

**Notice of a public meeting of
Decision Session - Cabinet Member for Transport**

To: Councillor Levene

Date: Thursday, 11 December 2014

Time: 4.00 pm

Venue: The George Leeman Room - 1st Floor West Offices
(F043)

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 **4:00 pm on Monday 15th December 2014** .

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

Written representations in respect of items on this agenda should be submitted to Democratic Services by 5.00pm on Tuesday 9th December 2014.

1. **Declarations of Interest**

At this point in the meeting, Members are asked to declare:

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

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

2. **Minutes** (Pages 1 - 4)

To approve and sign the minutes of the meeting held on 30th October 2014.

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 **5:00pm on Wednesday 10th December 2014.**

Members of the public may speak on:

- An item on the agenda,
- an issue within the Cabinet Member's remit

Filming or Recording Meetings

Residents are welcome to photograph, film or record Councillors and Officers at all meetings open to the press and public. This includes the use of social media reporting, i.e. tweeting. Anyone wishing to film, record or take photos at any public meeting should contact the Democracy Officer (whose contact details are at the foot of this agenda) in advance of the meeting.

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

http://www.york.gov.uk/downloads/download/3130/protocol_for_webcasting_filming_and_recording_of_council_meetings

4. Response to Petition calling for the Implementation of a Road Closure in Peter Hill Drive and Court

(Pages 5 - 10)

This report asks the Cabinet Member to consider a 65 signature petition representing a large proportion of the properties in Peter Hill Drive and Court requesting the implementation of a road closure to cut excessive speeding.

5. Response to Petition calling for a 20mph Speed Limit in the Walmgate and Navigation Road areas (Pages 11 - 16)

This report informs the Cabinet Member on a response to a petition from residents of the Walmgate and Navigation Road areas of York, requesting that the current programme of 20mph speed limits for residential areas be extended to include their neighbourhood in 2014.

6. Response to Petition Requesting Waiting Restrictions - Intake Lane, Dunnington (Pages 17 - 22)

This report asks the Cabinet Member to consider a 114 signature petition requesting the implementation of waiting restrictions outside the play area on Intake Lane.

7. Response to Petition Calling for Traffic Calming Measures on South Bank Avenue (Pages 23 - 26)

This report asks the Cabinet Member to consider a petition from residents of South Bank Avenue, calling for implementation of traffic calming measures on this road.

8. Jockey Lane Pedestrian and Cycle Improvement Scheme (Pages 27 - 44)

This report sets out a revised scheme proposal in response to a land ownership problem that has arisen since the previous Jockey Lane scheme was approved.

9. Highway Maintenance Advance Programme for 2015-16
(Pages 45 - 54)

This report informs the Cabinet Member on the preparation of the provisional highway maintenance surfacing programme. It recommends and seeks approval to begin advanced design for a list of schemes in each category of work.

10. City and Environmental Services Capital Programme - 2014/15 Monitor 1 Report (Pages 55 - 84)

The purpose of this report is to inform the Cabinet Member of progress to date on schemes in the 2014/15 City and Environmental Services Capital Programme, including budget spend to the end of October 2014. The report proposes adjustments to scheme allocations to align with the latest cost estimates and delivery projections.

11. Urgent Business

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

Democracy Officer:

Name: Laura Bootland

Contact Details:

- Telephone – (01904) 552062

Email – laura.bootland@york.gov.uk

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

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

Contact details are set out above.

This information can be provided in your own language.

我們也用您們的語言提供這個信息 (Cantonese)

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

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

Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)

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

 (01904) 551550

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City of York Council

Committee Minutes

Meeting	Decision Session - Cabinet Member for Transport
Date	30 October 2014
Present	Councillors Levene and Merrett
In attendance	Councillor D'Agorne

16. Declarations of Interest

Resolved: At this point in the meeting, the Cabinet Members were asked to declare any personal, prejudicial or pecuniary interests they may have in the business on the agenda. None were declared.

