STANDARDS AND EVALUATION TOOL

Consideration was given to a report, which considered the design of future cycling infrastructure for the City of York, and presents a set of standards to be adopted. In addition, the report also considered a tool by which a direct comparison of cycling schemes and their relative benefits could be made.

Officers reported that with Cycling City status, York had an extensive programme of planned infrastructure works and it was felt that a document would be advantageous which was aimed at Engineers/Planners, which set out consistent standards, principles and guidance. Extensive consultation had been undertaken to develop the standards.

Mary Fairbrother, representing the York Blind and Partially Sighted Society, reiterated her earlier comments in relation to vulnerable pedestrians and the short length of time given to the Society for consultation. She referred to the Department of Transport’s guidelines in relation to consultation on any proposals involving shared space.

Officers confirmed that this document was proposed for quick reference and not as a technical guide. They stated that Engineers would be expected to consider both pedestrian and vulnerable pedestrians in their safety audit and at the design feasibility stage.

The Executive Member referred to the merits of adopting a set of standards for cycling infrastructure in the city. He stated that paragraph 4.3 of the document sought to continue with the number of unsegregated off street cycle paths and whilst safety would always be of prime concern that this was one area should be judged on its merits. He therefore proposed to hold further discussions in an effort to refine the wording and to ask officers to undertake consultation with organisations representing disability groups.

RESOLVED: That the Executive Member for City Strategy:

- (i) Approves the Standards and Principles for designing cycling infrastructure within York, with the exception of paragraph 4.3 (segregation) which is referred back to Officers for further discussion with the Department of Transport and partner organisations with a view to the Director of City Strategy using his delegated authority to substitute a more appropriate wording into the document; ¹.
- (ii) Requests officers to ensure that consultation is undertaken with organisations representing disability groups on any schemes that could impact on their use of the transport network; ².
- (iii) Approves the cycling scheme Evaluation Tool and notes the Cost/Benefit Matrix which will be used to assess the value for money and effectiveness of cycling infrastructure schemes.

REASON: To provide a uniformed approach to designing new cycling infrastructure within York so that consistency can be achieved throughout the network of cycle routes and to provide a mechanism to assess, justify, and prioritise future cycle scheme work programmes.

Action Required

- 1. Use the Standards for designing cycling infrastructure as agreed SS
- 2. Consult with disability groups as necessary. SS

41. CITY OF YORK'S LOCAL TRANSPORT PLAN 3 - CONSULTATION STRATEGY

The Executive Member considered a report, which sought approval of the consultation strategy to be adopted for preparing York's Third Local Transport Plan (LTP3) to cover the period from 2011 onwards.

Officers reported that the proposed LTP3 Consultation Strategy had been prepared in consultation with the Council's Marketing and Communications team and details of the Strategy were set out in Table 2 of the report. It was pointed out that Table 2 differed from Table 1 as it showed two consultation stages prior to the publication of the Draft LTP3, instead of the single consultation originally anticipated.

The Executive Member confirmed that the consultation process appeared adequate although he pointed out that care would be needed to avoid duplication with the Traffic Congestion Committees questionnaire.

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

- (i) Note the content of the report, particularly Table 1, which outlines the proposed activities and timescales for

producing LTP3 and Table 2, which outlines the proposed consultation strategy;

- (ii) Approve the consultation strategy proposed at Table 2.
- (iii) Grant delegated powers to the Assistant Director, in consultation with the Executive Member City Strategy, to issue consultation documents for pre-consultations on the Draft LTP3. ¹
- (iv) Request Officers to ensure that there is no duplication, in the consultation process, between the Traffic Congestion Ad-Hoc Scrutiny Committee resident's questionnaire and any actions taken by the Strategy Department in relation to LTP3. ²

REASON: To enable the commencement of consultations required to prepare the city's Local Transport Plan 3.

Action Required

- 1. Issue consultation documents as agreed. SS
- 2. Consultation process examined to ensure no duplication. SS

CLlr Steve Galloway, Executive Member for City Strategy
[The meeting started at 4.00 pm and finished at 5.40 pm].

Decision Session – Executive Member for City Strategy, 20 October 2009**Minute 38 - A19/A1237 Roundabout Improvements – Officer Update**

Pedestrian/cycling counts for the A19/A1237 roundabout summarising movements across each arm over a 12 hour period on three dates.

	A19 North				A1237 West				P&R Arm			
	Travelling				Travelling				Travelling			
	East		West		South		North		East		West	
07:00 to 19:00 Counts	Ped	Cycle	Ped	Cycle	Ped	Cycle	Ped	Cycle	Ped	Cycle	Ped	Cycle
Ref	A1	A1	A2	A2	B1	B1	B2	B2	C1	C1	C2	C2
Thursday 1st October 2009	1	3	2	2	1	10	3	12	16	96	13	59
Saturday 3rd October 2009	8	1	11	1	5	1	9	12	19	27	11	23
Sunday 4th October 2009	7	10	4	5	6	2	9	8	14	46	15	30

Note: Very Windy on Saturday

	A19 South				A1237 East				A1237 East Subway			
	Travelling				Travelling				Travelling			
	East		West		North		South		North		South	
07:00 to 19:00 Counts	Ped	Cycle	Ped	Cycle	Ped	Cycle	Ped	Cycle	Ped	Cycle	Ped	Cycle
Ref	D1	D1	D2	D2	E1	E1	E2	E2	In	In	Out	Out
Thursday 1st October 2009	0	7	1	0	1	1	2	3	31	54	27	77
Saturday 3rd October 2009	1	2	2	0	2	0	0	2	28	30	33	28
Sunday 4th October 2009	0	5	2	1	1	0	0	0	36	68	24	57

Note: Very Windy on Saturday

	A1237 Cycle Route			
	Travelling			
	East		West	
07:00 to 19:00 Counts	Ped	Cycle	Ped	Cycle
Ref	NB	NB	SB	SB
Thursday 1st October 2009	22	108	38	135
Saturday 3rd October 2009	28	37	19	61
Sunday 4th October 2009	24	57	36	68

Tony Clarke
Capital Programme Manager
City Strategy
Tel No. 551641

This page is intentionally left blank



Decision Session
Executive Member for City Strategy

3 November 2009

Report of the Director of City Strategy

PUBLIC RIGHTS OF WAY – Petition requesting that public rights be restricted along the length of the snicket leading from Old Moor Lane to Moor Lane, Dringhouses Ward, York using a Gating Order

Summary

1. This report is in response to the receipt of a petition (see Annex 1) signed by 10 residents of Old Moor Lane, York. This petition requests the closure of the footpath leading from Old Moor Lane to Moor Lane railway bridge (see Annex 2 – Location Map), because of recent incidences of crime and antisocial behaviour.

Recommendation

2. It is recommended that the Executive Member approves **Option A** and resolves to leave the snicket open to public use.

Reason

3. The criteria for a Gating Order, which would allow for the restriction of public access along it, has not been met. At the present time, the level of recorded crime and antisocial behaviour associated with this snicket is not high enough to justify a Gating Order. Additionally, there is no evidence on site that the snicket is facilitating crime and antisocial behaviour, and it is debatable that the alternative route is reasonable (approximately 400m - see Annex 2). N.B. Only those residents with properties which are adjoining or adjacent to the snicket would be eligible for the Personal Identification code to access the gate.

Background

4. The snicket referred to in the petition runs from Old Moor Lane to Moor Lane railway bridge, and provides a short cut for pedestrians, predominantly those living in Old Moor Lane and Aldersyde.
5. In early 2009 a residents' petition was received (see Annex 1) requesting either closure of the footpath or conditional closure using

the new electronic gate mechanism. A summary of its contents is outlined below:

“The Council is probably aware of recent press coverage of vandalism in the areas of Moor Lane and Old Moor Lane. Some of these include: Eggs, stones and bricks thrown at windows, houses and cars. Drinking and drug taking in the alleyway leading to noise nuisance and littering of cans, bottles and needles. Stealing from residents gardens, and damage to property. Graffiti.

When police are called, there is either a long delay in response, or no response at all. Many residents feel threatened and the community as whole feels dispirited. We believe that it is youths from other areas and perhaps the college causing the trouble, rather than those living in Moor Lane and Old Moor Lane.

We would like the alleyway either closed for good, or at worst for it to be electronically gated at night when these activities are increased”.

6. Two sets of statistics have been produced by Safer York Partnership covering the period from 01/10/2008 to 30/09/2009 (Annex 3). In one, which includes Aldersyde, a residential street which is not immediately adjacent to the snicket in question, a total of 8 incidents of anti social behaviour (ASB) and 6 crimes were reported. In the other, which concentrates on properties which are directly affected by the snicket, only 1 incident of ASB and 2 crimes were reported in the 12 month study period.
7. A site visit carried out by the Police Architectural Liaison Officer and his subsequent report (Annex 4 which includes crime and ASB reports which are less recent than those in Annex 3), noted that the footpath was well used by pedestrians. It was also noted that there was a total absence of graffiti, despite limited natural surveillance opportunities, indicating that either constant use by pedestrians was acting as a deterrent, or that residents are continually painting over such graffiti. (Photographs taken in September 2009 are included in Annex 6 and show the present condition of the snicket).
8. His report concluded that pursuing a Gating Order for the footpath could prove problematic in terms of lack of evidence of crime, costs and legal issues, and therefore he does not support closure of the footpath at this time.

Consultation

9. This report is to advise the Executive Member of the receipt of the petition and as yet no consultation has taken place. Should it be determined to progress the request for closure, then a further report would need to be prepared in line with the Council’s Gating Order Policy, to allow both internal and external consultation to be carried out, along with a breakdown of all costs.

10. Ward Members and Group Spokesperson(s) have been consulted. Their comments, verbatim, are:

Ward Councillors

11. Cllr A Reid: *“I respond on behalf of myself and Cllrs Sunderland and Holvey. This request came directly from residents who suffer considerable anti social behaviour from the footpath that runs behind their properties. It appears to me that there would be very little use made of this path at night by local residents and the alternative route via Moor Lane and Tadcaster Rd is very direct and, I suspect, safer at night. Adequate, clear consultation with residents is essential which takes into account comments made by residents on previous consultation process. We are happy that this request proceeds to the next stage.”*

Cllr T Holvey: As above

Cllr S Sunderland: As above

Group Spokesperson(s)

12. Cllr Stephen Galloway: No comments received

Cllr Ruth Potter: *“No comments at this stage,”*

Cllr Ian Gillies: No comments received

Cllr Andy D’Agorne: No comments received

Options

13. Option A. Do nothing and not progress the request to make a Gating Order to restrict public access along the footpath. This option is recommended.
14. Option B. Progress the request to make a Gating Order under S129 of the Highways Act of 1980 to restrict public use of the footpath. This option is not recommended.

Analysis

15. Option A. This option would leave the footpath open for use by the public. The statistics for crime and ASB suggest that the incidences of both do not meet the criteria for a Gating Order. Additionally, the request is not supported by the police at this time. Should the Council determine to continue without the support of the police, legislation requires that it holds and funds the cost of a public inquiry.
16. Option B. This option would gate the footpath and therefore restrict use by the public.

17. Should the footpath be gated, the alternative route from one end of the snicket to the other is along Old Moor Lane, Tadcaster Road and Moor Lane and is a distance of approximately 400m. It could be argued that this is not a reasonably convenient alternative route, taking into consideration the comments received from the North Yorkshire Police Architectural Liaison Officer (Annex 4) and the relatively low level of incidents recorded on the snicket.
18. Due to the lack of evidence of persistent crime or ASB in the immediate area of the snicket, should this proposal be progressed, there is a possibility that the decision could be challenged in the High Court because the criteria of the legislation has not been met.

Corporate Priorities

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

Implications

Financial

22. Should the Executive Member decide to approve the progression of a Gating Order, funding would need to be secured before the formal consultation process can begin. This would normally come from the Ward Committee budget and would need to be addressed in any subsequent closure report.

Human Resources (HR)

23. To be delivered using existing staffing resources.

Equalities

24. There are no equalities implications to this report.

Legal

25. Gating Order legislation gives the council powers to restrict public access to a relevant highway in order to help reduce crime and ASB associated with it. Once an order is made it can be reviewed and either varied or revoked (s129F(2) or (3)). Annex 5 gives details of the requirements of this legislation along with details of Home Office Guidance on the use and life of a Gating Order.

26. As detailed in paragraph 18 any decision made by the Executive member to restrict the use of this snicket would be open to legal challenge in the High Court, the cost of which would have to be met by the Council. For this reason, taking into consideration the lack of recorded crime and ASB in the immediate area of the snicket, the Executive Member must be completely satisfied that the case for a Gating Order is met, before making a decision.

Crime and Disorder

27. Other than that discussed in the main body of the report and Annexes 3 and 4, there are no other crime and disorder implications.

Information Technology (IT)

28. There are no Information Technology implications.

Risk Management

29. In compliance with the council's Risk Management Strategy, the main risks that have been identified should Option B be approved are that which could lead to non-compliance with legislation (Legal and Regulatory – see paragraph 25 and 26 and Annex 5).

Contact Details

Author:

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

Chief Officer Responsible for the report:

Damon Copperthwaite
Assistant Director
(City Development and Transport)

Report
Approved



Date

22 October 2009

Wards Affected:

Dringhouses and Woodthorpe Ward

All

For further information please contact the author of the report.

Background Papers:

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

- Annexes:**
- 1) Petition
 - 2) Location Map
 - 3) Most recent Crime and Anti-Social Behaviour Statistics
 - 4) Report from Jim Shanks, Police Architectural Liaison Officer
 - 5) Summary of Legislative Requirements and Home Office Guidance for Gating Orders
 - 6) Photographs taken of the snicket in September 2009

City of York Council

Date: as per delivery date to Councillor Ann Reid.

This is a Petition to have closed, or to have at worst an electronically gated snicket leading from Moor Lane Railway Bridge in to Old Moor Lane Road in Dringhouses York.

Dear Sir or Madam,

The Council is probably aware of most recent press coverage's of on going vandalism in and around the local areas of Old Moor Lane and Moor Lane, some of the most recent incidences from the snicket in Old Moor Lane are typically as follows:-

1. Eggs thrown at houses and windows.
2. Windows Broken.
3. Stones and bricks thrown at windows, cars, and building roofs damaged.
4. Drinking of Alcohol in snicket.
5. Drug taking in snicket, and dissuading drug taking implements.
6. Needles thrown into gardens and found in snicket.
7. Beer Bottles and cans thrown into gardens from the Snicket.
8. Noise Nuisances including Swearing from youths.
9. Stealing of Garden Ornaments, Clothes from washing Lines, and Door Chimes etc.
10. Damage to resident's fencing.
11. Graffiti to any blank spaces available, including the temporary footbridge.
12. Climbing over fences and damage in local resident's gardens.

Although the police are called, some times it has taken around 3 hours for someone to attend, on occasions know body attends at all. We do realise that there are some very important projects that might be of a priority for the Council, but feelings from local residents are running very high. All paid good money to live in and around this area of York, it was a tranquil area, but people feel threatened by possibly only the few. We don't want this area spoiled when the community benefits us all, but spirits are on low ebb because of most of the above serious incidents.

We must point out none of the aforementioned incidences have been aliened to any youths that live in and around Old Moor Lane / Moor Lane areas, but have been identified to youths from other areas close by to Old Moor Lane even the local collage has to be apportioned to some blame.

We the undersigned want action from City of York Council to either look at closing off the snicket way altogether for good, or at worst for the Snicket to be electronically gated during night time hours when most of the increased activities take place. We await a reply.

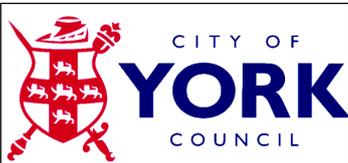
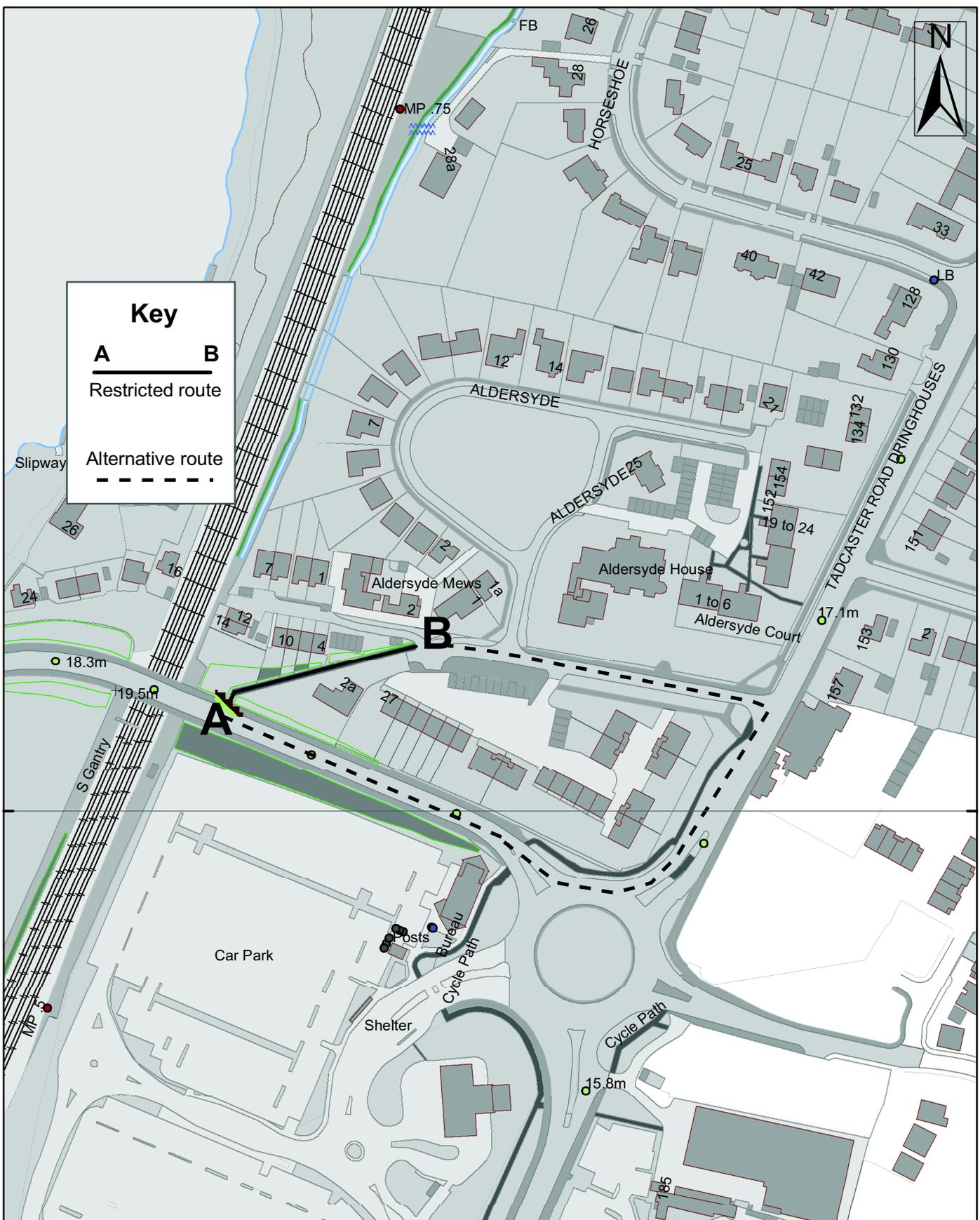
Yours Sincerely Len Aaron Local area watch, 14 Old Moor Lane.

Names

LEN & JULIE AARON
 MARTIN & MAGGIE BEAD
 TRISH MCGAVIN
 Dorothy Bedford
 RAYMOND LOCKIE / Ian Harrison
 Carole Chittenden.
 JOHN FOUNTAIN
 Con & Chui Pugh
~~EN~~ RODNEY CHUI
 Ruth Walker

Addresses

14 OLD MOOR LANE YORK YO24 1QT.
 2A OLD MOOR LANE YO24 1QT
 6 OLD MOOR LANE YO24 1QT
 8 OLD MOOR LANE YO24 1QT
 7 OLD MOOR LANE YO24 1QE
 10 Old Moor Lane YO24 1QT.
 1 Old Moor Lane YO24 1QE
 5 OLD MOOR LANE YO24 1QE
 " " " " " "
 4 old Moor lane YO24 1QT.



Old Moor Lane Map 1

Scale 1:2,119	Drawn By: CR	Date: 12 Oct 2009
Public Rights of Way	Reference:	Drawing No.