17. Minutes

Resolved: That the minutes of the Decision Session held on 20th March 2014 be approved and signed by the Cabinet Member for Transport as a correct record.

18. Public Participation - Decision Session

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

Councillor D'Agorne had registered to speak on the agenda item and raised a number of detailed points regarding progress made since the last Air Quality Action Plan. In particular he queried the progress made in improving air quality, what low cost measures were being implemented and the progress made with the introduction of low emission buses and taxis.

19. A Draft Framework for York's Third Air Quality Action Plan (AQAP3) 2014 to 2020.

Consideration was given to a report which presented a draft framework for York's third Air Quality Action Plan (AQAP3).

Officers addressed the points raised by Councillor D'Agorne and drew Member's attention to the following:

- The figures in the table on page 21 of the agenda showed an improvement in Nitrogen Dioxide (NO_x) and indicated the NO_x objectives may be met in a number of areas in the City.
- Significant progress had been made towards electrification of York's buses, including the new Park and Ride buses operating out of Poppleton Park and Ride. In terms of taxis, discussions were ongoing with the taxi trade regarding various incentives to improve emissions.
- Accessing the City Centre – it is difficult to incentivise people not to bring cars into the City Centre and any work needs coupling with other initiatives to discourage car use.
- Low cost measures such as anti-idling signs – Officers' could not recall including anti idling signs in the previous action plan but confirmed that they had undertaken an anti-idling study and work had been done with the bus companies to discourage drivers from idling.
- As vehicles move from conventional fuels to low emission and zero emissions then anti idling becomes irrelevant.
- Public Health – work will be undertaken with the Public Health team and work is also being undertaken with researchers at the University on the impact of air quality on the economy.

Councillor Richardson had also submitted comments in respect of the report, in particular he felt strongly that all buses should be electric hybrid vehicles. Officers referred to the report and advised that work was ongoing to electrify as many buses as possible.

The Cabinet Member for Environmental Services, Planning and Sustainability suggested amending the draft action plan to state that the Council will encourage low emission vehicles for all transport rather than focusing on just buses. He noted the progress made since 2012 and wished Officers' success in their current bids for funding.

Resolved: That the Cabinet Members' approved Option A and approved the draft framework for the Third Air Quality Action Plan (AQAP3) as set out in Annex 2 of the report (subject to amendments requested at the meeting) and allowed Officer's to proceed directly to the development of a draft consultation AQAP3.

Reason: To enable the draft consultation AQAP3 to be drawn up by December and a final AQAP3 to be adopted by the end of 2014. This will allow the Clean Air Zone to be introduced by April 2015 ensuring external funding to support low emission buses and the attraction of low emission industry and jobs can be maximised

Cllr D Merrett and Cllr D Levene, Cabinet Members
[The meeting started at 1.00 pm and finished at 1.30 pm].

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Decision Session - Cabinet Member for Transport11th December 2014

Report of the Director of City and Environmental Services

Petition – Peter Hill Drive, Clifton.**Summary**

1. The purpose of this report is to consider a 65 signature petition (see Annex A) representing a large proportion of the properties in Peter Hill Drive and Court requesting the implementation of a road closure to cut excessive speeding.

Recommendations

2. The Cabinet Member is asked to approve the following:

That this request is noted but no action be taken at this time.

Reason: A 20mph scheme is due to be put in place very shortly which aims to lead to a reduction in vehicle speeds.

Background

3. Peter Hill Drive is a residential street linking Spalding Avenue and St. Phillip's Grove off Bur Dyke Avenue (see Annex B).
4. At present there is no specific budget set aside for implementing the scale of minor works required for road closures requests.
5. In addition to the physical works required on street there is also a statutory legal process that has to be gone through in order to close a road to traffic (outlined in the section on consultation below). Road closures can sometimes generate stiff opposition within a local community due to reasons such as the alternative routes having to accommodate additional traffic, disruption to residents preferred routes to and from their property, etc.

6. Peter Hill Drive is very shortly to become part of a 20mph scheme which is aimed at reducing vehicle speeds in residential areas.

Consultation

7. Closing streets has to go through the Traffic Regulation Orders process which includes a formal legal period of 3 weeks for objections to be made to the proposals. Any objections made would then be reported back to a subsequent Decision Session meeting for consideration on how to proceed.

Options

8. The options available are:
 - Note the request but take no action at present,
 - Cost up an outline scheme for consideration alongside other possible highway schemes and if successful then initiate some initial consultation on the outline proposals to report back to a subsequent Decision Session,

Analysis

9. Option 1 Take further no action at this time. This is the recommended option because a 20mph scheme is due to be implemented very shortly the outcome of which is aimed at reducing vehicle speeds which is the stated aim of the petition. The impact of the introduction of a 20mph speed limit at this location will be reviewed 12 months after implementation.
10. Option 2 Design and cost up an outline scheme. This is not the recommended option because there are no budgets or staff resources set aside for investigating a possible scheme to this extent. If this option was taken forward then a further report would be necessary in order to determine its priority when considered alongside other highway projects.

Council Plan

11. Considering this matter contributes to the Council Plan building strong communities by engaging with all members of the local community.

Implications

12. **Financial** There are no financial implications

Human Resources (HR) There are no HR implications

Equalities There are no Equalities implications

Legal There are no Legal implications

Crime and Disorder (There are no Crime and Disorder implications)

Information Technology (IT) There are no IT implications

Property (There are no Property implications)

Other There are no other implications

Risk Management

13. In compliance with the Council's risk management strategy there are no risks associated with the recommendations in this report.

Contact Details

Author:

Alistair Briggs
Traffic Network Manager
Tel No. 01904 551368

Chief Officer Responsible for the report:

Neil Ferris
Assistant Director CES

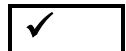
Report Approved



Date 3/11/2014

Wards Affected: Clifton

All



For further information please contact the author of the report

Background Papers: None

Annexes

Annex A – copy of front page of petition

Annex B – plan of the area

Annex A

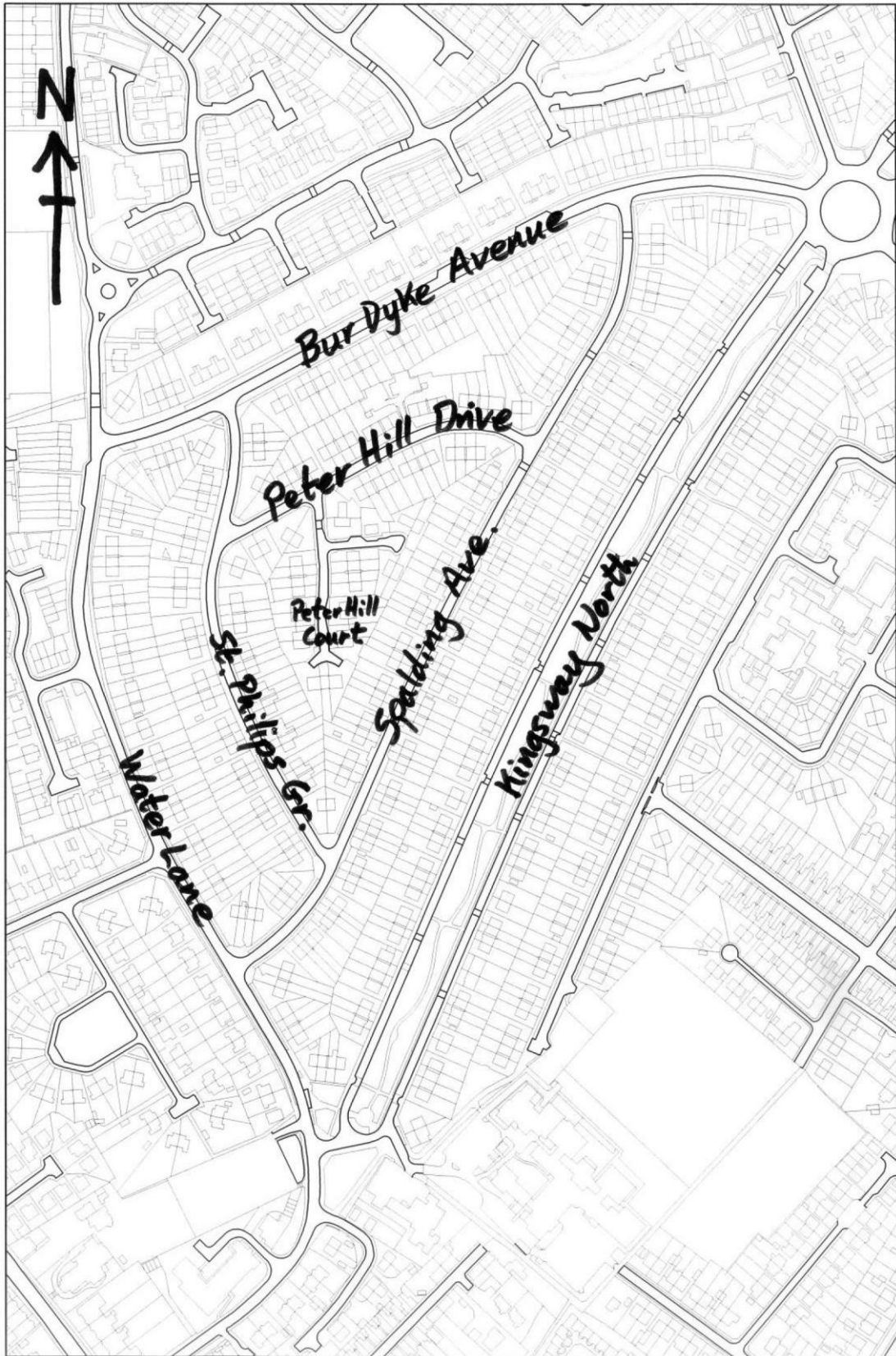
Front Page of Petition

PETITION TO BLOCK PETER HILL DRIVE AT ONE END DUE
TO EXCESSIVE SPEEDING

NAME	ADDRESS

Annex B

Plan of the Area



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Decision Session – Cabinet Member for Transport

11th December 2014

Report of the Director of City & Environmental Services

Response to Petition calling for a 20mph Speed Limit in the Walmgate and Navigation Road areas.

Summary

1. This report is in response to a petition from residents of the Walmgate and Navigation Road areas of York, requesting that the current programme of 20mph speed limits for residential areas be extended to include their neighbourhood in 2014.

Recommendation

2. That the Cabinet Member for Transport notes the petition, including the strength of local support for a 20mph speed limit in this area, and recommends that it be considered for inclusion within the future Transport Capital Programme for 2015-16.

Reason – To address residents concerns.

Background

3. On 9 October 2014 a petition with 230 signatures was presented to full Council by Cllr Andy D'Agorne, on behalf of the Green Party. The petition stated that:-

Residents of Walmgate and Navigation Road (and surrounding residential streets) should not have to wait longer than the rest of York's residents for safer streets. It notes that:

- *The Bishophill residential area inside the city walls has already been included in the 20mph rollout;*
- *Additional streets in the Fishergate Ward are being consulted on following representations from local residents;*
- *Residents in the Walmgate/Navigation Road area have long been calling for 20mph limits.*

They call on the Council to consult on extending the rollout to these areas before the end of 2014, including Navigation Road, which currently operates as a 'rat-run' and Walmgate itself, which is traffic-calmed but without a 20mph limit, allowing buses in particular to travel at 30mph at times.