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

Reproduced from the Ordnance Survey with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. City of York Council 100020818

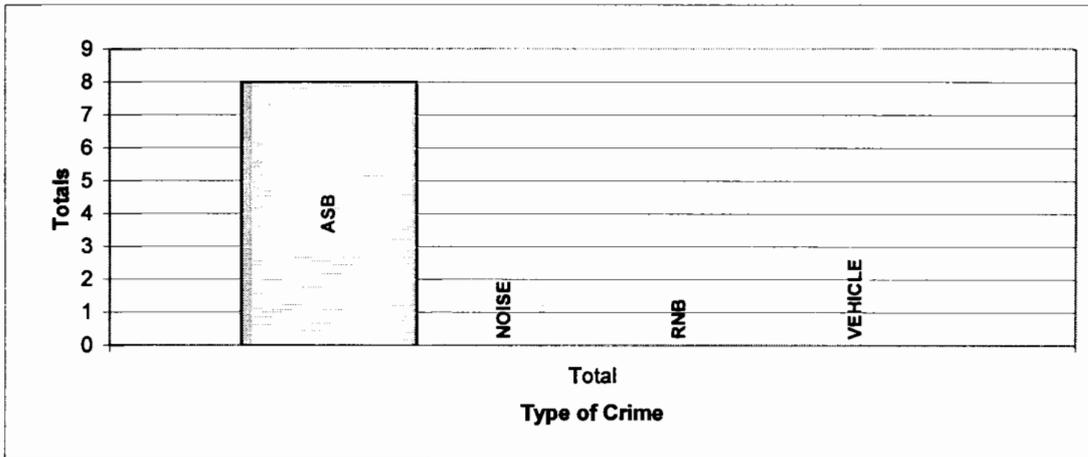
This page is intentionally left blank

NYP ASB General Incidents Report

ASB Analysis Study Area:	=	York Old Moor Lane Study Area
Planning Application Reference:	=	
Size of Study Area from Application	=	Please See Map
Study Period Start:	=	01/10/2008
Study Period End:	=	30/09/2009
Date Study Completed	=	12/10/2009
Number of Months in Study Period	=	12
Geocoding Accuracy Rate	=	95%

ASB Incident Group	Total
ASB	8
NOISE	0
RNB	0
VEHICLE	0
Grand Total	8

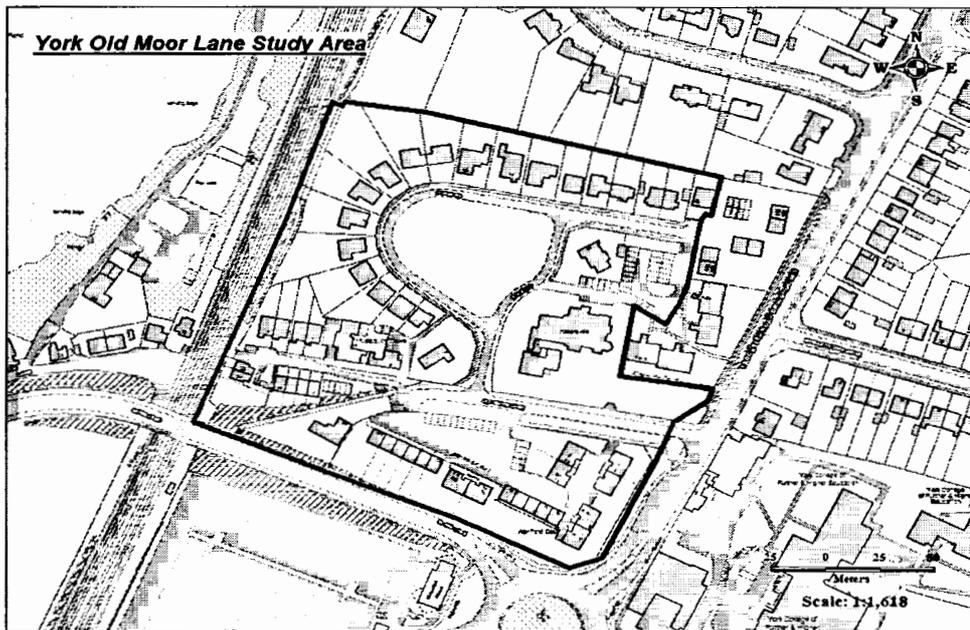
A Table of NYP ASB Incidents in the Study Area (Above) and corresponding Graph (Below)



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

A Table of ASB by ASB Group and then Incident Heading

EVENT_GROUP	INCIDENT_HEADING	Total
ASB	BEHAVIOUR	7
	COMMS	1
Grand Total		8



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

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

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

Month	Total
Jul	0
Aug	0
Sep	2
Oct	2
Nov	3
Dec	1

Day	Total
Mon	3
Tue	2
Wed	0
Thu	2
Fri	0
Sat	0
Sun	1
Grand Total	8

Grand Total

8

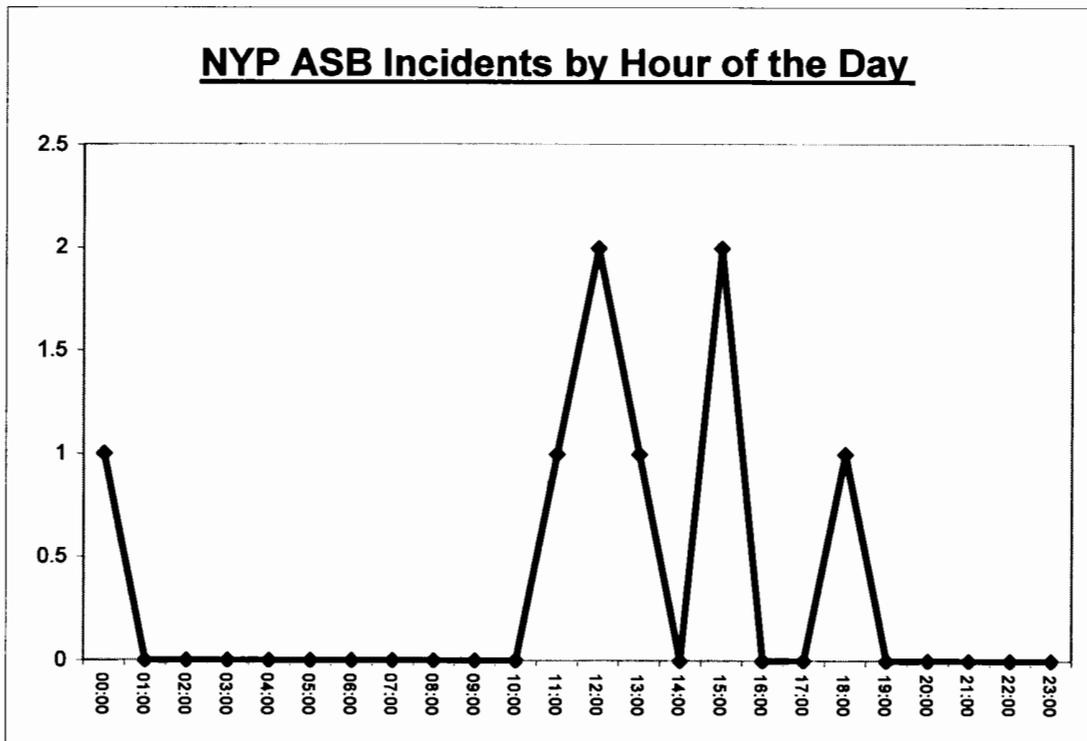
Expected Average Incidents per Month = **0.67**

Expected Average Incidents per Day = **1.14**

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

	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total	
Total	1	0	0	0	0	0	0	0	0	0	0	1	2	1	0	2	0	0	1	0	0	0	0	0	0	8

NYP ASB Incidents by Hour of the Day

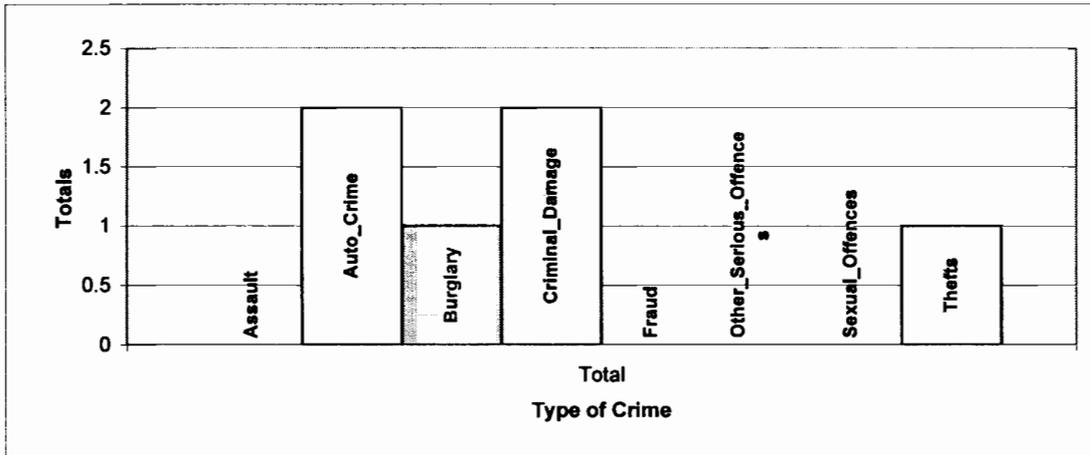


Crime Statistics

Crime Analysis Study Area:	=	York Old Moor Lane Study Area
Planning Application Reference:	=	
Size of Study Area from Application	=	Please See Map
Study Period Start:	=	01/10/2008
Study Period End:	=	30/09/2009
Date Study Completed	=	12/10/2009
Number of Months in Study Period	=	12
Geocoding Accuracy Rate	=	95%

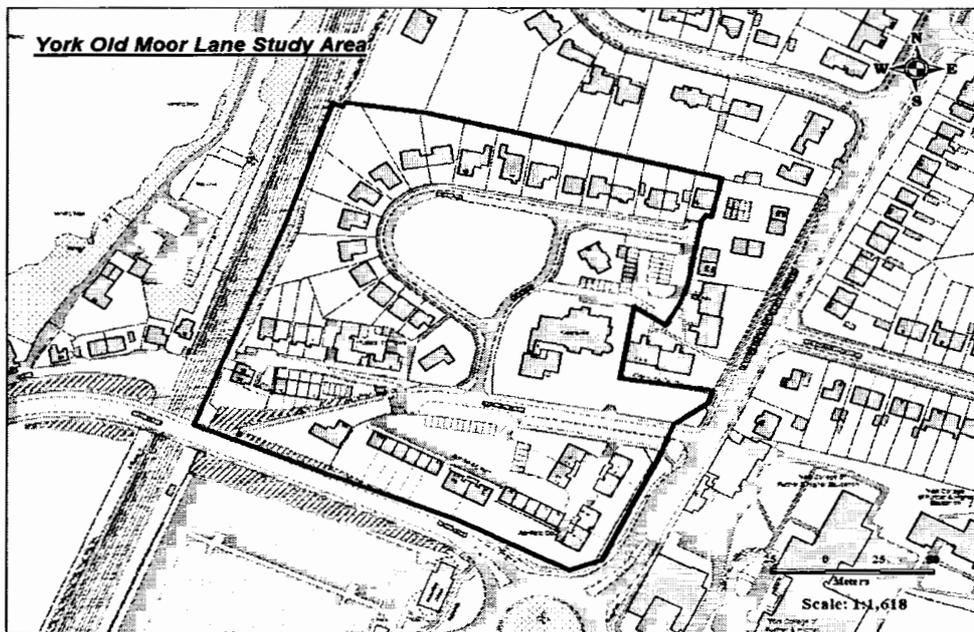
Crime Group	Total
Assault	0
Auto_Crime	2
Burglary	1
Criminal Damage	2
Fraud	0
Other Serious Offences	0
Sexual Offences	0
Thefts	1
Grand Total	6

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



A Table of Crime by Crime Group and then Crime Type

EVENT_GROUP	HO_DESCRIPTION	Total
AUTO_CRIME	THEFT FROM VEHICLE	2
BURGLARY	BURGLARY IN A BUILDING OTHER THAN A DWELLING	1
CRIMINAL_DAMAGE	CRIMINAL DAMAGE OTHER	1
	CRIMINAL DAMAGE TO VEHICLES	1
THEFTS	OTHER THEFT OR UNAUTHORISED TAKING	1
Grand Total		6



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

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

Month	Total
Jul	0
Aug	1
Sep	0
Oct	1
Nov	0
Dec	3

Crime Day	Total
Mon	0
Tue	1
Wed	1
Thu	0
Fri	3
Sat	1
Sun	0
Grand Total	6

Grand Total

6

Expected Average Crime per Month =

0.5

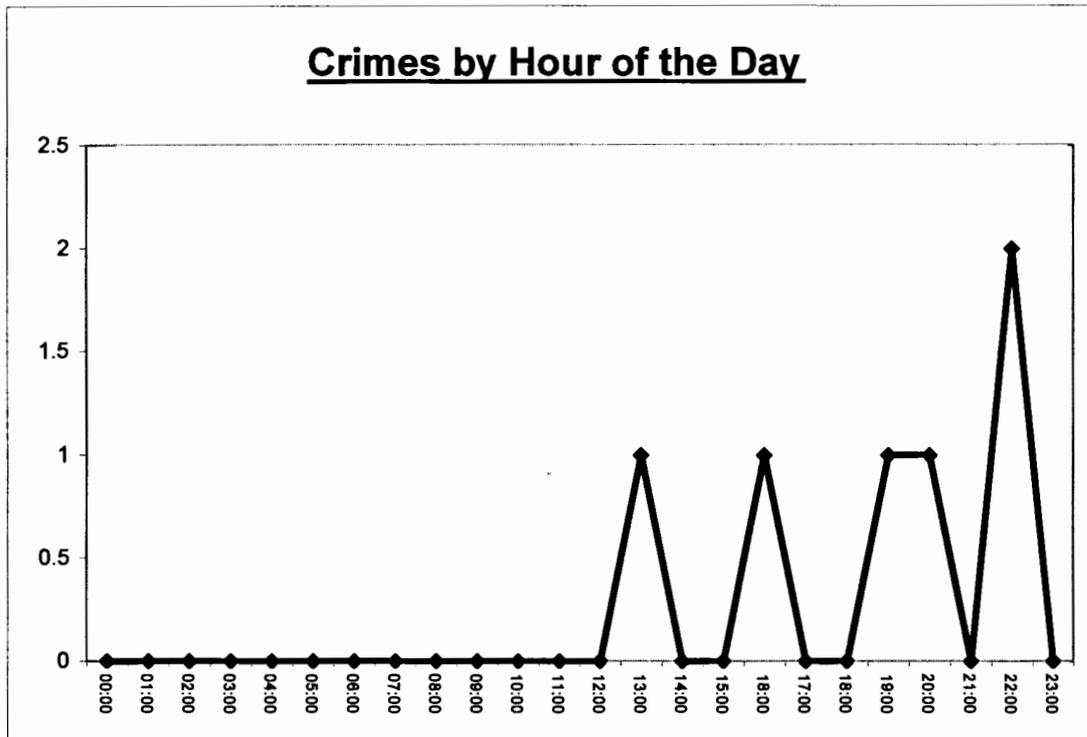
Expected Average Crime per Day =

0.86

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

	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	0	2	0	6

Crimes by Hour of the Day

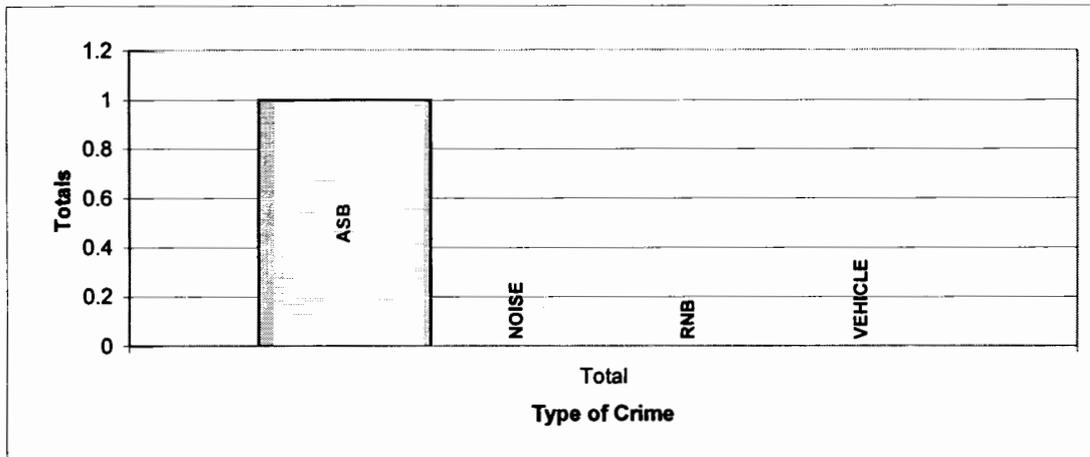


NYP ASB General Incidents Report

ASB Analysis Study Area:	=	York Old Moor Lane Study Area
Planning Application Reference:	=	
Size of Study Area from Application	=	Please See Map
Study Period Start:	=	01/10/2008
Study Period End:	=	30/09/2009
Date Study Completed	=	12/10/2009
Number of Months in Study Period	=	12
Geocoding Accuracy Rate	=	95%

ASB Incident Group	Total
ASB	1
NOISE	0
RNB	0
VEHICLE	0
Grand Total	1

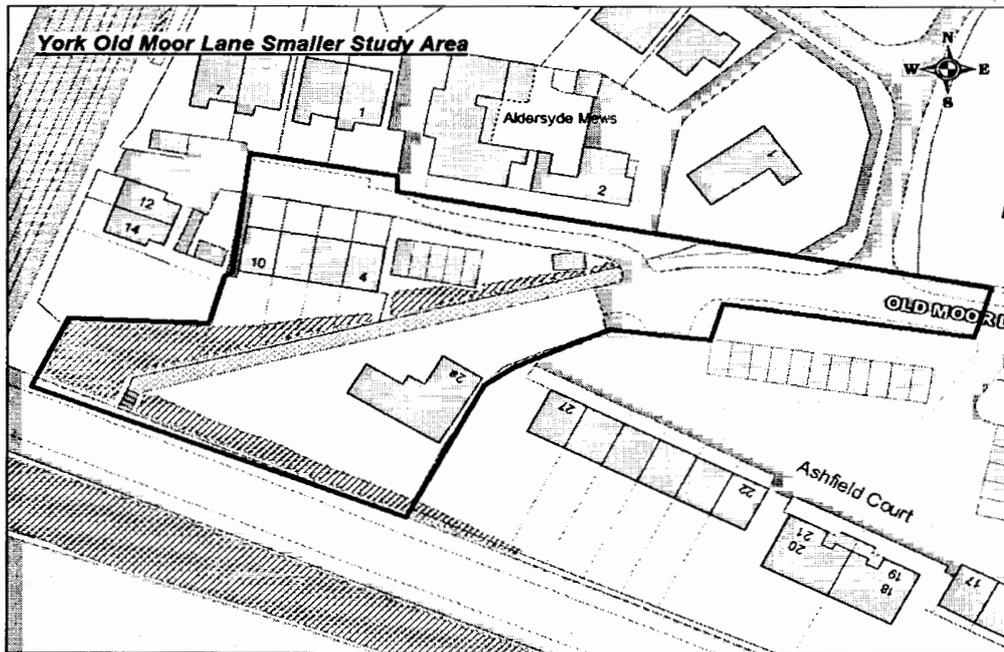
A Table of NYP ASB Incidents in the Study Area (Above) and corresponding Graph (Below)



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

A Table of ASB by ASB Group and then Incident Heading

EVENT_GROUP	INCIDENT_HEADING	Total
ASB	BEHAVIOUR	1
Grand Total		1



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

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

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

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

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

Grand Total

1

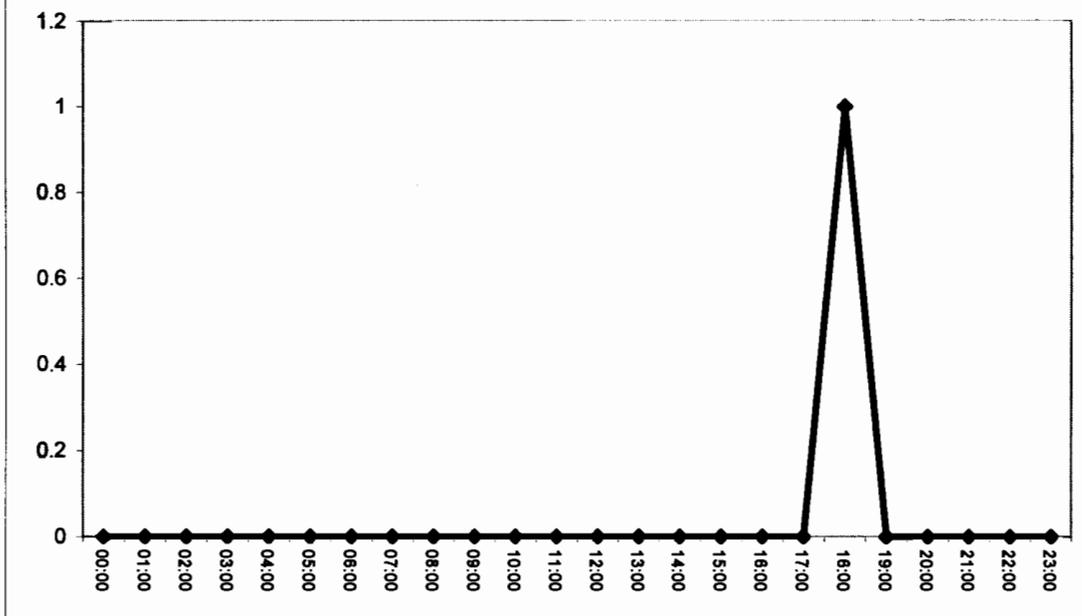
Expected Average Incidents per Month = **0.08**

Expected Average Incidents per Day = **0.14**

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

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

NYP ASB Incidents by Hour of the Day

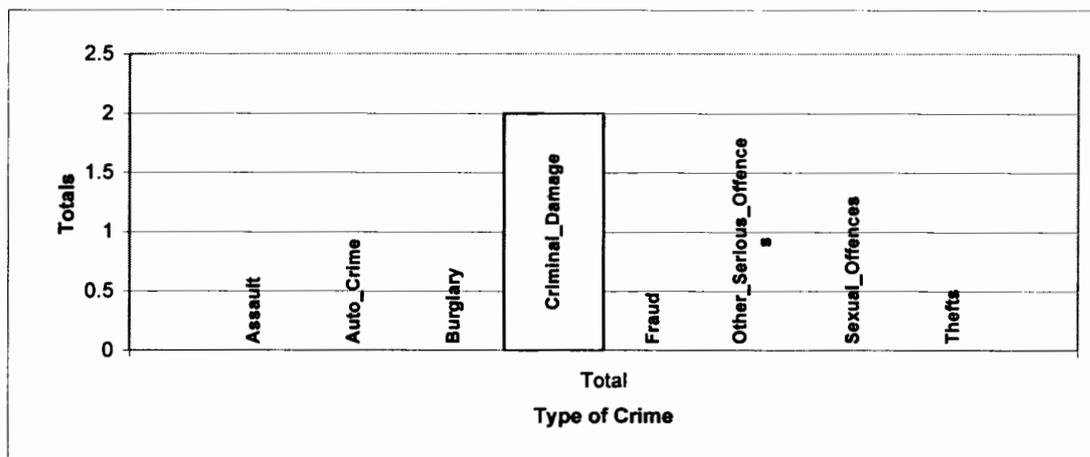


Crime Statistics

Crime Analysis Study Area:	=	York Old Moor Lane Study Area
Planning Application Reference:	=	
Size of Study Area from Application	=	Please See Map
Study Period Start:	=	01/10/2008
Study Period End:	=	30/09/2009
Date Study Completed	=	12/10/2009
Number of Months in Study Period	=	12
Geocoding Accuracy Rate	=	95%

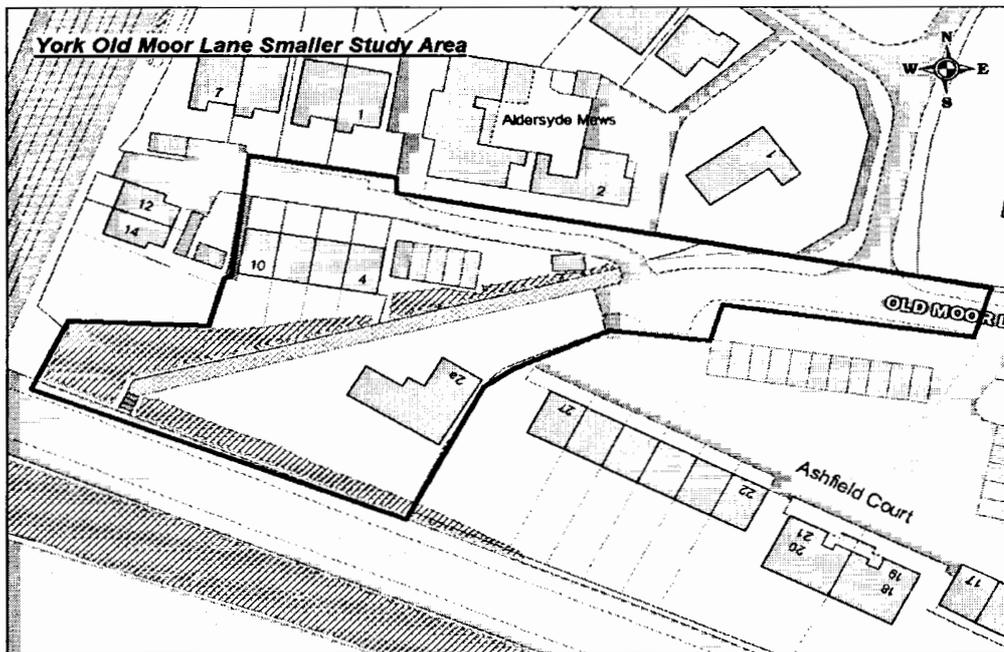
Crime Group	Total
Assault	0
Auto Crime	0
Burglary	0
Criminal Damage	2
Fraud	0
Other Serious Offences	0
Sexual Offences	0
Thefts	0
Grand Total	2

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



A Table of Crime by Crime Group and then Crime Type

EVENT_GROUP	HO_DESCRIPTION	Total
CRIMINAL_DAMAGE	CRIMINAL DAMAGE OTHER	1
	CRIMINAL DAMAGE TO VEHICLES	1
Grand Total		2



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

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

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

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

Grand Total

2

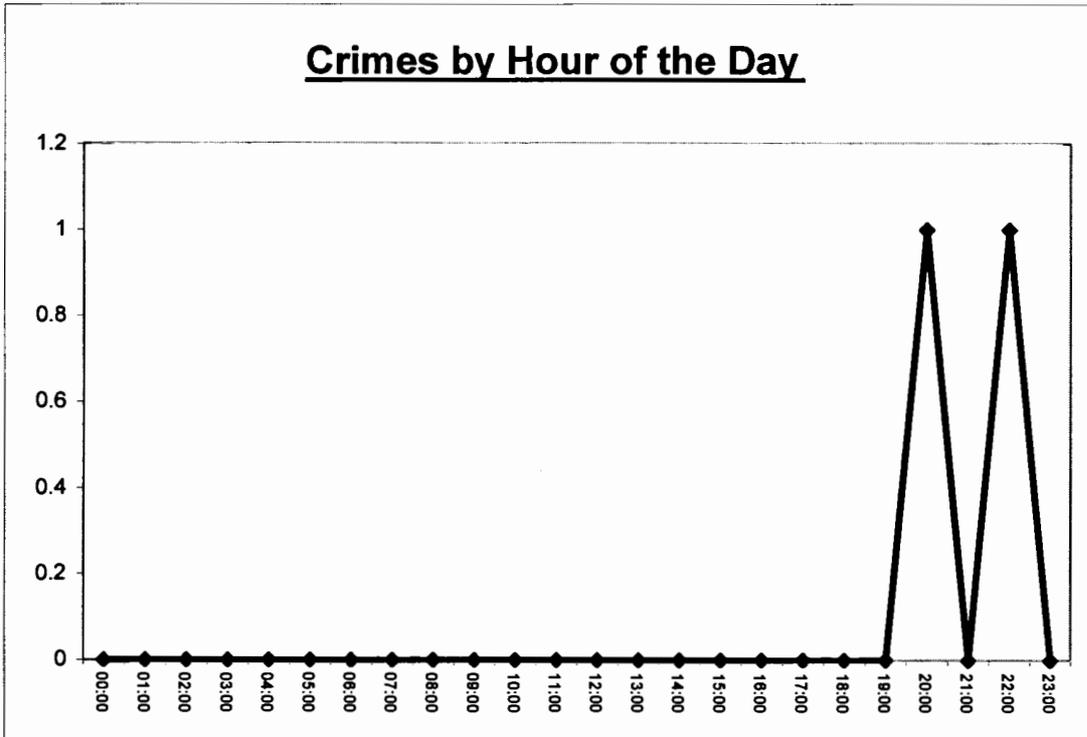
Expected Average Crime per Month = **0.17**

Expected Average Crime per Day = **0.29**

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

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

Crimes by Hour of the Day





20th February 2009

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

Dear Emily,

Moor Lane Footpath – Dringhouses, York

With reference to our recent site visit and conversation regarding the gating of a through-route footpath between Old Moor Lane and Moor Lane Railway Bridge, York, I wish to make the following comments:

1. I have spoken with Safer York Partnership Crime Analyst, Ian Cunningham, and he has produced two analytical reports of police-recorded crime and anti-social behaviour covering a period from 1st January 2008 to the 31st December 2008. The study area is shown on his reports, which I have attached to this document for information.
2. The crime analysis shows 8 incidents of anti-social behaviour and 7 crimes, all reported within a twelve month period. From these statistics and the size of the study area, we would have difficulty finding the necessary evidence to justify a gating project, bearing in mind cost and the greater level of offences in some other locations.
3. At the time of our visit, the footpath was being well used by pedestrians and dog walkers.
4. It was interesting to note that, despite opportunities for natural surveillance of the footpath being limited, there was a total absence of any form of graffiti damage. Graffiti is a common feature of other, similar footpaths, e.g. Love Lane railway footbridge. This would indicate one of two things: either residents are constantly maintaining their fences by painting out graffiti as and when it happens, or regular use of the footpath is deterring such anti-social behaviour.

Gating projects are of greatest benefit in respect of closing off communal access rear alleyways rather than through routes. Furthermore, funding for gating projects is extremely tight and, as a result, we have to prioritise those locations which cause us the greatest concern regarding crime and anti-social behaviour.

I feel, on balance, that to pursue a gating order for the Moor Lane footpath could prove problematic in respect of a number of issues, not least cost, insufficient evidence of crime, and legal matters. It would therefore be difficult to support a gating scheme at this time.

Yours sincerely,


Jim Shanks
Police Architectural Liaison Officer

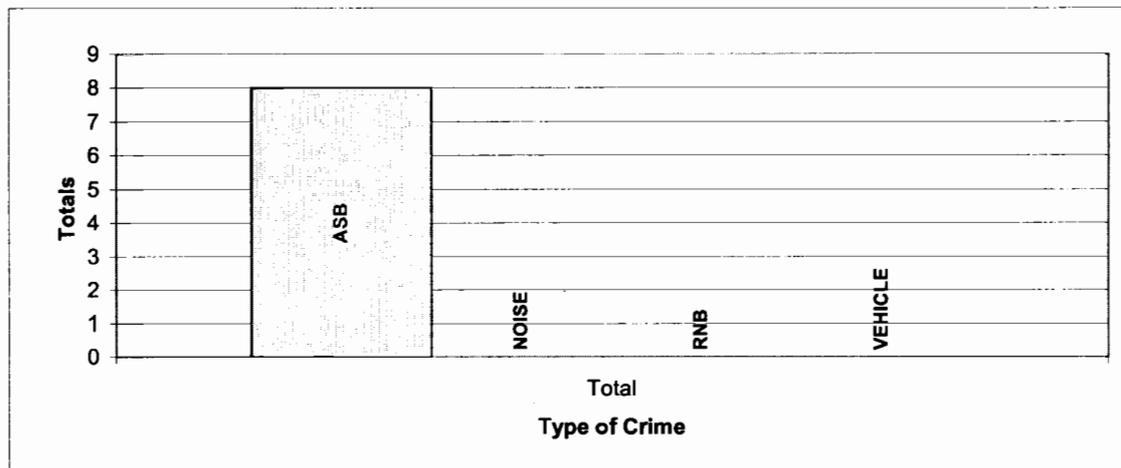


NYP ASB General Incidents Report

ASB Analysis Study Area:	=	York Old Moor Lane Study Area
Planning Application Reference:	=	
Size of Study Area from Application	=	Please See Map
Study Period Start:	=	01/01/2008
Study Period End:	=	31/12/2008
Date Study Completed	=	03/02/2009
Number of Months in Study Period	=	12
Geocoding Accuracy Rate	=	95%

ASB Incident Group	Total
ASB	8
NOISE	0
RNB	0
VEHICLE	0
Grand Total	8

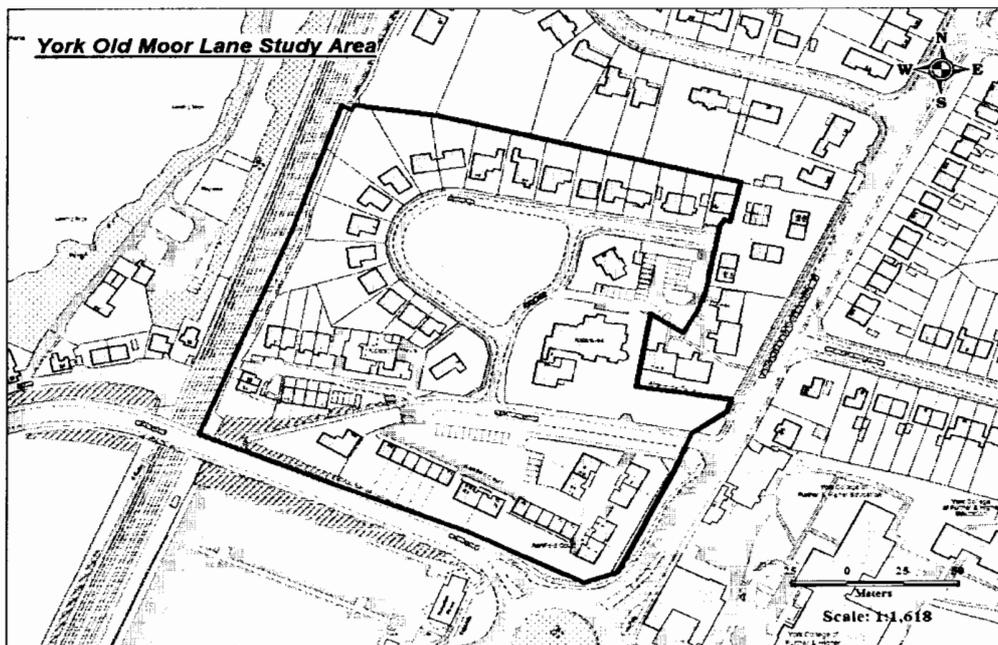
A Table of NYP ASB Incidents in the Study Area (Above) and corresponding Graph (Below)



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

A Table of ASB by ASB Group and then Incident Heading

EVENT_GROUP	INCIDENT_HEADING	Total
ASB	BEHAVIOUR	7
	VEHNUISAN	1
Grand Total		8



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

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

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

Month	Total
Jul	0
Aug	0
Sep	1
Oct	2
Nov	3
Dec	1

Day	Total
Mon	3
Tue	1
Wed	1
Thu	2
Fri	0
Sat	0
Sun	1
Grand Total	8

Grand Total

8

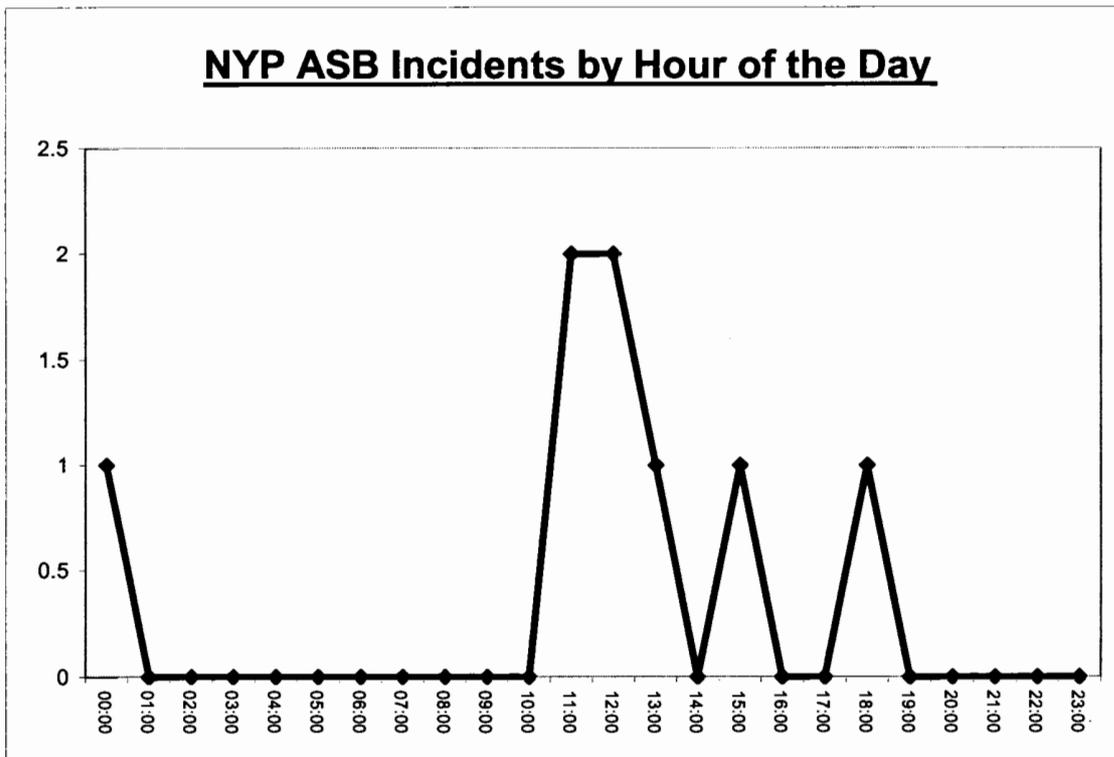
Expected Average Incidents per Month = **0.67**

Expected Average Incidents per Day = **1.14**

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

	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total	
Total	1	0	0	0	0	0	0	0	0	0	0	2	2	1	0	1	0	0	1	0	0	0	0	0	0	8

NYP ASB Incidents by Hour of the Day

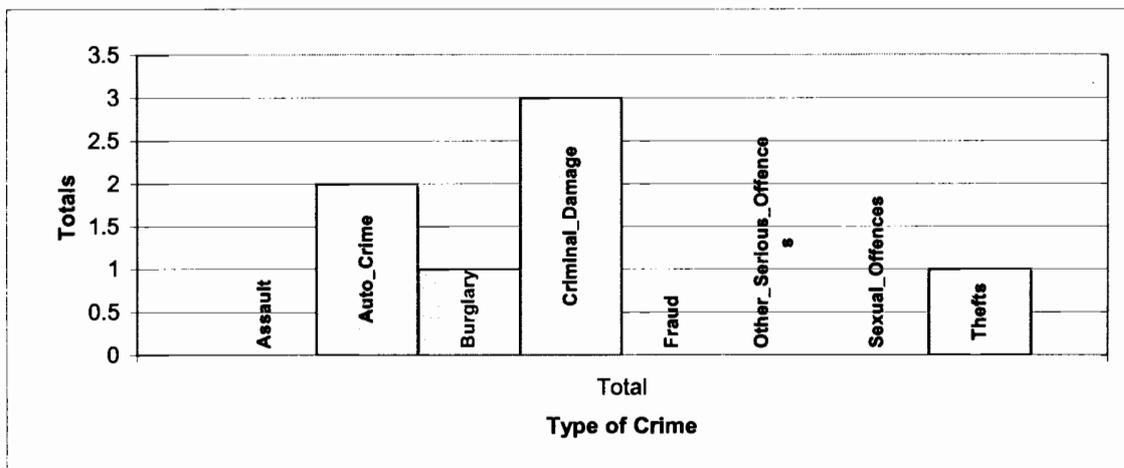


Architectural Liason Officer Report

Crime Analysis Study Area:	=	York Old Moor Lane Study Area
Planning Application Reference:	=	
Size of Study Area from Application	=	Please See Map
Study Period Start:	=	01/01/2008
Study Period End:	=	31/12/2008
Date Study Completed	=	03/02/2009
Number of Months in Study Period	=	12
Geocoding Accuracy Rate	=	95%

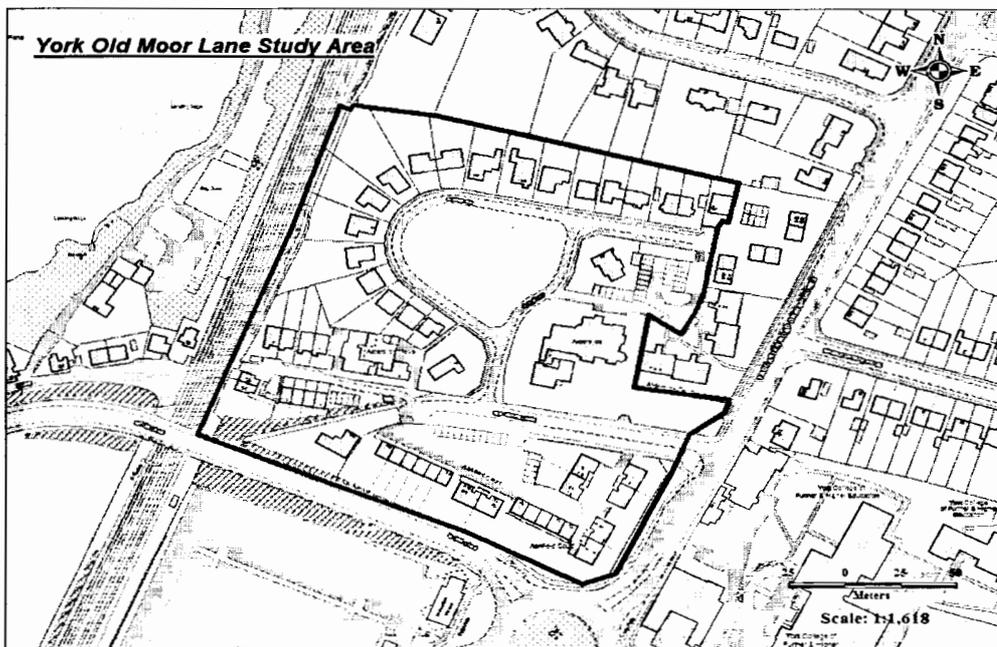
Crime Group	Total
Assault	0
Auto_Crime	2
Burglary	1
Criminal_Damage	3
Fraud	0
Other_Serious_Offences	0
Sexual_Offences	0
Thefts	1
Grand Total	7

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



A Table of Crime by Crime Group and then Crime Type

EVENT_GROUP	HO_DESCRIPTION	Total
AUTO_CRIME	THEFT FROM VEHICLE	2
BURGLARY	BURGLARY IN A BUILDING OTHER THAN A DWELLING	1
CRIMINAL_DAMAGE	CRIMINAL DAMAGE OTHER	1
	CRIMINAL DAMAGE TO VEHICLES	2
THEFTS	OTHER THEFT OR UNAUTHORISED TAKING	1
Grand Total		7



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

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

Month	Total
Jul	1
Aug	1
Sep	0
Oct	1
Nov	0
Dec	3

Crime Day	Total
Mon	0
Tue	1
Wed	1
Thu	0
Fri	3
Sat	1
Sun	1
Grand Total	7

Grand Total

7

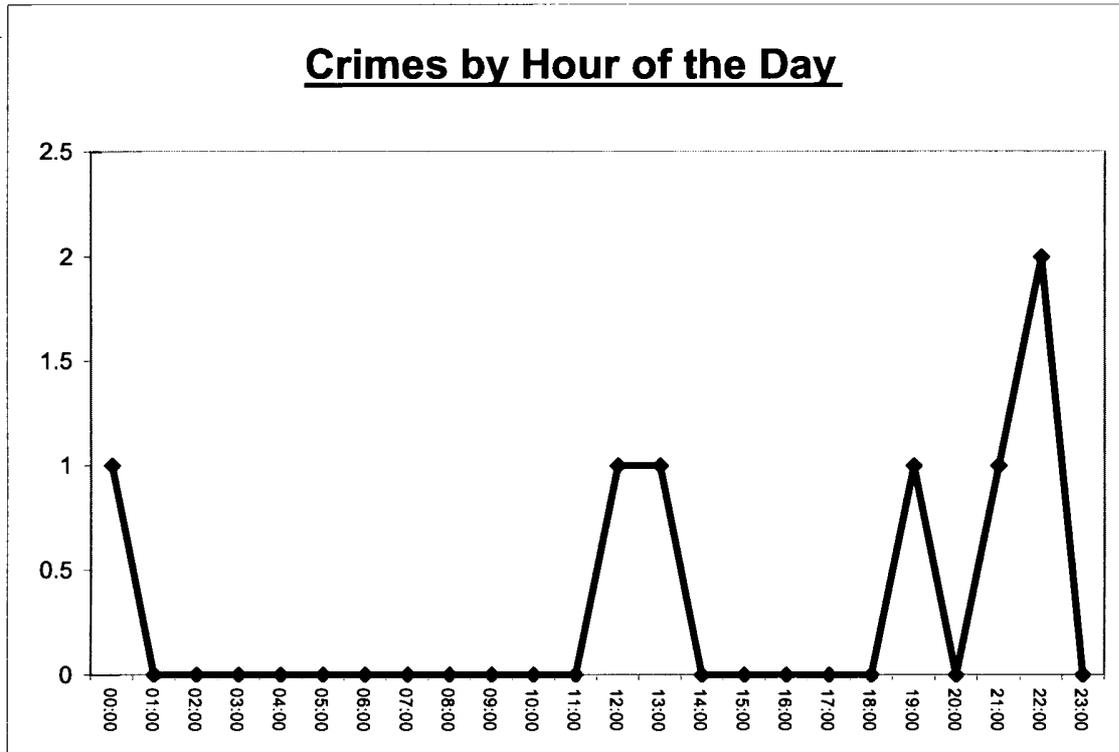
Expected Average Crime per Month = **0.58**

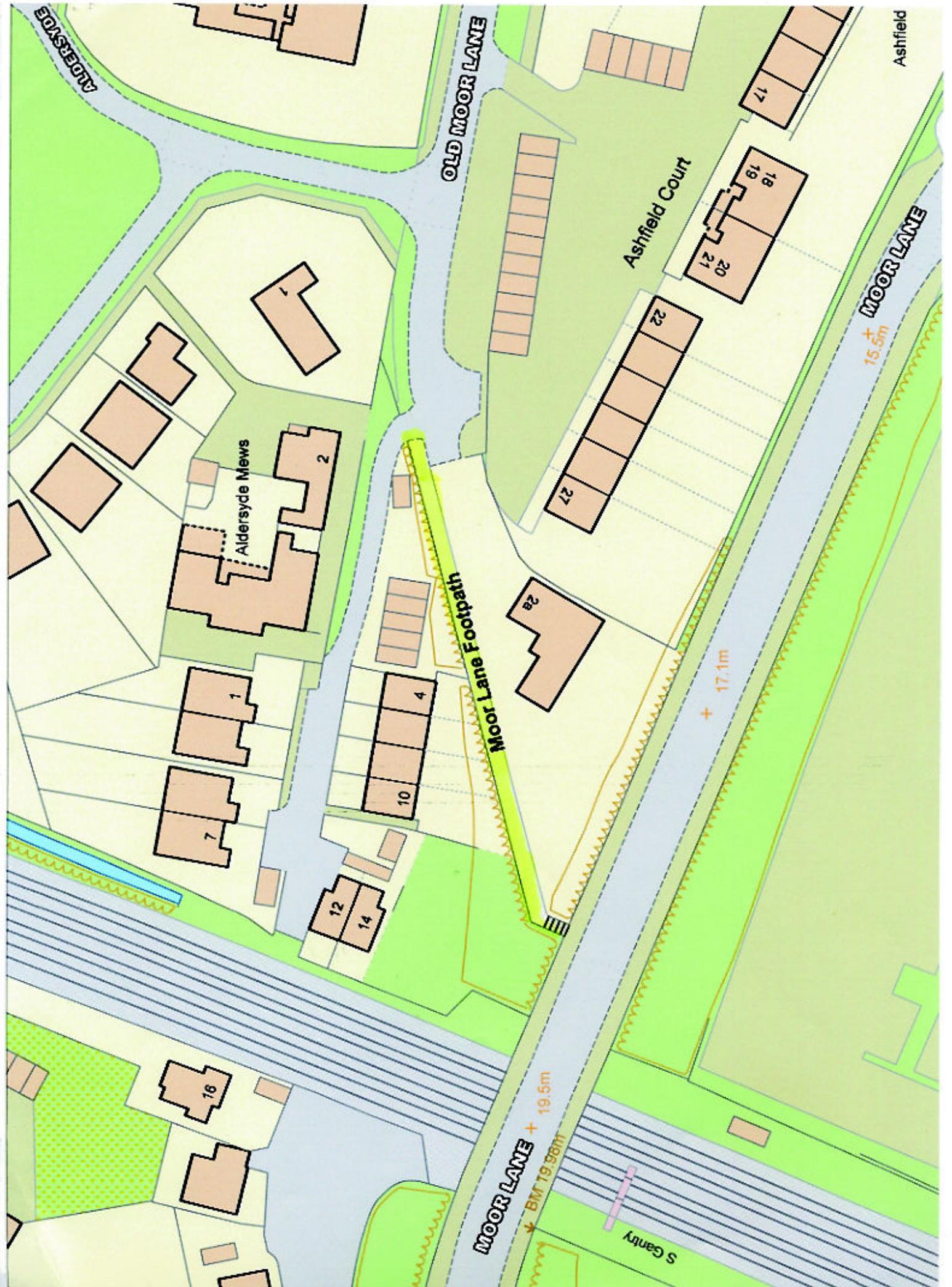
Expected Average Crime per Day = **1**

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

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

Crimes by Hour of the Day





Annex 5

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

1. Section 129A of the Highways Act 1980 (as amended) by the Clean Neighbourhoods and Environment Act 2005 (CNE) allows local authorities to make Gating Orders to restrict public access over any relevant highway (as defined by S129A(5)) to reduce and prevent crime and anti-social behaviour. In order that a highway can be considered for a Gating Order, it must be demonstrated that it meets all of the following legislative requirements:
 - a) Premises adjoining or adjacent to the highway are affected by crime or anti-social behaviour;
 - b) The existence of the highway is facilitating the persistent commission of criminal offences or anti-social behaviour; and
 - c) It is in all circumstances expedient to make the order for the purposes of reducing crime or anti-social behaviour. This means that the following has to be considered:
 - (i) The likely effect of making the order on the occupiers of premises adjoining or adjacent to the highway;
 - (ii) The likely effect of making the order on other persons in the locality; and
 - (iii) In a case where the highway constitutes a through route, the availability of a reasonably convenient alternative route.
2. Home Office Guidance 2006 suggests that the council should give consideration as to whether there are alternative interventions that may be more appropriate to combat crime and anti-social behaviour before considering the use of a Gating Order.
3. Although a Gating Order restricts public use over a route, its highway status is retained, thus making it possible to revoke or review the need for the Order. Home Office Guidance 2006 recommends that this review be carried out on an annual basis.
4. Access along a route which is restricted by a Gating Order is given to residents adjacent to or adjoining the restricted route (HA1980 S129B (3)) and anyone who has a private right of access over it (Gating Orders can only be made to restrict Public Rights of Way).