4. This petition follows on from an email enquiry from the Chair of York Green Party – to Neil Ferris, Assistant Director for Transport, Highways and Waste – in July 2014, and which concerns the same request.
5. At the time, Officers replied by saying that due to the protracted timescales involved, the council would be unable to introduce and include this area of the city within the current residential 20mph roll-out programme during the current 2014-15 financial year, referring to the following reasons:-
 - Assessment process of all of the streets suggested, undertaken by Officers & the police;
 - The statutory Speed Limit Order (TRO) procedure;
 - Formal reporting of the findings / public representations;
 - Physical erection of the poles, gateway and repeater signs;
 - Lack of available resources.
6. It was also explained that this particular area of York, in addition to the larger towns/villages outside the outer ring road, were still a potential scheme for consideration during the 2015-16 year. However, Officers were mindful that this would be very much dependent on the political will to implement this scheme. For instance, whichever political group was in administrative control of the council following the May 2015 elections may potentially have differing priorities. Therefore Officers felt it prudent not to give any assurances regarding implementing potential future schemes such as these beyond this current financial year.

Additional Information

7. The current programme for implementing 20mph speed limits for residential streets in urban York (i.e. suburbs that are within the confines of York's outer ring road) is due to be complete by the end of December 2014.
8. Because of many, sometimes conflicting transport priorities and pressures on the 'city centre' – which we defined as everything within the city walls / inner ring road – it was felt earlier in 2014 that a greater discussion would need to be had regarding speed limits in this area, with a desire not to implement too many diverse speed limits (i.e.

30mph on strategic roads; 20mph on residential roads; and 10mph for the Footstreets; etc).

9. Although it is true that the Bishophill area – which also falls inside the city walls – is included within the current programme, these particular streets had been assessed earlier in the process (during 2013) when the larger West York area was being considered. Officers felt that this area could be included without causing road-users too much confusion. The Speed Limit Order for Bishophill was not advertised at the time of the SLO for West York (during June 2013), so was subsequently included in the next phase of the programme, when the North York area SLO was advertised (during May 2014).
10. Similarly, the additional streets in the Fishergate Ward which the petition alludes to (*Heslington Road* and *Hospital Fields Road*) had already been fully assessed earlier in 2014 and subsequently taken through the process with the East York area SLO (during July 2014). The Director of City and Environmental Services made a decision at that time that these two streets should be reconsidered and a further SLO be advertised to include them both, which was a quick simple exercise to undertake.

Consultation

11. Not applicable at this time.

Options

12. There are three options available:

That the Cabinet Member for Transport notes the petition, and:

- i) Does not agree with the residents' concerns, thus the petition is rejected.
- ii) Accepts the basis for the petition, but recognises the limiting timescales involved, thus recommends that the residents' request be considered for inclusion within next year's Transport Capital Programme for 2015-16.
- iii) Accepts the basis for the petition, and instructs that the residents' request be actioned immediately and the scheme be added to the current year's Transport Capital Programme for 2014-15.

Analysis

13. It is the view of Officers that due to the preventative timescales and resources available at present, that *Option (ii)* be recommended.

Council Plan

14. The outcome of this report will contribute to the following aspects of the Council Plan:
- *Build Strong Communities* – Residents' views and concerns should be acknowledged and considered.

Implications

15. The outcome of this report will have the following implications:
- *Financial* – Estimates are that this proposed scheme would cost approximately £5,000 capital.
 - *Human Resources (HR)* – there are no HR implications.
 - *Equalities* – there are no equalities implications.
 - *Legal* – The City of York Council, as Highways Authority of the area, has powers under the Highways Act 1980 and associated Road Traffic Regulations Act 1984 to implement the measures.
 - *Crime and Disorder* – If implemented and the speed limit reduced, there may potentially be an increase in numbers of motorists exceeding the new speed limit.
 - *Information Technology (IT)* – there are no IT implications
 - *Property* – There are no property implications.


Risk Management

16. Should the Cabinet Member decide that *Option (iii)* be taken forward, then the council would risk reputational damage in not being able to deliver the scheme within the current financial year.

Contact Details

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Chief Officer responsible:

Neil Ferris
Assistant Director ~ Transport, Highways
& Waste

Report approved Date: 1st December
2014

Wards Affected

Guildhall

Background Papers

20mph in the north York area – Speed Limit Order

<http://modgov.york.gov.uk/ieDecisionDetails.aspx?ID=4098>

20mph Speed Limit Policy Approach

<http://democracy.york.gov.uk/ieListDocuments.aspx?CId=738&MID=6748>

For further information please contact the author of the report

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Decision Session
Cabinet Member for Transport

11th December 2014

Report of the Director of City and Environmental Services

Petition – Intake Lane, Dunnington

Summary

1. The purpose of this report is to consider a 114 signature petition (see Annex A) requesting the implementation of waiting restrictions outside the play area on Intake Lane.

Recommendations

2. The Cabinet Member is asked to approve the following:

That a Traffic Regulation Order be advertised in due course to prohibit waiting as set out on the plan in Annex B.

Reason: to reduce parking close to and at a crossing point at the play area and hence reduce the concerns of the petitioners.

Background

3. Intake Lane in Dunnington already has double yellow lines at its junction with The Green / Common Road (see Annex B) and whilst no detailed survey work has been carried out, from ad-hoc observation parking is known to regularly take place on the section of road which is subject to the petition. A scheme has therefore been drawn up in line with the petitioner's request (see Annex B). The lines are proposed for adjacent to the footway rather than the verge side of the road to better serve pedestrians going to and from the park. In addition, 20m of restrictions on the park side of the road across the pedestrian entrance is also put forward to ensure greater visibility.
4. Double yellow lines are put forward because they do not require upright signs which can often look out of place in village situations,

cost more and are an ongoing maintenance burden. In addition, double yellow lines tend to be better respected than single yellows, plus they give us greater flexibility when considering any objections received during the consultation process.

5. Requests for waiting restrictions are normally dealt with through the “Annual Review” process which achieves very significant savings for the authority (a single item costs in the region of £1000 to advertise but when dealt with in a batch the cost reduces to nearer £100 per item). To put this in context, the Annual Review just carried out gave approval for around 50 items to be advertised across the city.

Consultation

6. Traffic Regulation Orders have to be advertised for a period of 3 weeks during which time objections to the proposals can be made. Any objections received would form part of a report to consider the objections and recommendation on what action to take (this report would also include a Community Impact Assessment statement).

Options

7. The options available are:
 - Take no action,
 - Implement some restrictions straight away,
 - Implement restrictions at a later date to tie in with other similar issues,
 - Carry out further investigation.

Analysis

8. Option 1 Take no action. Parking is known to take place at this area and whilst there isn't an ongoing accident record, park users with children are understandably anxious about potential accidents, hence taking no action is not recommended.
9. Option 2 Implement a restriction straight away. As noted in the background information we have a well established process for dealing with requests for waiting restrictions and as such taking immediate action is not the recommended option.
10. Option 3 Implement a restriction in due course. This is the recommended option, however given that the annual review has

only just taken place and that this matter is subject to a petition from the local community rather than recommending the issue be placed on the next annual review the suggestion is that the proposal shown in Annex B be approved for advertising at the next suitable opportunity – for example waiting restriction proposals as part of another highways related project. Whilst there is no set date for such a scheme this would be much quicker than leaving it to the next annual review.

11. Option 4 Carry out further investigation. Further investigation is unlikely to refine the proposals shown in Annex B to a significant degree. In addition if further issues or concerns are raised during the formal legal consultation phase these can be used to modify the proposals at that time (most likely at no additional cost or time). Given the above, carrying out further investigation is not the recommended option.

Council Plan

12. Considering this matter contributes to the Council Plan building strong communities by engaging with all members of the local community likely to be directly affected by traffic management proposals

Implications

13. **Financial** There are no financial implications

Human Resources (HR) There are no HR implications

Equalities There are no Equalities implications

Legal There are no Legal implications

Crime and Disorder (There are no Crime and Disorder implications)

Information Technology (IT) There are no IT implications

Property (There are no Property implications)

Other There are no other implications

Risk Management

14. In compliance with the Council's risk management strategy there are no risks associated with the recommendations in this report.