This page is intentionally left blank

Annex 6 – Photographs taken of the snicket (September 2009)



Fig. 1: View along the snicket in a south-easterly direction from the northern end



Fig. 4



Fig. 2



Fig. 5: Looking up the steps to Moor Lane



Fig. 3



Fig. 6: Looking down the steps from Moor Lane

This page is intentionally left blank



3 November 2009

Decision Session
Executive Member for City Strategy

Report of the Director of City Strategy

PUBLIC RIGHTS OF WAY – Proposal to gate three snickets at The Reeves, Westfield Ward, York

Summary

1. This report is in response to the receipt of a petition (see Annex 1) signed by 50 residents living in The Reeves area. This petition requests the closure of three snickets leading from Thoresby Road into The Reeves (Annex 2), because of persistent problems with criminal activity and antisocial behaviour (ASB).

Recommendation

2. Taking into account the requirement to balance the council's commitment to reducing crime and antisocial behaviour within the city, with the access needs of the residents of the area that would be affected by the Gating Orders requested in the petition should they be implemented, there are 2 options available. Option A - proceed with the Gating Order process or, Option B - not proceed with the Gating Order process.

Reason

3. The level of crime and ASB occurring in the area, and also associated with the snickets, meets the criteria of the legislation which allows the closure of snickets that are found to be facilitating the commission of persistent criminal activity and/or ASB. However, the survey carried out by Ward Members indicates that a significant proportion of residents living in Thoresby Road would not wish for the snickets to be closed. It is for the Executive Member to determine which option to take forward.

Background

4. A petition was received from the residents of The Reeves, following discussion with Ward Members. There has previously been discussion with the Community Police Team with regard to closing the snickets.

5. Crime and ASB statistics produced by Safer York Partnership covering a period from 01/01/2006 to 31/08/2009 (crime) and from 01/01/2008 to 31/07/2009 (ASB), show that The Reeves is a 'high crime' area and suffers regular occurrences of ASB (see Annex 3).
6. The Police Architectural Liaison Officer, conducted a site visit and carried out a survey of the street and snickets in question. His subsequent report (included within Annex 3) states that The Reeves has what is termed as a 'leaking' cul-de-sac layout i.e. the three snickets undermine the 'defensible space' of the street. Long term research has shown that permeable street networks, if not carefully designed, can become susceptible to higher levels of crime
7. The first snicket (Number 1 on the plan – Annex 1), running between house numbers 47 and 49 The Reeves and leading into Thoresby Road, is only partly overlooked by properties and has therefore mainly very limited natural surveillance. During the site visit, it was noted that the snicket showed little signs of care and ownership being littered with cans, bottles and litter. This indicates ASB issues associated with people congregating in the snicket. Additionally, the horizontal bar on one of the cycle barriers, at the Thoresby Road entrance, was broken, giving unrestricted access to cycles and motor cycles.
8. The second snicket (Number 2 on the plan – Annex 1), runs between house numbers 32 and 34 The Reeves. This snicket was better maintained, though there was instance of graffiti on an outbuilding boundary wall at number 49. On entering the snicket at either end, it is not possible to see the exit owing to it being 'dog-legged' half way along. This design does not comply with current 'designing out crime' guidance of as it creates a possible entrapment site and fear of crime generator. The snicket has one street light at the dog leg, which is inadequate.
9. The third snicket (Number 3 on the plan – Annex 1), runs between house numbers 28 and 30 The Reeves. This is a narrow snicket, with no natural surveillance and no lighting. Again, it is dog legged and so the exit cannot be seen from either entrance, giving rise to the same possible problems as with snicket Number 1.
10. The report states that no other crime reduction initiatives are in place in this area but that the closure and gating of these snickets will substantially reduce the incidents of crime and ASB. The report, produced on behalf of North Yorkshire Police, fully supports closure of the snickets.

Consultation

11. As this report is to advise the Executive Member of the receipt of the petition no formal consultation has taken place yet. Nonetheless, Ward Members have conducted their own survey which covered not just The Reeves, but a much wider area and included 432 properties in the area (see Annex 4). A summary of the results of this survey is included in Table 1 below.

Table 1: Survey results from all residents consulted

	Leave open	Close at night	Full closure
Snicket 1	43%	33%	23%
NB: 5% of residents who responded to the survey require access to the garages from snicket 1.			
Snicket 2	31%	36%	32%
Snicket 3	37%	29%	33%

12. When broken down further to include the opinions of the 54 properties in The Reeves, the majority of the 25 that responded would support either full or partial closure.

Table 2: Survey results for The Reeves

	Leave open	Close at night	Full closure
Snicket 1	5	9	9
Snicket 2	4	8	11
Snicket 3	7	7	10

13. Ward Members and Group Spokesperson(s) have been consulted. There comments, verbatim, are:

Ward Councillors

14. Cllr Stephen Galloway: *“We recently undertook a survey of opinions in this area on the snicket issue. Attached are the detailed house by house results. (see Annex 4 (includes summary of the results)).*

There was no consensus over the need to close any of the snickets.

Only 1 snicket (that with an entrance near 92 Thoresby Road) attracted a majority in favour of (night time) closure.”

Cllr Susan Galloway: No comments received

Cllr Andrew Waller: No comments received

Group Spokesperson(s)

15. Cllr Ruth Potter: *“No comments at this stage”*

Cllr Ian Gillies: No comments received

Cllr Andy D'Agorne: No comments received

Options

16. Option A. Progress the request to make Gating Orders under S129 of the Highways Act of 1980 to restrict public use of the snickets.
17. Option B. Do not progress the request to make Gating Orders to restrict public access along the snickets

Analysis

18. Option A. This option would allow pre-order consultation, followed by formal consultation, on the requested Gating Orders to begin. From this it could be determined which, if any, of the snickets could be gated to restrict access and also what method would be most preferable; full closure or night time closure.
19. The statistics for crime and ASB in the area show that there have been persistent levels of both, and therefore the legislative requirements for a Gating Order have been met in this respect. This option carries support from the police and would greatly assist in their efforts to reduce crime and ASB in the area.
20. However, as only those residents with properties which are adjoining or adjacent to the snickets, or those who have a private right of access to property (for example there may be a private right of access from properties to the garages behind 33-43 The Reeves), would be eligible for the Personal Identification code needed to access the gates, this would leave a substantial number of residents in the area without access along the snickets in question.
21. Should the snickets be closed, a decision would have to be made as to whether the alternative route, as shown on the location plan (Annex 1) along Thoresby Road, could be considered to be a reasonable and convenient alternative, taking into consideration the high level of crime and ASB associated with the snickets. The shortest alternative routes (approximately) for each snicket, from one end to the other, are as follows:
 - Snicket 1 – 575m
 - Snicket 2 – 466m
 - Snicket 3 – 312m
22. Option B - This option would leave the snickets open for use by the public and although resident's would continue to be able to use the snickets the incidents of crime and ASB are likely to continue at their current level.

Corporate Priorities

23. Option A ties in with the council's Corporate Strategy, Priority Statement No5 to make York "a safer city with low crime rates and high opinions of the city's

safety record.” This aim relates to improving the quality of life for York residents, by implementing a range of key objectives designed to reduce crime and the fear of crime and also tackle persistent nuisance behaviour, which can make life intolerable to some people.

24. Option B ties in with the council’s policy to improve sustainable methods of transport, such as walking and cycling.

Implications

Financial

25. Should the Executive Member decide to approve the progression of Gating Orders, funding would need to be secured before the formal consultation process can begin. This would normally come from the Ward Committee budget and would need to be addressed in any subsequent closure report.

Human Resources (HR)

26. To be delivered using existing staffing resources.

Equalities

27. There are no equalities implications to this report.

Legal

28. Gating Order legislation gives the council powers to restrict public access to a relevant highway in order to help reduce crime and ASB associated with it. Once an order is made it can be reviewed and either varied or revoked (s129F(2) or (3)). Annex 5 gives details of the requirements of this legislation along with details of Home Office Guidance on the use and life of a Gating Order.

Crime and Disorder

29. Other than that discussed in the main body of the report and Annex 3, there are no other crime and disorder implications.

Information Technology (IT)

30. There are no Information Technology implications.

Risk Management

31. In compliance with the council’s Risk Management Strategy, Option A is subject to internal budgetary pressure (Financial – see paragraph 25), there are no risks associated with Option B.

Contact Details

Author:

Alison Newbould
Public Rights of Way Officer
Network Management (City
Development and Transport)
Tel: (01904) 551481

Chief Officer Responsible for the report:

Damon Copperthwaite
Assistant Director
(City Development and Transport)

**Report
Approved**

Date

23 October 2009

Wards Affected:

Westfield Ward

All

For further information please contact the author of the report.

Background Papers:

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

Annexes:

- 1) Petition
- 2) Location Map with alternative route
- 3) Crime and Anti-Social Behaviour Statistics including report from Jim Shanks, Police Architectural Liaison Officer
- 4) Plan showing extent of survey carried out by Ward Members
- 5) Summary of Legislative Requirements and Home Office Guidance for Gating Orders

Annex 1 - Petition to close snicket access to The Reeves

This page is intentionally left blank

PETITION TO CLOSE SNICKET ACCESS TO THE REEVES

We have been asked by Councillor Waller to get together a petition of residents of The Reeves so we may have a chance of reducing anti-social behaviour focused at our homes. The Community Police Team are still working to get the alleyways closed. It is unsure at this present moment how the alleyways will be secured but we have been lead to believe that access gates will be installed with timers to restrict access. Times of restriction are still to be confirmed but the scheme has been run in Clifton with a very good response by residents and has significantly reduced crime in the area.

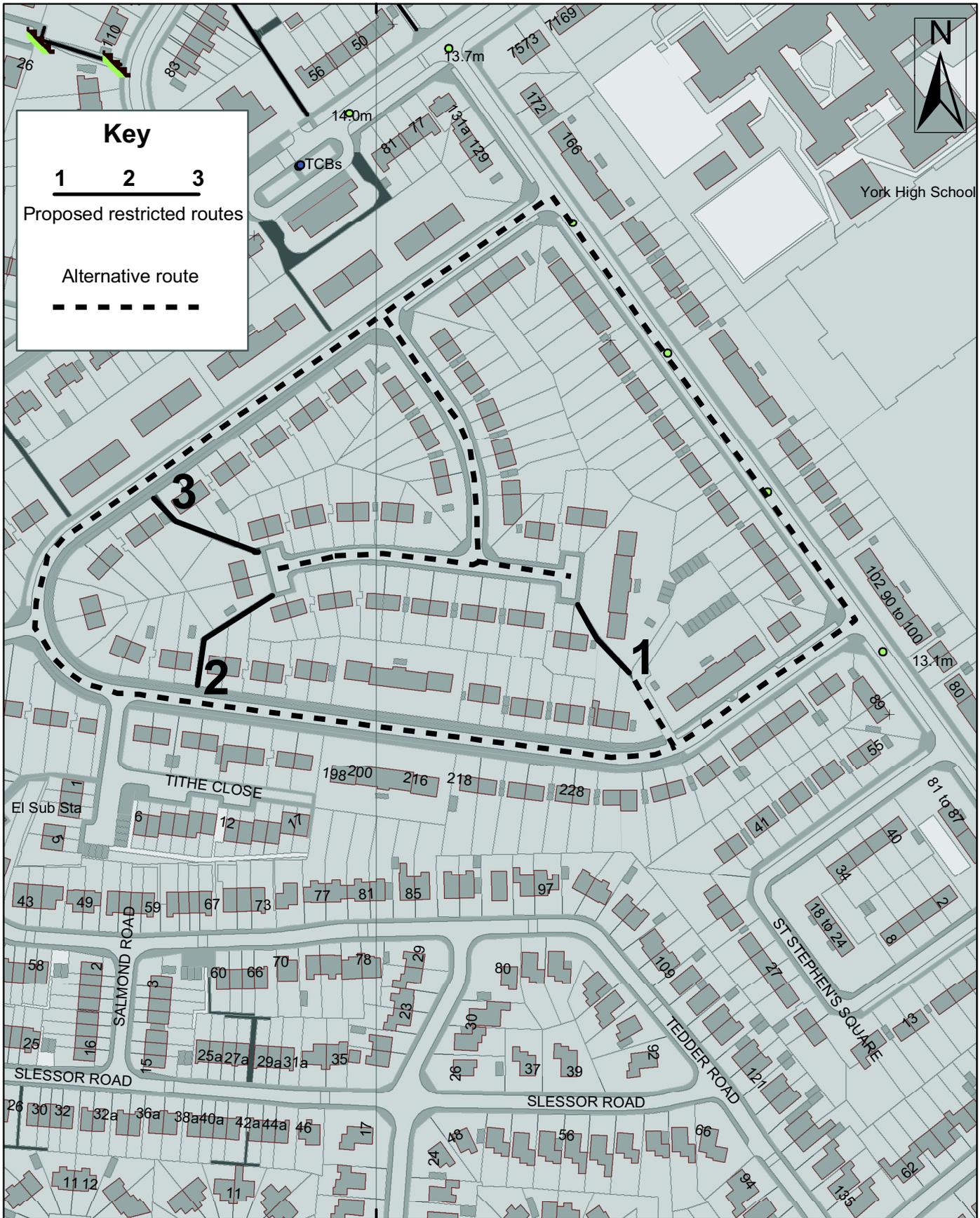
Thank you for attention if you wish to sign the petition please do so.

Name	Address	Signature
MRS A SWEETING	20 THE REEVES, ACOMB, YORK	A Sweating
MIC R SWEETING	20 THE REEVES	MRS
MRS L E BRADLEY	28 THE REEVES	L E Bradley
MR J BRADLEY	28 THE REEVES	J Bradley
MR W WLEANWOO	30 THE REEVES	W Wleanwoe
MR P CROSBY	36 THE REEVES	P Crosby
MRS R ONGOKI	42 THE REEVES	R Ongoki
MR D HILL	48 THE REEVES	D Hill
MISS L HILL	48 THE REEVES	L Hill
MR M WILKINSON	51 THE REEVES	M Wilkinson
MR N BORDEN	53 THE REEVES	N Borden
MR P BORDEN	51 THE REEVES	P Borden
S DODSWORTH	49 THE REEVES	S Dodsworth
C RHODES	27 THE REEVES	C Rhodes
S RHODES	27 THE REEVES	S Rhodes
M CATIE	25 THE REEVES	M Catie
J LYLE	25 THE REEVES	J Lyle
MR M KING. B.E.H	23 THE REEVES,	M King
MRS E PENN	15, THE REEVES	E Penn
M M PENN	15 THE REEVES	M Penn
M KELLY	13 THE REEVES	M Kelly
R. PETERSON	11 THE REEVES	R Peterson
D. DUNSCALE	7 THE REEVES	D Dunscale
B. MILTON	5 THE REEVES	B Milton
G. M. STAMPSON	2 THE REEVES	G. M. Stampson
H. HAYDEN	14 THE REEVES	H. Hayden
P. WEST	22 THE "	P West
J. WEST	" " "	J West
B. HOLDER	15 THE REEVES	B Holder
M. MILTON	18 THE REEVES	M. Milton
B. MILTON	18 THE REEVES	B Milton
R. WEST	22 THE REEVES	R West
K M HEAVITT	26 THE REEVES	K M Heavitt
D. HAW	32 THE REEVES	D. Haw
J. BEAVER	24 THE REEVES	J. Beaver
S. BEAVER	24 THE REEVES	S. Beaver

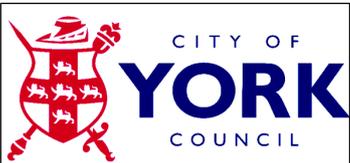
Annex 2 – Location Plan, The Reeves – Snickets 1, 2 & 3

This page is intentionally left blank

457000 000000



457000 000000



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

The Reeves - Snickets 1, 2 & 3

Scale 1:2,199	Drawn By: CR	Date: 12 Oct 2009
Public Rights of Way	Reference:	Drawing No.

Reproduced from the Ordnance Survey with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. City of York Council 100020818

This page is intentionally left blank

**Annex 3 –Safer York Partnership, Crime Analysis Report,
including a report by North Yorkshire Police Architectural
Liaison Officer**

This page is intentionally left blank



18th September 2009

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

Dear Emily,

The Reeves, Acomb, York

I am in receipt of your email correspondence regarding a petition from residents of The Reeves, Acomb, York, requesting the gating of three alleyways in the street.

I have spoken with Safer York Partnership Crime Analyst, Ian Cunningham, who has produced statistics of police-recorded crime covering a period from 1.1.2006 to 31.8.2009 and anti-social behaviour reports from 1.1.2008 to 31.7.2009. I have attached these to this document for information. These statistics clearly show that The Reeves is in a 'high crime' area and also suffers problems of anti-social behaviour.

Secured by Design largely promotes the use on non-permeable cul-de-sac layouts and several evaluations (Brown, 1999; Armitage, 2000) have indicated its effectiveness in reducing crime and the fear of crime. There is also extensive and compelling research which has been conducted over the past thirty years which consistently indicates that levels of crime are higher in more permeable street networks. The statistics produced by Ian Cunningham clearly back up the research findings and show that the area has been consistently plagued by crime and anti-social behaviour.

I have visited the location and carried out a survey of the street and the alleyways in question. The Reeves has what is termed as a 'leaking' cul-de-sac layout. The three alleyways, without question, undermine the 'defensible space' of the street and I would suggest that they have been the main catalyst for generating the majority of crime and anti-social behaviour incidents.

The first of the alleyways that I looked at was the one which runs between house numbers 47 and 49 and leads into Thoresby Road. Although it is partly overlooked by properties, the majority of its length has very limited natural surveillance.

At the time of my visit the alleyway was showing signs of 'lack of care and ownership'. I noted numerous empty beer cans and bottles and general litter strewn along its entire length. This indicated to me that there are anti-social behaviour issues associated with people congregating in this alleyway.



In addition, the horizontal bar on one of the cycle barriers, at the Thoresby Road entrance, was broken and swung round to give unrestricted access. I am concerned that this now allows motor cycles to use this alleyway as a short cut.



Entry between house Nos 47 and 49 The Reeves.



Entry from Thoresby Road

There is one street lamp fitted at the Thoresby Road entrance. I feel that this lighting is inadequate and would raise fear of crime levels amongst users during darkness hours.

The second alleyway that I looked at runs between house numbers 32 and 34 The Reeves and numbers 47 and 49 Thoresby Road. This alleyway was better maintained although there was graffiti on a brick outbuilding boundary wall at No 49.



Entry between house Nos. 32 and 34 The Reeves.



Entry between house Nos. 47 and 49 Thoresby Road.

On entering the alleyway from either direction, you cannot see the exit owing to it being dog-legged half way along. This design does not comply with 'designing out crime' guidance as it

creates a possible entrapment site and fear of crime generator. The alleyway has one street light fitted on the dog-leg which, in my opinion, is totally inadequate.

The third alleyway runs between house numbers 28 and 30 The Reeves and numbers 27 and 29 Thoresby Road. Again, you cannot see the exit when entering from either end, owing to it being dog-legged. This creates a possible entrapment site and fear of crime generator.



Entry between house Nos. 28 and 30 The Reeves

Entry between House Nos. 27 and 29 Thoresby Road.

The alleyway is narrow and has no opportunities for natural surveillance. It also has no lighting.

I am unaware of any other crime reduction initiatives that have taken place in this area to try and address crime problems.

The Community Safety Strategy for York (2008 – 2011) identifies crime and anti-social behaviour as one of the strategic priorities for action. Closure by gating or fencing off of this alleyway on crime and disorder grounds would be consistent with this Strategy. I believe that there is ample evidence to indicate that closure of these alleyways will substantially reduce incidents of crime and anti-social behaviour. On behalf of the North Yorkshire Police I would fully support closure.