Contact Details

Author:

Alistair Briggs
Traffic Network Manager
Tel No. 01904 551368

Chief Officer Responsible for the report:

Neil Ferris
Assistant Director CES

**Report
Approved**



Date 1st December 2014

Wards Affected: Derwent

✓

For further information please contact the author of the report

Background Papers: None


Annexes

Annex A – copy of front page of petition

Annex B – plan of the area

Annex A

Front Page of Petition

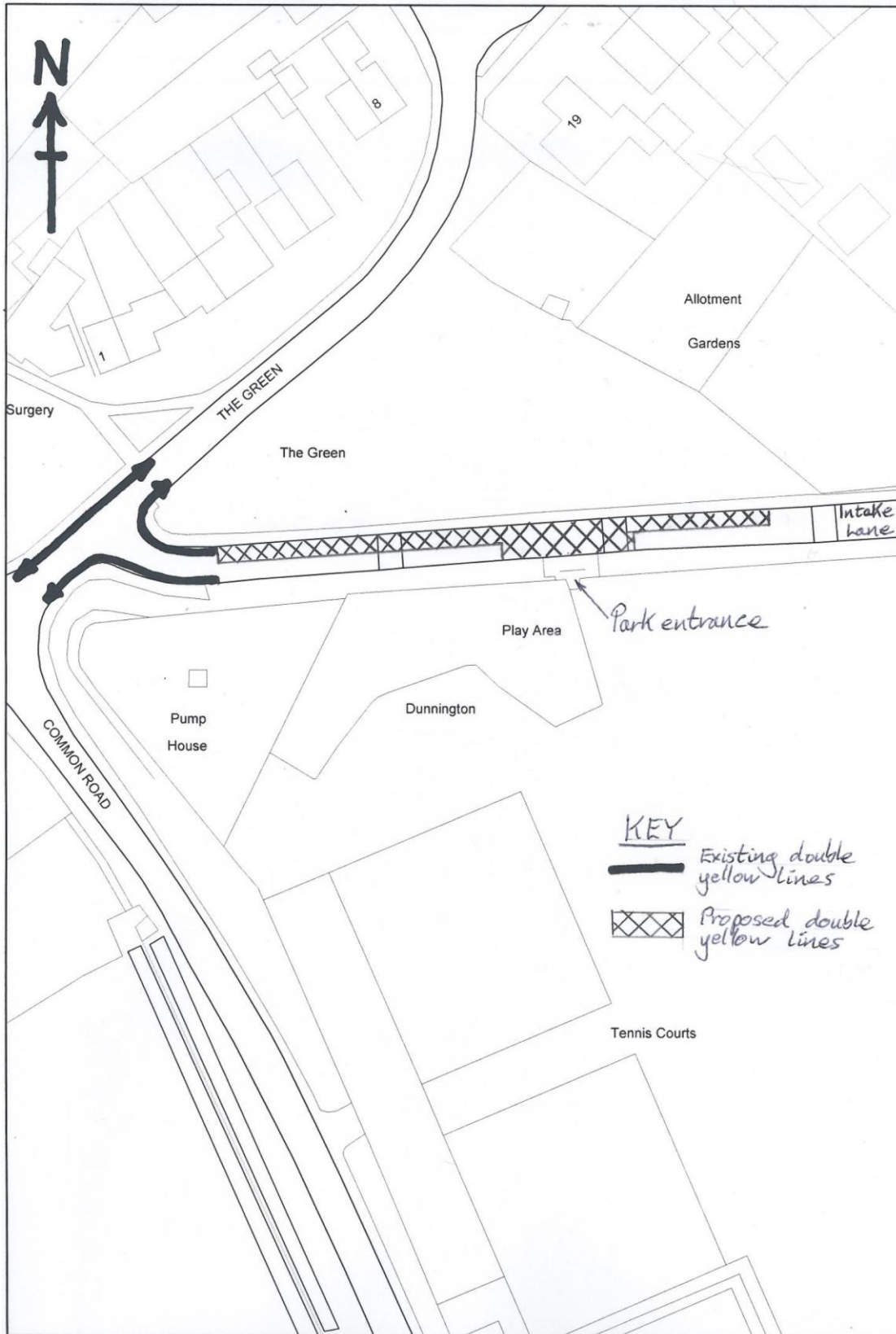


The car parking at the beginning of Intake Lane, near the Children's Activity Park is causing congestion which could lead to an accident, possibly causing harm to a child. Double yellow lines down one side of the road would make the area considerably safer so please sign this petition to be presented to the City of York Council Transport Officer.

I support the petition to have yellow lines on Intake Lane, near the children's activity park.

Annex B

Plan of the Area and Proposals





Decision Session Cabinet Member for Transport

11 December 2014

Report of the Director of City & Environmental Services

Response to Petition calling for Traffic Calming Measures along South Bank Avenue.

Summary

1. This report is in response to a petition from residents of South Bank Avenue, calling for implementation of traffic calming measures on this road.

Recommendation

2. That the Cabinet Member for Transport notes the petition, and:
 - i) Acknowledges the residents' concerns about speed of traffic.
 - ii) Advises that officers will work with petitioners to help take their concerns through the established speed management process. This evidence based approach will enable the assessment of appropriate options in response to speed concerns on this road.
Reason – To address residents concerns.

Background

3. On 9 October 2014 a petition with just over 60 signatures was presented to full Council by Cllr. Julie Gunnell, of the Labour Party. The petition stated that:-

Petition to City of York Council for traffic calming measures along South Bank Avenue.

We, the undersigned residents of South Bank Avenue, do petition City of York Council to acknowledge our concerns regarding the regular breaking of the 20mph speed limit along this road. We are a neighbourhood that contains many families with young children and wish to live in an area where road safety reflects this. We urge

the Council, in consultation with local residents, to implement traffic calming measures.