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

Yours sincerely,

.....
Jim Shanks
Police Architectural Liaison Officer

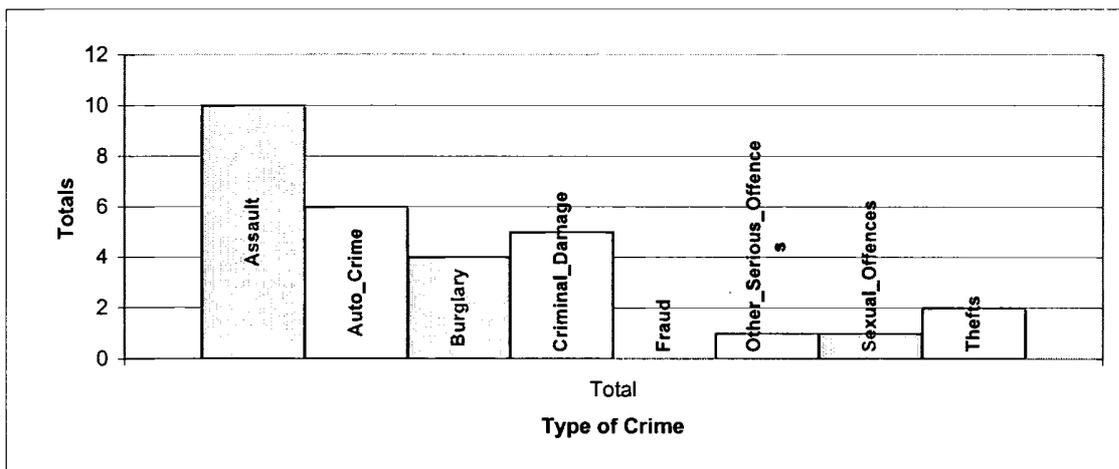
Crime Analysis Reports
1.1.2006 – 31.8.2009

Architectural Liason Officer Report

Crime Analysis Study Area:	=	The Reeves Study Area
Planning Application Reference:	=	
Size of Study Area from Application	=	Please See Map
Study Period Start:	=	01/01/2009
Study Period End:	=	31/08/2009
Date Study Completed	=	17/09/2009
Number of Months in Study Period	=	8
Geocoding Accuracy Rate	=	95%

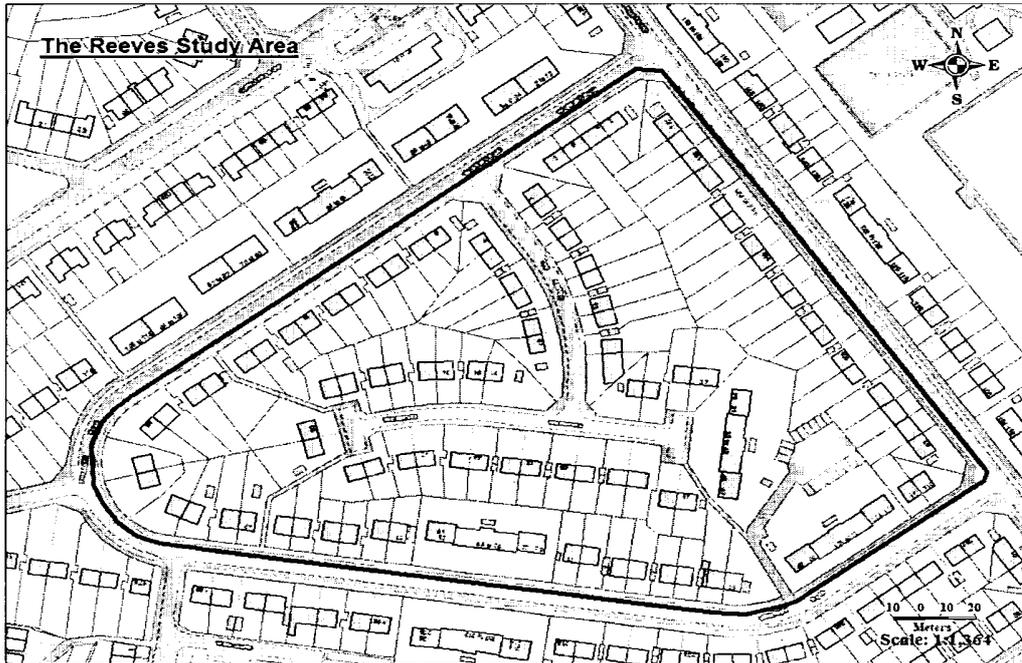
Crime Group	Total
Assault	10
Auto_Crime	6
Burglary	4
Criminal_Damage	5
Fraud	0
Other_Serious_Offences	1
Sexual_Offences	1
Thefts	2
Grand Total	29

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



A Table of Crime by Crime Group and then Crime Type

EVENT_GROUP	HO_DESCRIPTION	Total
ASSAULT	ACTUAL BODILY HARM AND OTHER INJURY	2
	ACTUAL BODILY HARM WITHOUT INTENT	1
	ASSAULT WITHOUT INJURY	3
	INFLECTING GREVIOUS BODILY HARM WITHOUT INTENT	1
	POSSESSION OF ARTICLE WITH BLADE OR POINT	2
	PUBLIC FEAR, ALARM OR DISTRESS	1
AUTO_CRIME	THEFT FROM VEHICLE	6
BURGLARY	BURGLARY IN A BUILDING OTHER THAN A DWELLING	1
	BURGLARY IN A DWELLING	3
CRIMINAL_DAMAGE	CRIMINAL DAMAGE OTHER	1
	CRIMINAL DAMAGE TO DWELLINGS	4
OTHER_SERIOUS_OFFENCES	TRAFFICKING IN CONTROLLED DRUGS	1
SEXUAL_OFFENCES	SANITISED	1
THEFTS	THEFT DWELLING OTHER THAN AUTO. M/C OR METER	1
	THEFT OF PEDAL CYCLE	1
Grand Total		29



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

Month	Total
Jan	7
Feb	2
Mar	6
Apr	5
May	2
Jun	0

Month	Total
Jul	1
Aug	6
Sep	0
Oct	0
Nov	0
Dec	0

Crime Day	Total
Mon	5
Tue	6
Wed	6
Thu	2
Fri	3
Sat	4
Sun	3
Grand Total	29

Grand Total

29

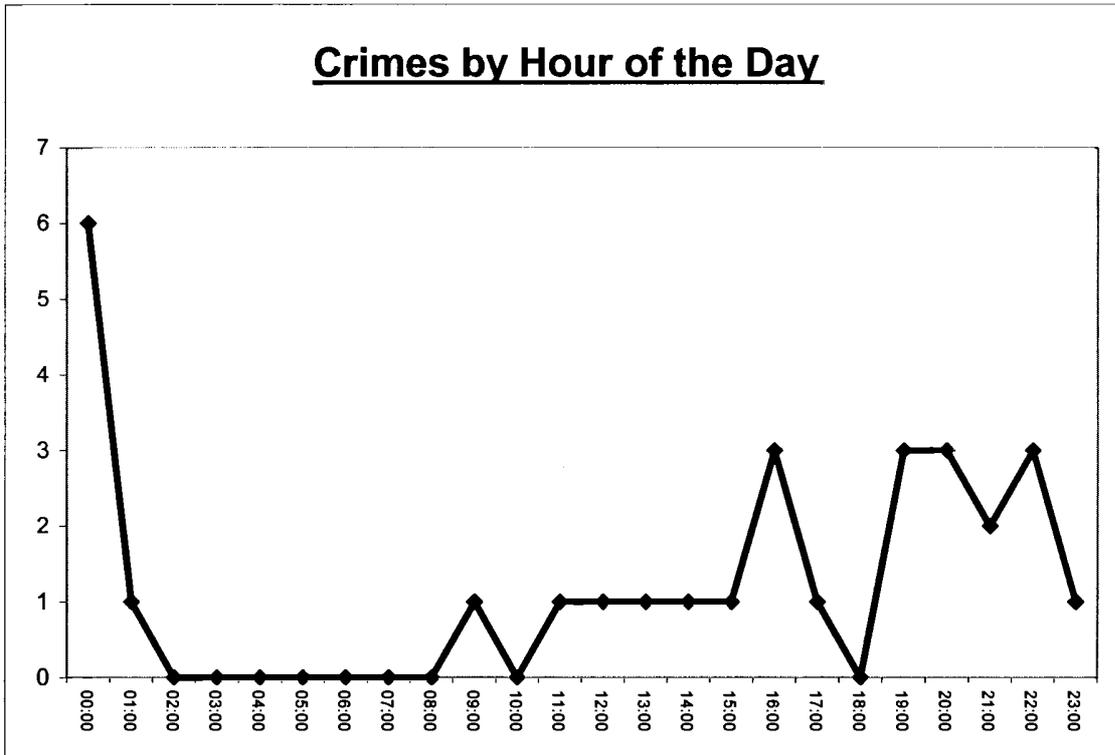
Expected Average Crime per Month = **3.63**

Expected Average Crime per Day = **4.14**

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

	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
Total	6	1	0	0	0	0	0	0	0	1	0	1	1	1	1	1	3	1	0	3	3	2	3	1	29

Crimes by Hour of the Day

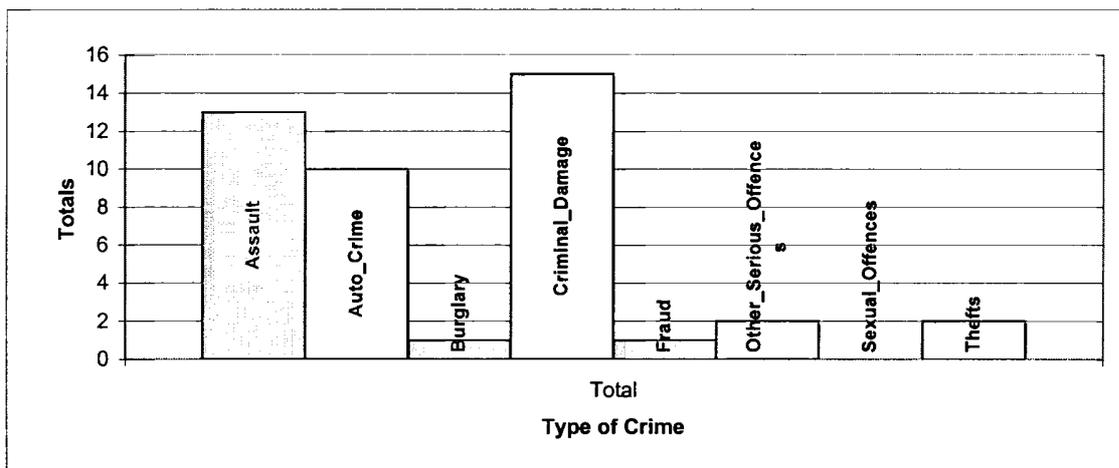


Architectural Liason Officer Report

Crime Analysis Study Area:	=	The Reeves Study Area
Planning Application Reference:	=	
Size of Study Area from Application	=	Please See Map
Study Period Start:	=	01/01/2008
Study Period End:	=	31/12/2008
Date Study Completed	=	17/09/2009
Number of Months in Study Period	=	12
Geocoding Accuracy Rate	=	95%

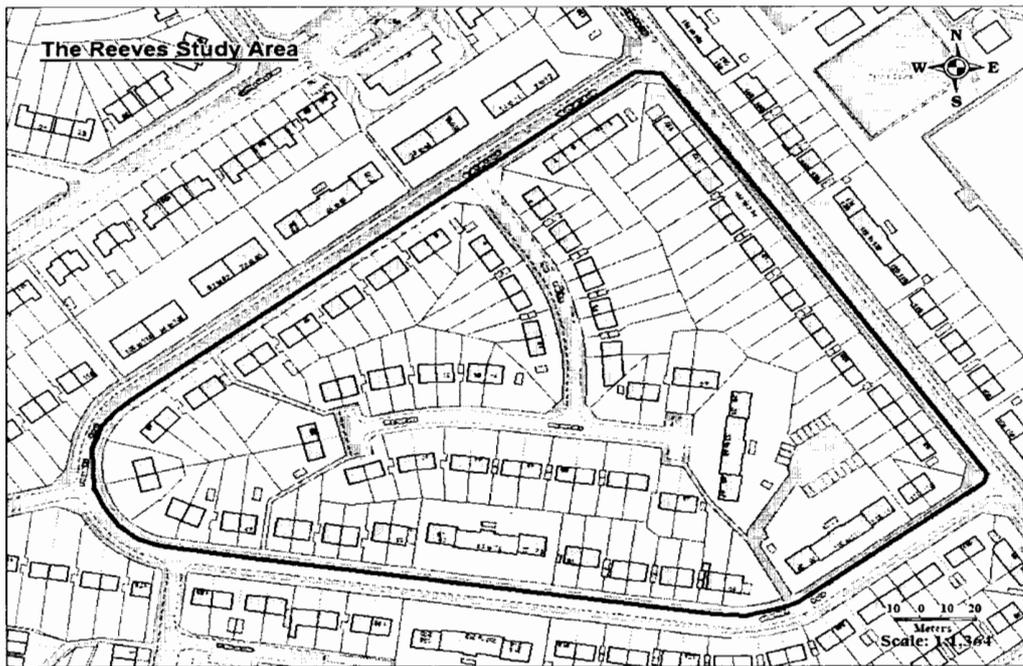
Crime Group	Total
Assault	13
Auto_Crime	10
Burglary	1
Criminal_Damage	15
Fraud	1
Other_Serious_Offences	2
Sexual_Offences	0
Thefts	2
Grand Total	44

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



A Table of Crime by Crime Group and then Crime Type

EVENT_GROUP	HO_DESCRIPTION	Total
ASSAULT	ACTUAL BODILY HARM AND OTHER INJURY	4
	ASSAULT ON CONSTABLE	1
	COMMON ASSAULT ETC.	3
	OTHER WOUNDING ETC.	4
AUTO_CRIME	THEFT FROM VEHICLE	5
	THEFT OR UNAUTHORISED TAKING MOTOR VEHICLE	5
BURGLARY	BURGLARY IN A DWELLING	1
CRIMINAL_DAMAGE	CRIMINAL DAMAGE OTHER	2
	CRIMINAL DAMAGE TO DWELLINGS	6
	CRIMINAL DAMAGE TO VEHICLES	7
FRAUD	OTHER FRAUD	1
OTHER_SERIOUS_OFFENCES	TRAFFICKING IN CONTROLLED DRUGS	2
THEFTS	OTHER THEFT OR UNAUTHORISED TAKING	1
	ROBBERY OF PERSONAL PROPERTY	1
Grand Total		43



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

Month	Total
Jan	10
Feb	2
Mar	4
Apr	3
May	3
Jun	2

Month	Total
Jul	1
Aug	3
Sep	6
Oct	2
Nov	4
Dec	3

Crime Day	Total
Mon	5
Tue	10
Wed	4
Thu	5
Fri	12
Sat	4
Sun	3
Grand Total	44

Grand Total

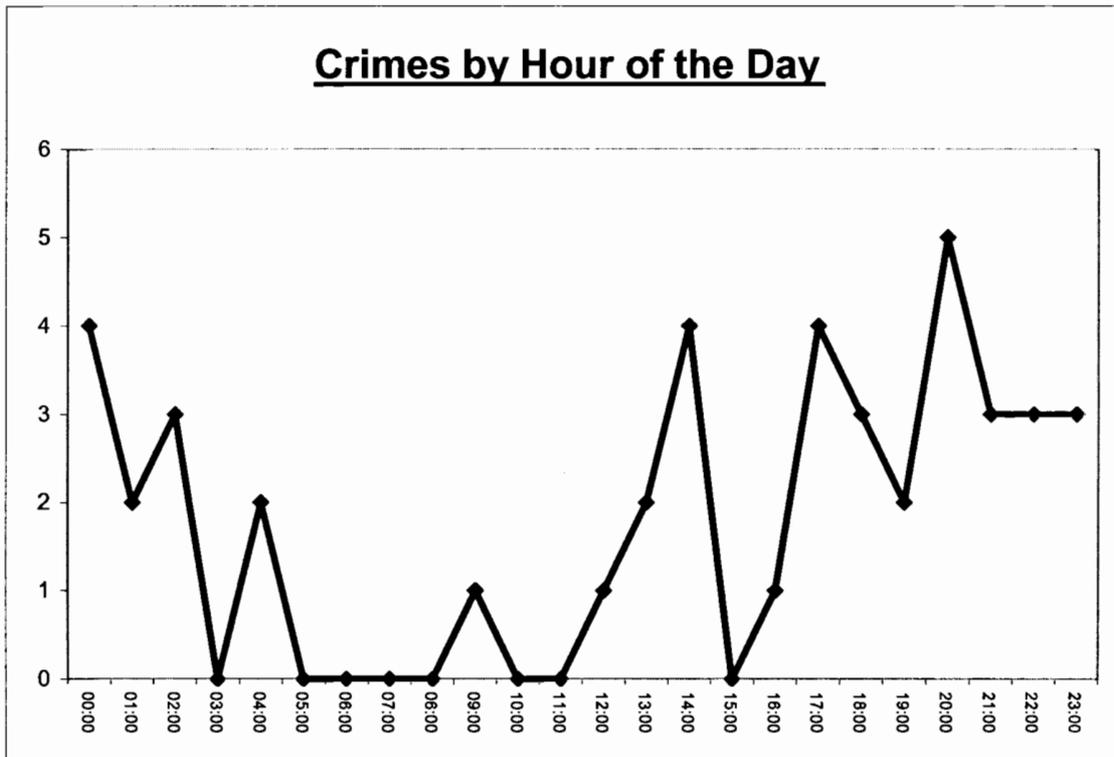
44

Expected Average Crime per Month = **3.67**

Expected Average Crime per Day = **6.29**

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

	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
Total	4	2	3	0	2	0	0	0	0	1	0	0	1	2	4	0	1	4	3	2	5	3	3	3	43

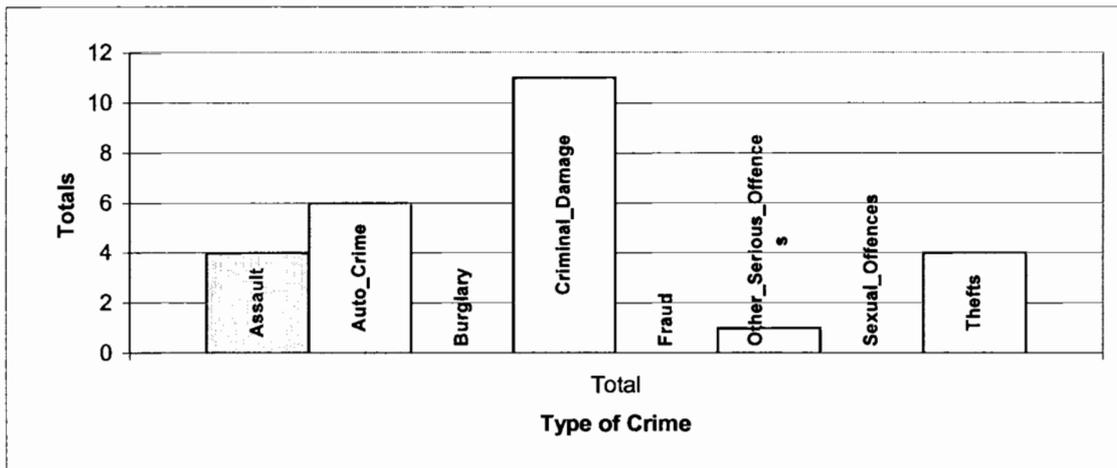


Architectural Liason Officer Report

Crime Analysis Study Area:	=	The Reeves Study Area
Planning Application Reference:	=	
Size of Study Area from Application	=	Please See Map
Study Period Start:	=	01/01/2007
Study Period End:	=	31/12/2007
Date Study Completed	=	17/09/2009
Number of Months in Study Period	=	12
Geocoding Accuracy Rate	=	95%

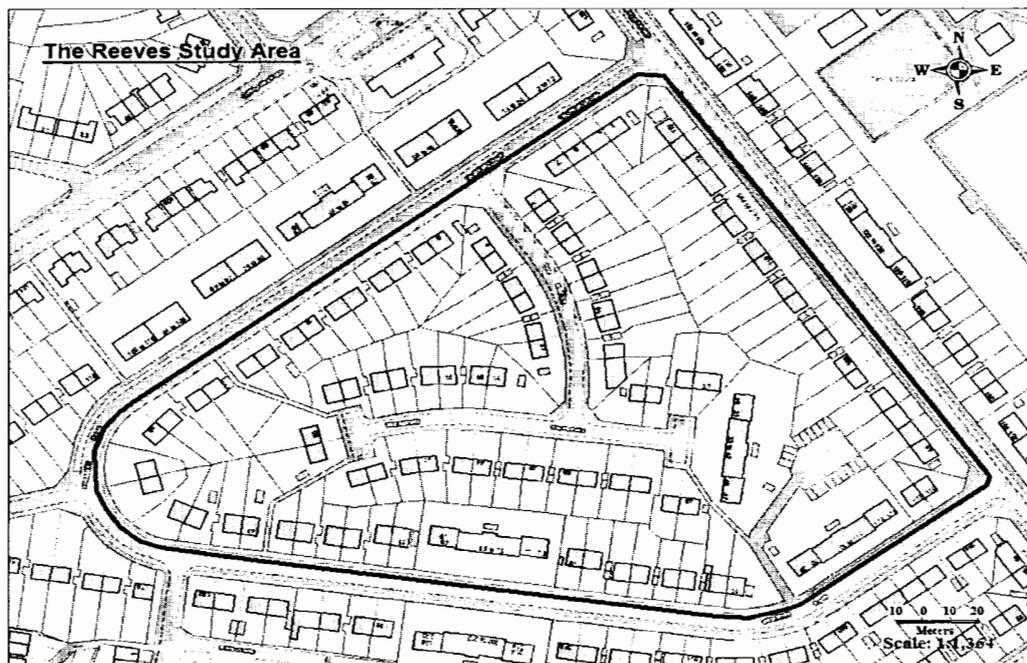
Crime Group	Total
Assault	4
Auto_Crime	6
Burglary	0
Criminal_Damage	11
Fraud	0
Other_Serious_Offences	1
Sexual_Offences	0
Thefts	4
Grand Total	26

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



A Table of Crime by Crime Group and then Crime Type

EVENT_GROUP	HO DESCRIPTION	Total
ASSAULT	COMMON ASSAULT ETC.	2
	OTHER WOUNDING ETC.	1
	PUBLIC ORDER OFFENCES	1
AUTO_CRIME	AGGRAVATED VEHICLE TAKING DAMAGE UNDER #5001	1
	THEFT FROM VEHICLE	4
	THEFT OR UNAUTHORISED TAKING MOTOR VEHICLE	1
CRIMINAL_DAMAGE	CRIMINAL DAMAGE OTHER	1
	CRIMINAL DAMAGE TO DWELLINGS	4
	CRIMINAL DAMAGE TO VEHICLES	6
OTHER_SERIOUS_OFFENCES	HANDLING STOLEN GOODS	1
THEFTS	ROBBERY OF PERSONAL PROPERTY	1
	THEFT DWELLING OTHER THAN AUTO. M/C OR METER	2
	THEFT OF PEDAL CYCLE	1
Grand Total		26



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

Month	Total
Jan	3
Feb	0
Mar	3
Apr	3
May	1
Jun	3

Month	Total
Jul	3
Aug	0
Sep	2
Oct	2
Nov	3
Dec	3

Crime Day	Total
Mon	5
Tue	0
Wed	3
Thu	0
Fri	4
Sat	6
Sun	8
Grand Total	26

Grand Total	26
-------------	----

Grand Total	26
-------------	----

Expected Average Crime per Month =

2.17

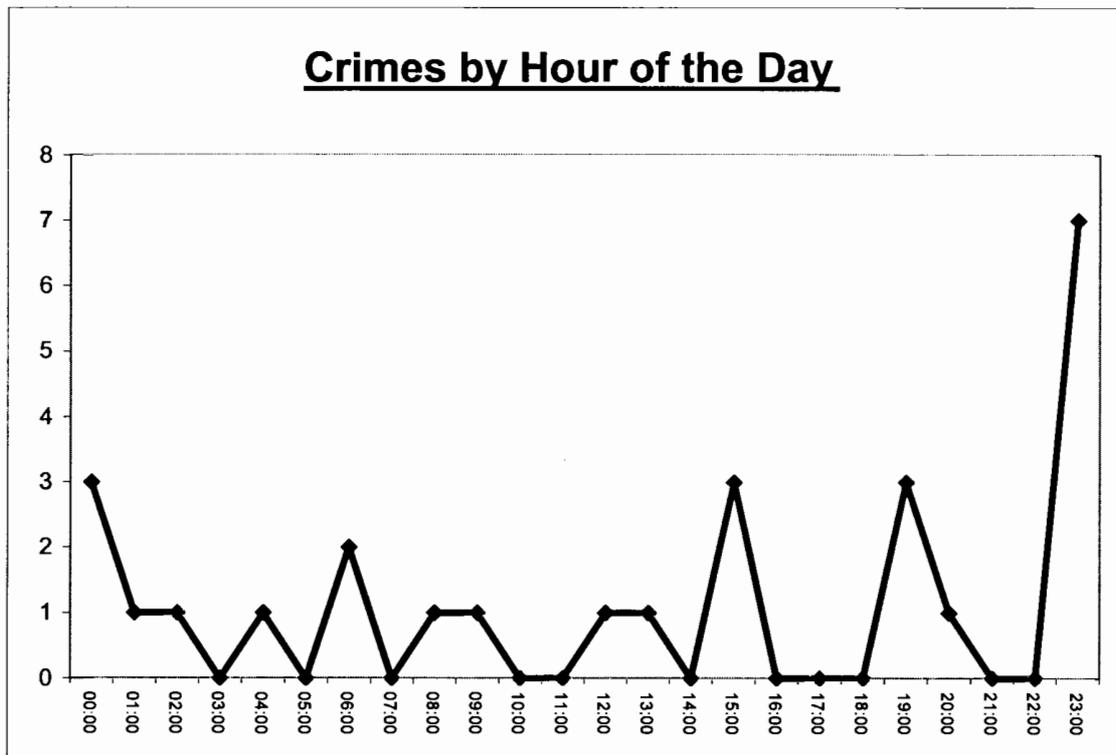
Expected Average Crime per Day =

3.71

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

	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
Total	3	1	1	0	1	0	2	0	1	1	0	0	1	1	0	3	0	0	0	3	1	0	0	7	26

Crimes by Hour of the Day

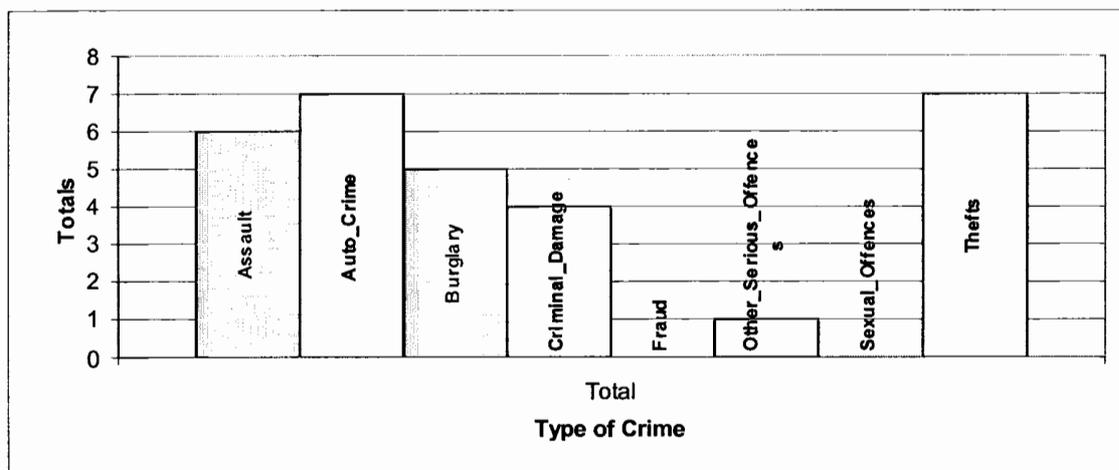


Architectural Liaison Officer Report

Crime Analysis Study Area:	=	The Reeves Study Area
Planning Application Reference:	=	N/a
Size of Study Area from Application	=	Please See Map
Study Period Start:	=	01/01/2006
Study Period End:	=	31/12/2006
Date Study Completed	=	14/02/2007
Number of Months in Study Period	=	12
Geocoding Accuracy Rate	=	95%

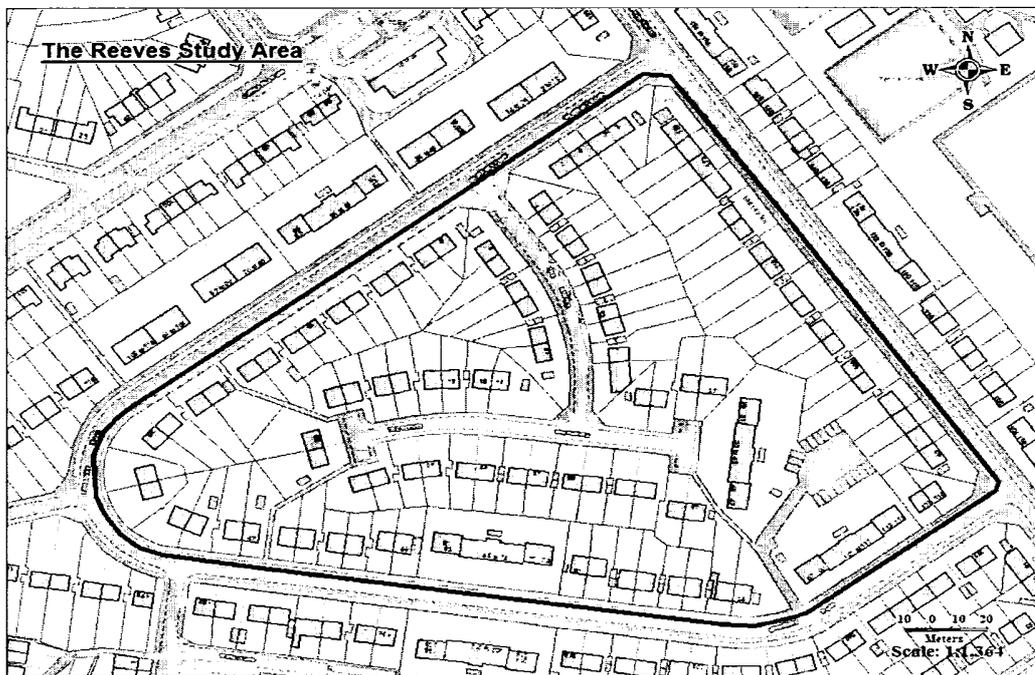
Crime Group	Total
Assault	6
Auto_Crime	7
Burglary	5
Criminal_Damage	4
Fraud	0
Other_Serious_Offences	1
Sexual_Offences	0
Thefts	7
Grand Total	30

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



A Table of Crime by Crime Group and then Crime Type

EVENT_GROUP	HO_DESCRIPTION	Total
ASSAULT	COMMON ASSAULT ETC.	1
	OTHER WOUNDING ETC.	2
	PUBLIC ORDER OFFENCES	1
	WOUNDING OR OTHER ACT ENDANGERING LIFE	2
AUTO_CRIME	AGGRAVATED VEHICLE TAKING DAMAGE UNDER #5001	1
	THEFT FROM VEHICLE	4
	THEFT OR UNAUTHORISED TAKING MOTOR VEHICLE	1
	VEHICLE INTERFERENCE	1
BURGLARY	BURGLARY IN A BUILDING OTHER THAN A DWELLING	1
	BURGLARY IN A DWELLING	4
CRIMINAL_DAMAGE	CRIMINAL DAMAGE TO DWELLINGS	1
	CRIMINAL DAMAGE TO VEHICLES	3
OTHER_SERIOUS_OFFENCES	TRAFFICKING IN CONTROLLED DRUGS	1
THEFTS	OTHER THEFT OR UNAUTHORISED TAKING	4
	THEFT DWELLING OTHER THAN AUTO. M/C OR METER	1
	THEFT OF PEDAL CYCLE	2
Grand Total		30



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

Month	Total
Jan	4
Feb	1
Mar	0
Apr	3
May	4
Jun	3

Month	Total
Jul	1
Aug	2
Sep	4
Oct	1
Nov	3
Dec	4

Crime Day	Total
Mon	6
Tue	5
Wed	4
Thu	5
Fri	3
Sat	2
Sun	5
Grand Total	30

Grand Total

30

Expected Average Crime per Month =

2.5

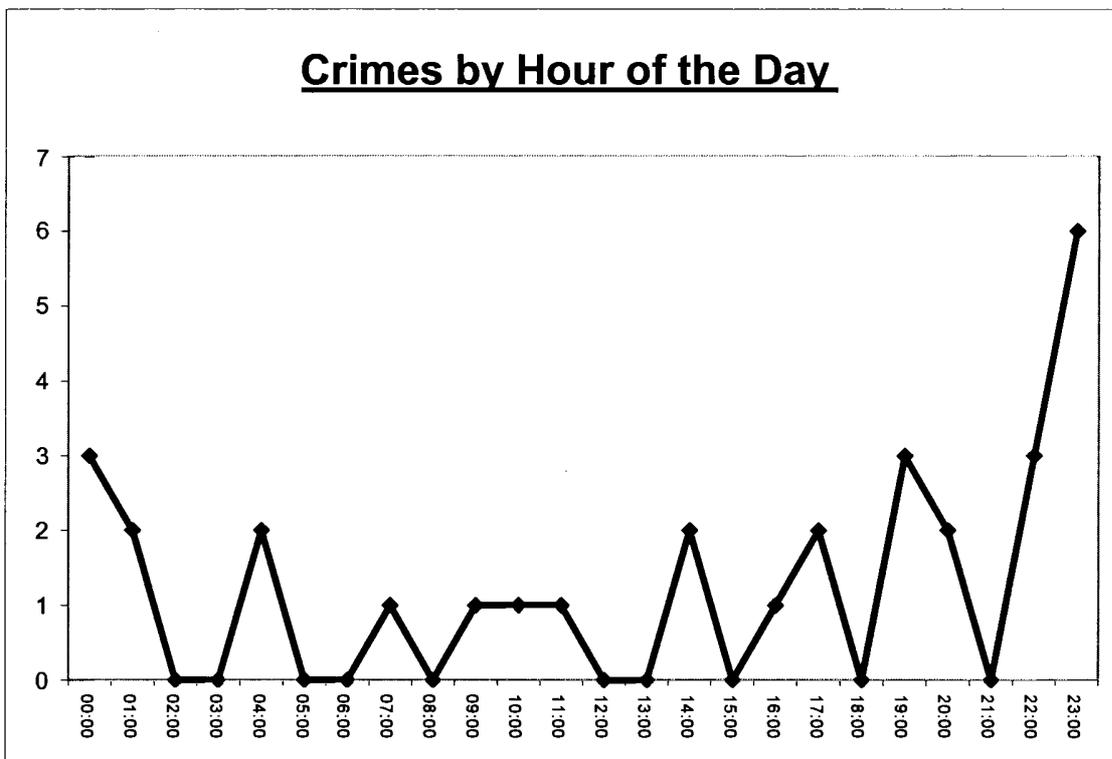
Expected Average Crime per Day =

4.29

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

	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
Total	3	2	0	0	2	0	0	1	0	1	1	1	0	0	2	0	1	2	0	3	2	0	3	6	30

Crimes by Hour of the Day



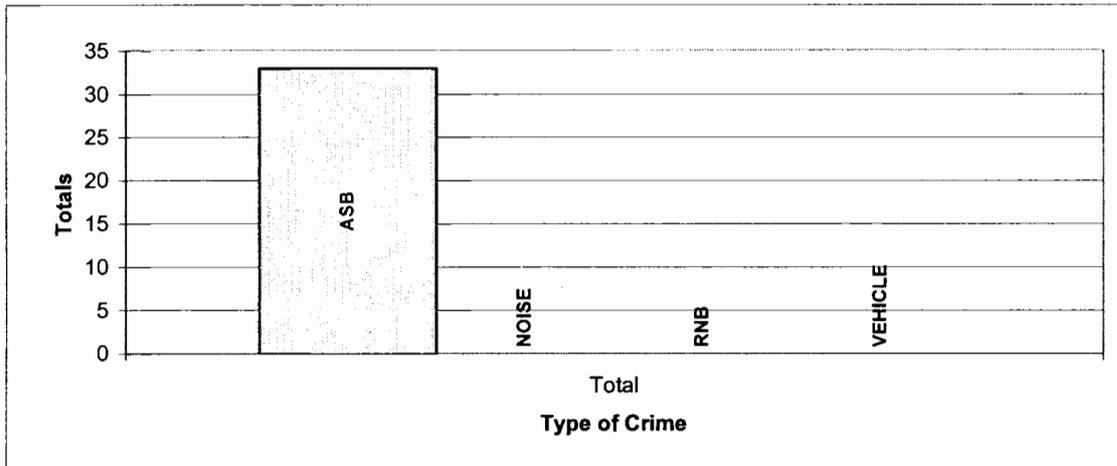
ASB Analysis Reports
1.1.2008 – 31.7.2009

NYP ASB General Incidents Report

ASB Analysis Study Area:	=	The Reeves Study Area
Planning Application Reference:	=	Alleygating
Size of Study Area from Application	=	Please See Map
Study Period Start:	=	01/01/2009
Study Period End:	=	31/07/2009
Date Study Completed	=	17/09/2009
Number of Months in Study Period	=	8
Geocoding Accuracy Rate	=	95%

ASB Incident Group	Total
ASB	33
NOISE	0
RNB	0
VEHICLE	0
Grand Total	33

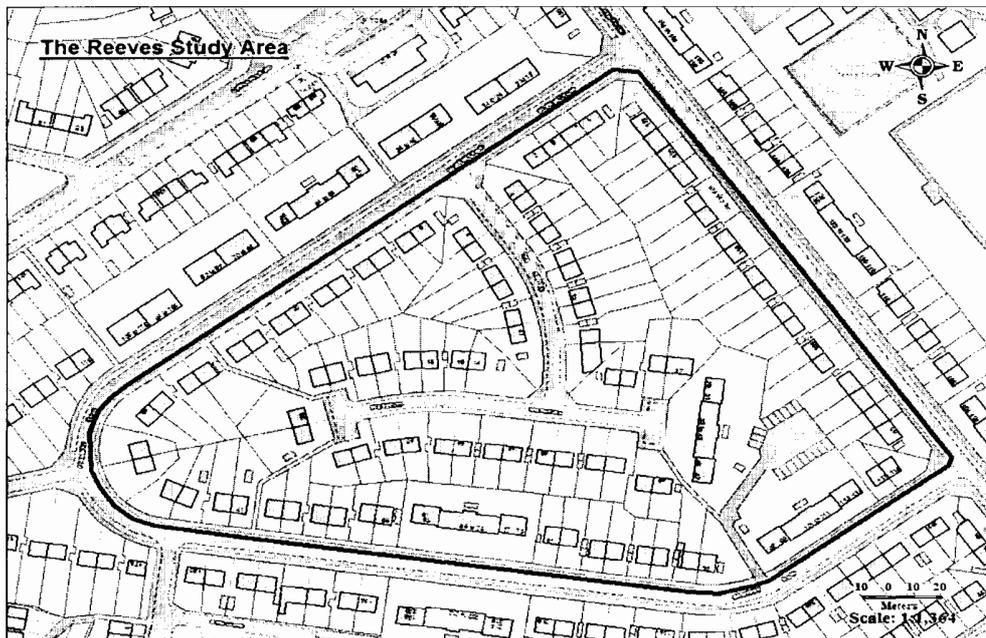
A Table of NYP ASB Incidents in the Study Area (Above) and corresponding Graph (Below)



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

A Table of ASB by ASB Group and then Incident Heading

EVENT_GROUP	INCIDENT_HEADING	Total
ASB	ABANDONED	1
	BEHAVIOUR	27
	NEIGHBOUR	2
	VEHNUISAN	3
Grand Total		33



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

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

Month	Total
Jan	9
Feb	12
Mar	2
Apr	2
May	4
Jun	3

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

Day	Total
Mon	4
Tue	5
Wed	3
Thu	5
Fri	8
Sat	4
Sun	4
Grand Total	33

Grand Total	33
-------------	----

Grand Total	33
-------------	----

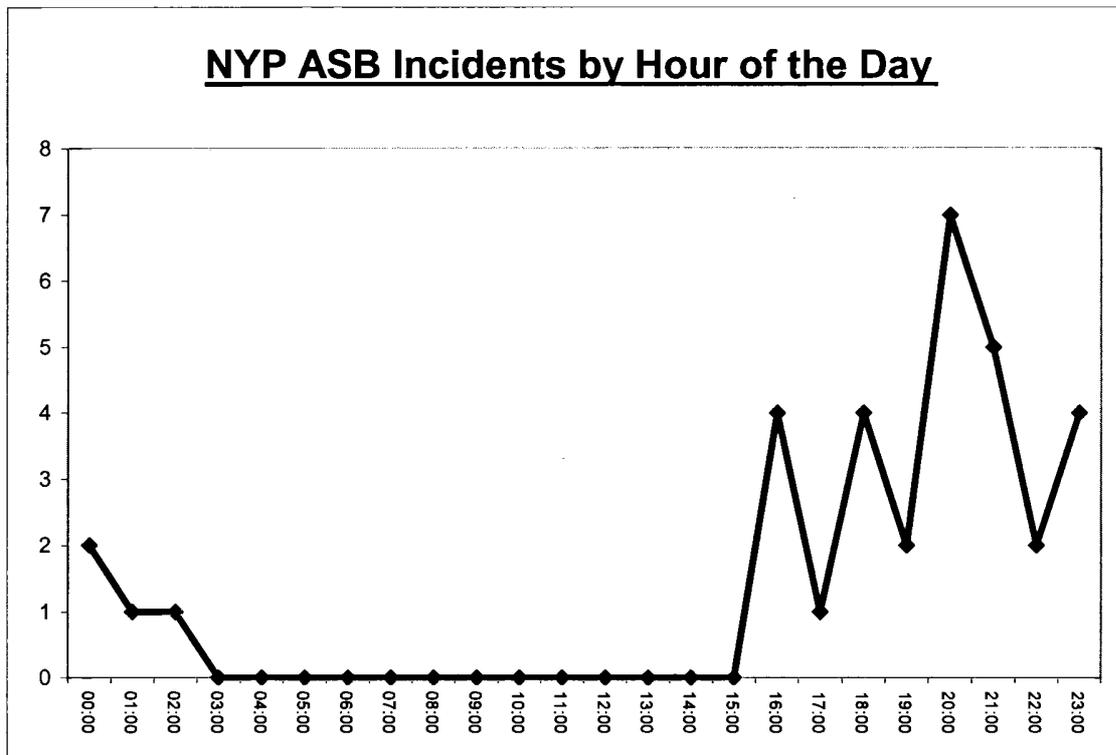
Expected Average Incidents per Month = **4.71**

Expected Average Incidents per Day = **4.71**

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

	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
Total	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	4	2	7	5	2	4	33

NYP ASB Incidents by Hour of the Day

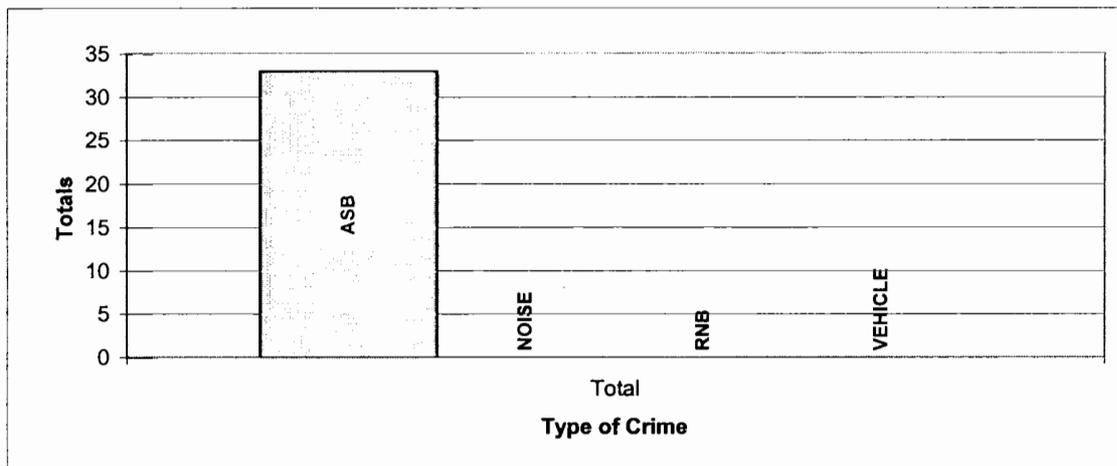


NYP ASB General Incidents Report

ASB Analysis Study Area:	=	The Reeves Study Area
Planning Application Reference:	=	Alleygating
Size of Study Area from Application	=	Please See Map
Study Period Start:	=	01/01/2008
Study Period End:	=	31/12/2008
Date Study Completed	=	17/09/2009
Number of Months in Study Period	=	12
Geocoding Accuracy Rate	=	95%

ASB Incident Group	Total
ASB	33
NOISE	0
RNB	0
VEHICLE	0
Grand Total	33

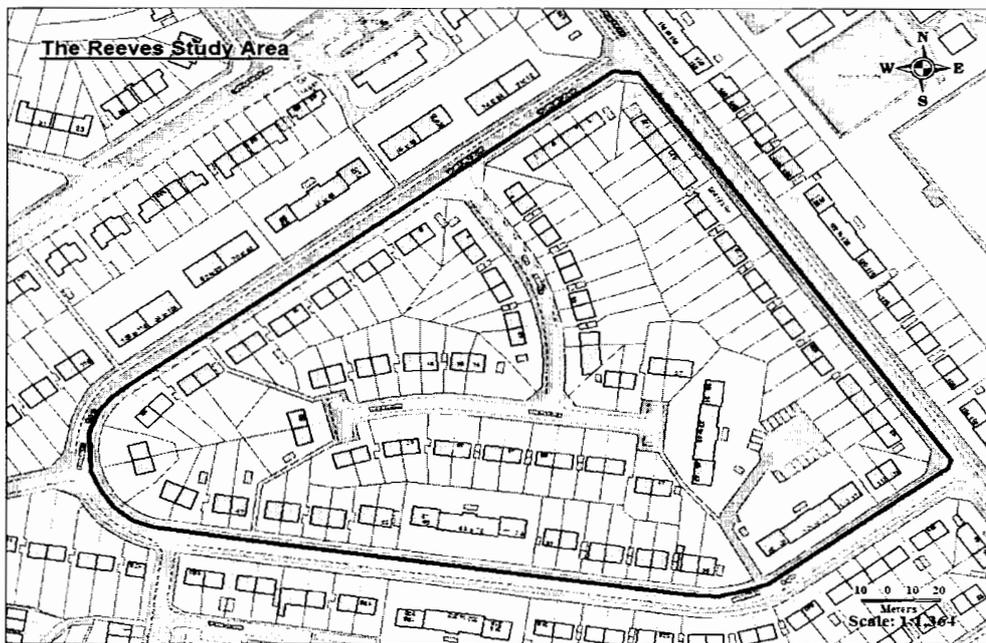
A Table of NYP ASB Incidents in the Study Area (Above) and corresponding Graph (Below)



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

A Table of ASB by ASB Group and then Incident Heading

EVENT_GROUP	INCIDENT_HEADING	Total
ASB	ABANDONED	1
	BEHAVIOUR	21
	COMMS	4
	NEIGHBOUR	1
	VEHNUISAN	6
Grand Total		33



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

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

Month	Total
Jan	2
Feb	1
Mar	0
Apr	2
May	3
Jun	1

Month	Total
Jul	5
Aug	4
Sep	1
Oct	10
Nov	3
Dec	1

Day	Total
Mon	6
Tue	3
Wed	6
Thu	10
Fri	2
Sat	3
Sun	3
Grand Total	33

Grand Total

33

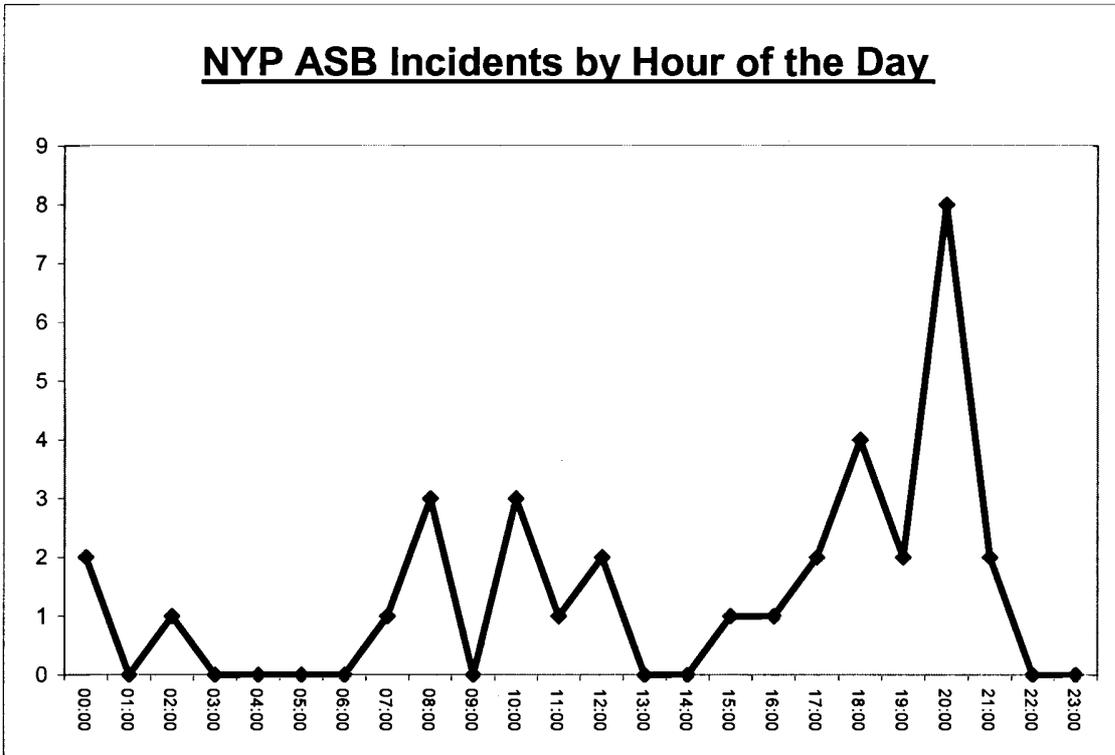
Expected Average Incidents per Month = **2.75**

Expected Average Incidents per Day = **4.71**

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

	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
Total	2	0	1	0	0	0	0	1	3	0	3	1	2	0	0	1	1	2	4	2	8	2	0	0	33

NYP ASB Incidents by Hour of the Day



**O.S. Map
Of
Study Area**

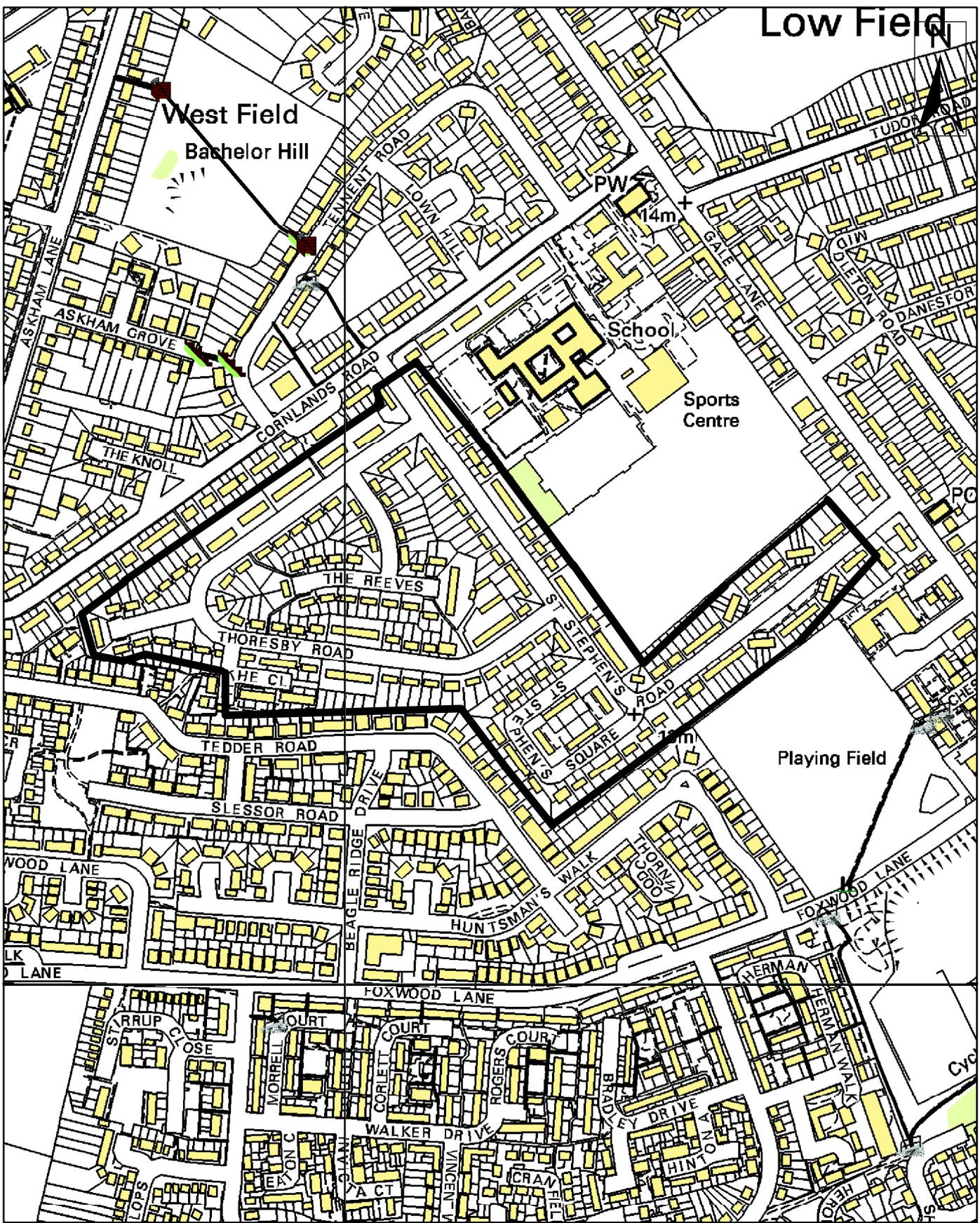


This page is intentionally left blank

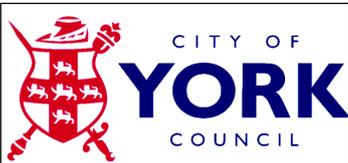
Annex 4 – Extent of Ward Member’s Residents Survey

This page is intentionally left blank

457000 000000



457000 000000



The Reeves Summary Area

Scale 1:5,023	Drawn By:	Date:
Public Rights of Way	Reference:	Drawing No.

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

Reproduced from the Ordnance Survey with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. City of York Council 100020818

This page is intentionally left blank

Annex 5 – Summary of Gating Order legislation

This page is intentionally left blank

Annex 5

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

1. Section 129A of the Highways Act 1980 (as amended) by the Clean Neighbourhoods and Environment Act 2005 (CNE) allows local authorities to make Gating Orders to restrict public access over any relevant highway (as defined by S129A(5)) to reduce and prevent crime and anti-social behaviour. In order that a highway can be considered for a Gating Order, it must be demonstrated that it meets all of the following legislative requirements:
 - a) Premises adjoining or adjacent to the highway are affected by crime or anti-social behaviour;
 - b) The existence of the highway is facilitating the persistent commission of criminal offences or anti-social behaviour; and
 - c) It is in all circumstances expedient to make the order for the purposes of reducing crime or anti-social behaviour. This means that the following has to be considered:
 - (i) The likely effect of making the order on the occupiers of premises adjoining or adjacent to the highway;
 - (ii) The likely effect of making the order on other persons in the locality; and
 - (iii) In a case where the highway constitutes a through route, the availability of a reasonably convenient alternative route.
2. Home Office Guidance 2006 suggests that the council should give consideration as to whether there are alternative interventions that may be more appropriate to combat crime and anti-social behaviour before considering the use of a Gating Order.
3. Although a Gating Order restricts public use over a route, its highway status is retained, thus making it possible to revoke or review the need for the Order. Home Office Guidance 2006 recommends that this review be carried out on an annual basis.
4. Access along a route which is restricted by a Gating Order is given to residents adjacent to or adjoining the restricted route (HA1980 S129B (3)) and anyone who has a private right of access over it (Gating Orders can only be made to restrict Public Rights of Way).

This page is intentionally left blank



Decision Session – Executive Member for City Strategy

3 November 2009

Report of the Director of City Strategy

WIGGINTON ROAD: PROPOSED IMPROVEMENTS FOR CYCLISTS

Summary

1. This report highlights the strategic importance of Wigginton Road as a cycle route, examines options for making the route more cycle friendly, develops an outline scheme proposal, and discusses how this might be taken forward towards implementation.

Recommendation

2. That the Executive Member:
 - give in-principle support to the outline scheme proposals shown in **Annexes C and D**, which involve a mixture of on and off-road cycle facilities to create a continuous cycle route between the existing Foss Islands cycle path to the north, and Bridge Lane to the south. The scheme also provides additional on-road facilities to serve cyclists travelling to and from the Clarence Street junction along Wigginton Road;
 - agrees that Officers arrange to undertake further detailed design and public consultation, including the advertisement of any necessary Traffic Regulation Orders on the scheme, and then report back to a future Decision Session.

Reason: Officers consider that this scheme will; support the Council's aspiration of providing an uninterrupted cycling route between Haxby and the city's railway station, provide better cycling access to the hospital buildings, provide significant improvements for cyclists on Wigginton Road, and generally contribute to the aims of the Council as a Cycling City.

Background

3. Encouraging more people to cycle has been a long standing priority within the Council's Local Transport Plan, and this has been given a huge boost by our successful bid to become a "Cycling City". As part of an action plan to address gaps in the existing cycle route network, there has been a long-standing desire to improve cycling facilities into the city centre and railway station from New Earswick and Haxby. The plan provided as **Annex A** shows how this route can take advantage of existing cycle friendly infrastructure where

available, but will also necessitate the infilling of gaps in cycling facilities at appropriate points along its length. Wigginton Road stands out as a key missing link where significant problems for cyclists are currently experienced.

4. In 2004 a feasibility study for providing cycling facilities along Wigginton Road was undertaken, but a number of significant difficulties were identified. This led to the option of taking the cycle route through the hospital grounds being considered as an alternative. Around this time the Hospital were progressing plans to build a multi-storey car park, and a condition on their planning approval (gained in 2006) is to provide improved cycle access to the hospital to help reduce overall parking overall demands and promote sustainable travel.
5. Officers worked closely with the hospital during 2007/2008 to develop a cycle route proposal that would meet both requirements of the Haxby to York Station cycle route and the car park planning condition. A basic plan of the scheme that was developed is shown in **Annex B**.
6. Following an extensive consultation process, the proposals were presented for consideration at the Executive Members for City Strategy and Advisory Panel (EMAP) meeting in December 2008. However, significant concerns were raised by the Police and the residents of Murrough Wilson Place about the potential for crime and anti-social behaviour. Therefore, Officers were asked to reconsider the option of having the cycle route at the front of the hospital along Wigginton Road.
7. At about the same time that the EMAP report was considered, the Council was successful in achieving 'Cycling City' status. This established specific principles and design guidance, which needed to be considered in reviewing the proposals for Wigginton Road. For example, Cycling England's guidance recommends accommodating cyclists on the road wherever this can be done safely, and measures to facilitate this might include, traffic reduction, speed reduction, or the re-allocation of road-space in favour of cyclists. Where this is not achievable, off-road facilities should then be considered.
8. With this in mind, the situation along Wigginton Road has been reviewed. Due to its importance in the overall road network, it is not thought feasible to restrict traffic access, reduce traffic capacity, or introduce physical traffic calming measures. Fortunately, in many places along the road there is sufficient overall highway width to consider widening the carriageway to facilitate on-road cycle lanes. Elsewhere, some of the existing verge/footway areas are wide enough to accommodate off-road cycling facilities, and there is also the option of utilising some of the hospital grounds. However, there are localised problems caused by existing highway features, such as side road junctions, residents parking bays, and trees, which would need to be overcome.

Proposals

9. In line with the principles set out above, and through discussion with representatives of the hospital and the Police, scheme options have been investigated. Importantly, these options have been based on a revised internal

road system within the hospital site, which will operate when the multi-storey car park is built (the first phase of construction is scheduled to commence on 26th October). The preferred scheme is a combination of both on and off road cycle facilities. For ease of reference, the overall route is split into separate sections in the following description of the proposals:

Northern Section – Foss Islands Path to New Hospital Entrance

10. The plan in **Annex C** shows the proposals between the existing Foss Islands cycle route to the north, and the second mini-roundabout to the south (this junction currently forms the main exit from the hospital, but will be reconfigured to facilitate vehicle entry and exit as part of the planning approval for the new multi-storey car park). The proposals are described in more detail below.
11. Travelling in a **southbound** direction from the existing Foss Islands cycle route, cyclists would travel along Wigginton Terrace and Newby Terrace (quiet roads), before turning right through the point closure bollards into the end of Vyner Street. Cyclists would then turn left onto Wigginton Road and into a 1.5m wide advisory on-road cycle lane. To accommodate the cycle lane adjacent to the existing pedestrian refuge, some localised road widening would be necessary. The cycle lane would then continue towards the mini-roundabout junction with Fountayne Street. After giving way at the roundabout, a small length of peripheral cycle lane would guide cyclists through the junction (coloured green to emphasise the presence of cyclists).
12. Beyond the mini-roundabout junction with Fountayne Street, the cycle lane passes alongside an existing residents' parking bay. A 'buffer strip' would be required to provide some protection for cyclists against the opening of car doors into their path. The parking bay would need to be reduced in length by approximately five metres at its northern end to allow the space necessary to accommodate the advisory cycle lane near the existing pedestrian refuge. It is proposed to compensate for the loss by providing a similar length at the southern end of the parking bay. At the southern end of the residents' parking bay, the cycle lane deviates back to the nearside kerb line, before joining an off-road section of cycle track in advance of the next mini-roundabout at the hospital access road junction (although cyclists would be able to stay on-road if wanting to turn right at the mini-roundabout into the new hospital entrance). The off-road facility would allow cyclists to bypass the junction, but the removal of a mature tree would be necessary to accommodate this facility. At least one tree would be planted in a suitable location nearby to compensate for the loss.
13. Travelling in a **northbound** direction from the main hospital access, an on-road cycle lane would be provided around the periphery of the roundabout, again with green surfacing, to highlight the presence of cyclists. The on-road cycle lane would then continue up to the mini-roundabout at the junction with Fountayne Street, go through the roundabout (coloured green), and then onwards taking cyclists past the existing bus stop. Where it crosses the Feversham Crescent junction, it would again be coloured green.

14. The proposed cycle lane then continues northbound past the existing pedestrian refuge island and through the area of an existing residents' parking bay. It is proposed to remove this small area of residents' parking (which is long enough to accommodate up to three cars) to improve safety and the general flow of traffic in the area. The cycle lane would continue a little further north to a point where cyclists can leave the carriageway to access the existing off-road path leading on to the Foss Islands cycle route, from which there are connections to Crichton Avenue, Nestle and Bootham Stray.

Southern Section – New Hospital Entrance to Bridge Lane

15. The plan in **Annex D** shows the proposals between the new hospital entrance to the north, and Bridge Lane/Clarence Street to the south. The proposals provide alternatives for cyclists depending on their origins and destinations, as described below.

To Bridge Lane

16. Travelling in a **southbound** direction, cyclists would be able to use an off-road by-pass adjacent to the reconfigured mini-roundabout junction with the main hospital entrance. Cyclists would then continue through a shared unsegregated area to reach the proposed Toucan crossing, where they would be able to cross Wigginton Road. Once on the other side of the road, cyclists would join a newly created off-road shared use linking path, initially adjacent to the footway, by using part of the landscaping strip adjacent to the new car park structure (this has been accommodated without compromising the planning requirements to provide effective screening with vegetation for the new car park structure). The path would cross a new emergency vehicle access (with appropriate arrangements for the priority of emergency vehicles) before continuing across the grassed area within the hospital grounds to reach Bridge Lane.

From Bridge Lane

17. Travelling in a **northbound** direction starting from Bridge Lane, cyclists would turn onto the off-road shared use path within the hospital site, which initially runs through open grassland. The path continues past the proposed multi-storey car park on the shared path through a landscaping strip (crossing the new emergency vehicle access as mentioned above), before passing the proposed Toucan crossing and joining the advisory cycle lane running along Wigginton Road. Cyclists would rejoin the carriageway at a point north of the Toucan crossing (within the green surfacing and zig-zag markings), back into the on-road cycle lane. The cycle lane turns into a central feeder lane which runs adjacent to the left turn traffic lane approaching the reconfigured mini-roundabout junction with the main hospital entrance. After giving way at the roundabout, a small length of peripheral cycle lane would guide cyclists through the junction (coloured green to emphasise the presence of cyclists).
18. Beyond the proposed Toucan crossing, the on-road advisory cycle lane continues to provide a central feeder lane to the mini-roundabout (modified to facilitate vehicle movements in and out of the hospital site). In this area the cycle lane would have green surfacing to highlight the presence of the cyclists to motorists, especially those turning across the cycle lane to turn left into the

hospital site. After giving way at the roundabout, a small length of peripheral cycle lane would guide cyclists through the junction (coloured green to emphasise the presence of cyclists).

To Clarence Street

19. From the proposed Toucan crossing travelling in a **southbound** direction, cyclists would rejoin the carriageway and use the on-road cycle lane. The cycle lane continues past the bus stop near Clarence Gardens, and onwards to form a central feeder lane (between the left turn traffic lane and the straight ahead/right turn traffic lane) leading to an advance cyclist stop line box at the traffic signals. On the approach to the signals the central cycle feeder lane would be coloured green to highlight the presence of cyclists to motorists, especially those wishing to move across the cycle lane to access the left-turn traffic lane to turn onto Haxby Road. In order to accommodate the additional space required for this cycle feeder lane, it would be necessary reduce the traffic lane widths, and localised road widening may also be required.

From Clarence Street

20. Travelling in a **northbound** direction from Clarence Street, an on-road cycle lane would commence just south of the Bridge Lane junction and continue along Wigginton Road. Where the cycle lane crosses both Bridge Lane and the proposed access route into the hospital for emergency vehicles, green surfacing would be provided to highlight the presence of cyclists. The cycle lane would continue past a bus stop box marking to the proposed Toucan crossing. Just prior to the Toucan, there would be an off-road link for those wishing to access the hospital site via a new shared use path. If continuing on-road, cyclists would proceed through the proposed Toucan crossing (within green surfacing and zig-zag markings) towards the reconfigured mini-roundabout junction with the main hospital entrance.

To/From Hospital Site

21. The proposed scheme will provide additional opportunities for cyclists to travel in and out of the hospital site and avoid using the main access road, which will become busier when the multi-storey car park is built. For example, although cyclists could choose to enter the hospital via the modified roundabout and use the access road, a better alternative would be provided by using the new Toucan crossing and the shared use link path to cross to the main hospital buildings. From the south, the new shared use path from Bridge Lane would also provide access to the new link path and again, avoid some need to travel on the hospital access road.

Consultation

22. Officers consulted with Ward Councillors Scott, King, and Douglas and also Councillors D'Agorne, Gillies, and Potter on the draft proposals. Their responses are summarised below.

Ward Member Views

23. Cllr Douglas asked for confirmation that the Crichton Avenue proposals were still going ahead.

Officer Response: The proposals are scheduled for implementation before the end of March 2010.

24. Cllr King expressed concern regarding the loss of the residents' parking bay, but subject to any comments from the consultation, supports the scheme. Cllr Scott supports Cllr King's concerns about the loss of the parking bay.

Officer Response: Options to provide additional parking to compensate for this loss will need to be investigated further. Initial investigations have concluded that there are a number of potential alternative locations.

Officers will conduct a more detailed investigation into the possibility of providing a minimum of three parking spaces on the open land adjacent to the western end of Vyner Street (area to the west of the existing point closure, currently grass verge). However, if this were not possible, given that this land is officially designated as Stray land, additional spaces may need to be provided on Feversham Crescent, Vyner Street (in the area to the east of the existing point closure), and/or Newby Terrace/Wigginton Terrace (although the available space may be limited). Alternatively, additional provision within the hospital site may be necessary. A recommendation on this issue would then be made following feedback from public consultation after having determined the most appropriate course of action.

Other Member Views

25. Cllr Gillies said that he was happy to support the views of the local Councillors.
26. Cllr Potter has expressed in-principle support for the proposals.
27. Cllr D'Agorne has expressed in-principle support for the proposals, and particularly welcomes the proposed use of green surfacing to encourage left turning/exiting traffic at the mini-roundabouts to be aware of and respect cyclists intending to continue straight on. He has some concern over the extensive use of shared use facilities, and would like to see as much segregation as possible. He also considers that some cyclists may choose to use Burton Stone Lane as an alternative to the busy hospital area, and asks if anything is planned to make this route more cycle friendly.

Officer Response: Any areas proposed as shared use (for pedestrians and cyclists) will require clear signing and lining, and where practical, segregation will be provided. There are currently no plans to introduce cycling facilities along Burton Stone Lane. However, Officers consider that following the proposed improvements, Wigginton Road would provide a safer and more attractive route.

Comments from the Police

28. Both the Traffic Management and Architectural Liaison Officers have expressed their general support for the proposed measures, and consider that they are a significant improvement on the previous proposal to take the cycle route around the back of the hospital, and to the rear of the Murrough Wilson Place properties. From a 'designing out crime' perspective, the proposals will provide a safer non-threatening environment for users as opposed to the alternative proposal to run the route to the rear of the hospital and next to the Maternity Unit entrance.

Options

29. The options for the Executive Member to consider are:

Option 1 – Support the outline scheme shown in **Annexes C and D** for further development and public consultation;

Option 2 – Support the outline scheme, with some changes, for further development and public consultation;

Option 3 – Reject the proposed scheme, and reconsider the route to the rear of the hospital.

Analysis

30. The outline proposals set out in this report are thought to offer a very positive response to the problems cyclists currently experience on Wigginton Road, and will address an important missing link in the Haxby to Station cycle route. The proposals are considered feasible, generally follow best practice design guidance, and meet the recently approved Cycling Standards. The scheme should have minimal impact on the traffic capacity of the road, thereby avoiding problems associated with increased congestion locally and possible knock-on effects elsewhere due to traffic diverting onto other alternative routes. The proposals will also enable the hospital to meet the planning condition tied to their multi-storey car park, which requires that a cycle route be created linking the Hospital site to both ends of the Local Cycle Network.
31. The consultation conducted thus far has not raised any issues that are thought to warrant any significant amendments being made to the proposals. Subject to Member views on these outline proposals, the next step would be to develop the plans in more detail and carry out public consultation, with a view to arriving at an agreed final scheme layout for future implementation, subject to the necessary approvals and funding.
32. The alternative option of establishing a route around the back of the hospital site has previously raised a number of significant problems and issues, and is not now considered to be a realistic option.
33. Therefore, based on this analysis, **Option 1** is recommended.

Corporate Priorities

34. The scheme would contribute to the following Corporate Priorities:
- Sustainable City – the scheme should encourage more residents to ride into the city from Haxby, and in addition, to Nestle and the hospital, in preference to using motorised forms of transport.
 - Safer City – the scheme would make Wigginton Road easier and safer for cyclists to ride along.
 - Healthy City – the scheme should encourage more cycling and walking which would have a beneficial effect upon peoples' health.
35. The scheme would also contribute to several of the aims of the Local Transport Plan, namely:
- Encourage essential journeys to be undertaken by more sustainable modes where possible;
 - Reduce the level of actual and perceived safety problems;
 - Enhance opportunities for all community members, including disadvantaged groups, to play an active part in society;
 - Improve the health of those who live or work in, or visit, York;
 - Reduce the impact of traffic and travel on the environment, including air quality, noise and the use of non-renewable sources;
 - Provide a transport system that is affordable and achievable in practical terms, and offers value for money.

Implications

Financial/Programme Implications

36. In total, the proposed scheme could cost in the region of £300K to implement. In accordance with the conditions of the planning approval for York Hospital to construct their multi-storey car park, the NHS will be required to fund the main elements of the scheme to form the required link to both ends of the local cycle network. This is currently anticipated to be in the region of £260k. However, in order to connect with Clarence Street, the Council will be required to fund the remaining works along the southernmost section of Wigginton Road, at an anticipated cost of around £40k.
37. The Transport Capital Programme for 2009/10 currently includes a budget of £100k for this scheme. This was a provisional allocation, on the basis that Officers were uncertain about the details of the eventual scheme, how much the measures would cost to implement, and the timescale for delivery. The Capital Programme Manager will now need to propose a revision for this

allocation just to cover staff costs incurred during this financial year, and make a request to provide an implementation budget of around £40k in 2010/11.

38. The scheme has a high priority given its strategic importance to the overall cycling network. Subject to the outcome of detailed design and consultation, together with the appropriate approvals, it is anticipated that the scheme will be implemented by the end of summer 2010.
39. Using the cycle scheme 'Evaluation Tool', which was approved at the Decision Session on 20th October, the proposed introduction of cycle facilities on Wigginton Road can be compared to other schemes. Schemes are scored within a possible range of -30 to +38. The table below shows that the Wigginton Road scheme achieves a score of +25, which compares well with other major cycling projects.

Scheme	Total points
Beckfield Lane - Ostman Road to Wetherby Road proposals	+12
Beckfield Lane - Boroughbridge Road to Ostman Road - completed section	+16
Crichton Avenue - proposals	+21
Clifton Green - completed scheme	+24
Wigginton Road - proposals	+25
Moor Lane Bridge - completed scheme	+26

Human Resources

40. There are no Human Resources implications.

Equalities

41. There are no Equalities implications.

Legal

42. There would be Traffic Regulation Order issues linked to the amendment of existing, or the provision of on-street parking.

Crime and Disorder

43. There are no Crime and Disorder implications.

Information Technology (IT)

44. There are no Information Technology implications.

Property

45. The land at the end of Vyner Street, which is being considered as a potential parking area is known to be Stray land, and due process would need to be exercised to pursue a change of status.

Risk Management

Risk Category	Impact	Likelihood	Score
Organisation/Reputation	Medium (3)	Possible (3)	3x3=9

46. In compliance with the Council's risk management strategy, the main risks that have been identified in this report are the potential damage to the Council's image and reputation if scheme proposals are not brought forward, especially in view of the hospital's planning requirements for its multi-storey car park. This means that at this point the risks need only to be monitored, as they do not provide a real threat to the achievement of the objectives of this report.

Contact Details:

Author

Jon Pickles
Senior Engineer
(Transport & Safety)
Tel No: (01904) 553462

Chief Officer Responsible for the report

Damon Copperthwaite
Assistant Director of City Strategy

Report Approved Date 19/10/09

Specialist Implications Officer(s)

There are no specialist officer implications.

Wards Affected: Clifton

All

For further information please contact the author of the report.

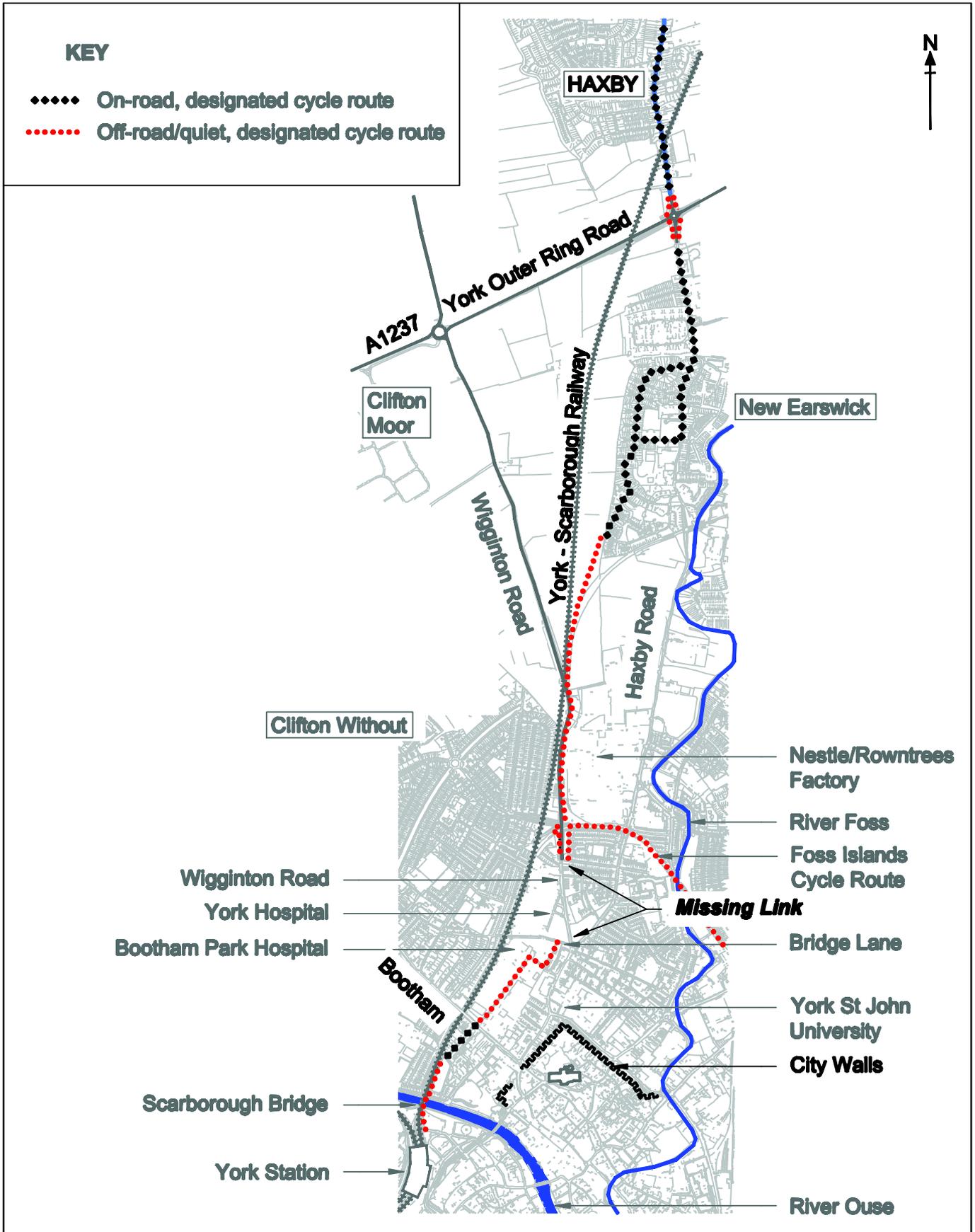
Background Papers:

"Links to Cycle Route Through Hospital Grounds: Proposed Link From the Hospital to Foss Islands Route", a report to the meeting of Executive Members for City Strategy and Advisory Panel on 9 December 2008.

"Cycling Infrastructure Within York - Principles, Standards and Evaluation Tool", a report to the Decision Session - Executive Member for City Strategy on 20 October 2009.

Annexes:

- Annex A Plan showing "An extract from the cycle network plan to show how Wigginton Road fits in with the wider Cycle Network"
- Annex B Plan showing "Back of Hospital Route Proposal"
- Annex C Plan showing "Wigginton Road Cycle Route Connection with the Existing Foss Islands Cycle Route"
- Annex D Plan showing "Landscaping Strip and Wigginton Road Option"

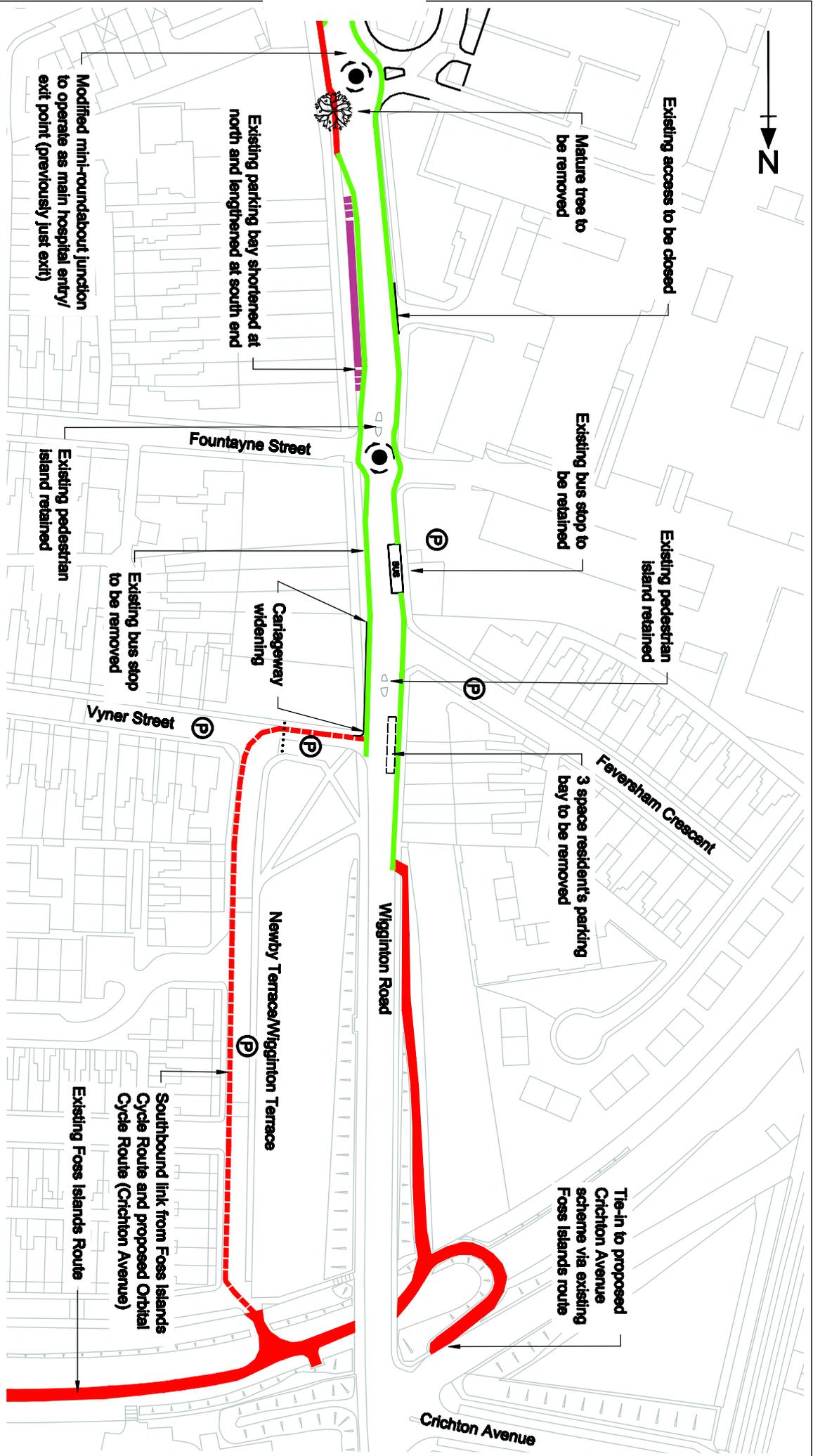


 		Wigginton Road Cycle Route Scheme Haxby to York Station Cycle Route - the Missing Link			
Drawn	Checked	Date	Scale	Drawing Number	
PH	JP	01/10/2009	1:25 000 @ A4	DEC/07010021	

BASED UPON THE ORDNANCE SURVEY MAPPING WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. CROWN COPYRIGHT. UNAUTHORISED REPRODUCTION IN WHOLE OR IN PART IS PROHIBITED AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS. City of York Council, Licence No. 1000 20016

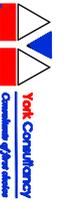
This page is intentionally left blank

This page is intentionally left blank



KEY

	On road cycle lane		On street parking		Bus Stop
	Off road cycle route		On road linking route		Potential alternative parking area
					Bus Stop



YORK CONSULTANCY
Consultancy of the future



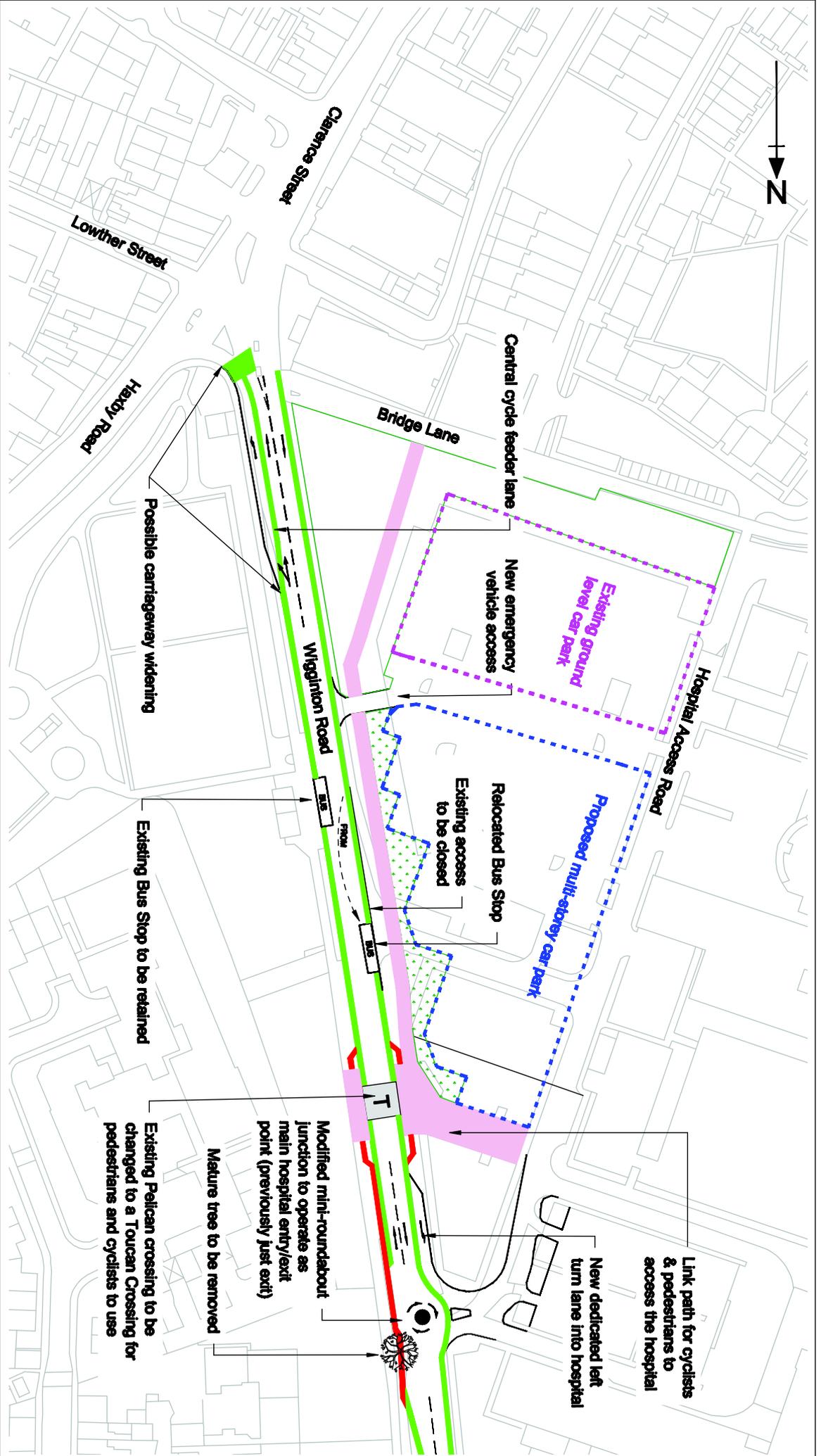
CITY OF YORK COUNCIL

BASED UPON THE ORDINANCE SURVEY MAPPING WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. CROWN COPYRIGHT. UNAUTHORISED REPRODUCTION INFRINGES CROWN COPYRIGHT AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS. City of York Council, License No. 1000 20618

Wigginton Road Cycle Route Scheme Outline Proposals (Northern Section)

Drawn	Date	Scale
PH	01/10/2009	1: 1000 @ A3
Checked		Drawing Number
JP	DEC/07010021	

This page is intentionally left blank



- KEY**
- █ On road cycle lane
 - █ Off road cycle route
 - ▨ Landscaping
 - ▨ Shared use area
 - Existing car park extents
 - Proposed multi-storey car park extents
 - T Proposed Toucan crossing

York Consultancy
 Consultants of first choice

CITY OF YORK COUNCIL

BASED UPON THE ORDINANCE SURVEY/MAPPING WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. CROWN COPYRIGHT. UNAUTHORISED REPRODUCTION INFRINGES CROWN COPYRIGHT AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS. City of York Council, Licence No. 1000 20818

Wigginton Road Cycle Route Scheme
Outline Proposals (Southern Section)

Drawn	Date	Scale
PH	01/10/2009	1:1000 @ A3
Checked		Drawing Number
JP	DEC/07/010021	

This page is intentionally left blank

DECISION SESSION – EXECUTIVE MEMBER FOR CITY STRATEGY

TUESDAY 1 NOVEMBER 2009

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

AGENDA ITEM	REPORT	RECEIVED FROM	COMMENTS
4	<p>PROW – Petition requesting that public rights be restricted along the length of the snicket leading from Old Moor Lane to Moor Lane, Dringhouses using a Gating Order (page 3)</p>	Cllr A Reid	<p>I wish to register to speak on this item and make the following comments (also on behalf of Cllrs Holvey and Sunderland).</p> <p>This petition was resident led and was gathered because of the concerns about anti-social behaviour (ASB) to properties that back on to the snicket. I was therefore surprised to see that the Police do not support any kind of restrictions. I was under the impression that the burden of proof for a conditional gating order was lower than for permanent closure and was to help alleviate the fear of crime as well as actual crime. The study period 1/10/10 - 30/09/09 covers the period when work was on going on Moor Lane Bridge. Although pedestrian access was maintained during the 5 - 6 month period, work was taking place 24 hours a day. This might well have discouraged anti-social behaviour as there was more likelihood of being observed and the study was not carried out for a normal period.</p> <p>The petition was signed by 10 households rather than 10 residents and they are all the houses whose address is Old Moor Lane. However, I have had verbal comments from other residents in the area that they would like to see the snicket closed at night to discourage people cutting through a residential area. The ASB and crimes in the adjacent areas might well have been committed because people are using the snicket as a cut through and/or for easy getaway.</p> <p>With regard to the comments about the state of the snicket I would confirm that quite a lot of the fencing was replaced recently in conjunction with the works to Moor Lane Bridge which is why it might look so neat and tidy.</p>

AGENDA ITEM	REPORT	RECEIVED FROM	COMMENTS
4	PROW – Petition requesting that public rights be restricted along the length of the snicket leading from Old Moor Lane to Moor Lane, Dringhouses using a Gating Order (page 3)		<p>I am a little bemused about the 400 yard alternative route. This snicket forms a short cut from Moor Lane to Tadcaster Rd but there is actually very little reason for residents in the Old Moor Lane area to access Moor Lane apart from recreational reasons especially now that the corner shop just past the junction with Chaloners Rd has closed. The only residents who would need to walk the extra 400 yards are the very residents who have signed the petition. For everyone else the distance from point A (on the map on page 11) to the junction of Old Moor Lane with Tadcaster Rd is virtually the same whichever route is taken.</p> <p>I am not sure how many incidents of anti-social behaviour are needed before a conditional closure can be supportive but even one is too many for the residents affected.</p> <p>I would ask that the recommendation of no action be reconsidered in order to remove the fear of crime from these residents.</p>
5	PROW – Proposal to gate three snickets at The Reeves, Westfield Ward, York (page 37)	Cllr Sue Galloway	<p>First of all, the amount of anti social behaviour has reduced in recent months.</p> <p>I would support the closure of the snicket between Nos 28 and 30 The Reeves on a permanent basis - this is not used frequently and, unlike the other two snickets, does not lead directly to shops or services.</p> <p>I would support the closure of the other two snickets in The Reeves at night only. These two snickets are well used by local residents to access services at shops on Cornlands Road, and bus services as well as forming a safe pedestrian access to facilities such as doctors and shops in Acomb.</p>