4. South Bank Avenue is a residential street of approx 78 households in the South Bank area of York. It is an important cycling and walking route for people heading towards the Millennium Bridge river crossing and local schools.
5. The road is straight and slopes downhill towards Bishopthorpe Road with parking on both sides. There is an existing speed reduction measure 'a build out' near to its junction with Trafalgar Street.
6. The speed limit on South Bank Avenue was reduced to 20mph in September 2012, as part of the South Bank and Clementhorpe 20mph rollout. Speed measurements made pre-implementation indicated that the average speed on South Bank Avenue was less than 24mph. This amongst other considerations suggested that a 20mph speed limit would be appropriate for this road under the current guidance from the DfT and local policy approach (see background papers).

Consultation

7. Not applicable at this time.

Analysis/Options

8. Since November 2008, all speed complaints have been investigated by a partnership including North Yorkshire Police, City of York Council and North Yorkshire Fire and Rescue. The partnership was formed so that all reported speed concerns could be examined using a consistent and rigorous approach, including collection of speed data and an investigation of any prior casualties. Full details of this policy are contained in the links in background papers to this report.
9. The petitioners are advised of the policy relating to reporting speeding concerns (link in background papers). Officers will work with the petitioners to help them take this through the speed management process. The first stage of which is to complete a 'Speed Concern Report' for submission to North Yorkshire Police. This step is necessary, under the current policy, so as to trigger the request for a speed review be undertaken.

Council Plan

10. The outcome of this report will contribute to the following aspects of the Council Plan:

- *Build Strong Communities* – Residents' views and concerns should be acknowledged and considered.

Implications

11. The outcome of this report will have the following implications:
- *Financial* – there is a staffing cost in undertaking the speed review should this be requested – this is covered by current staffing budgets.
 - *Human Resources (HR)* – there are no HR implications.
 - *Equalities* – there are no equalities implications.
 - *Legal* – there are no legal implications.
 - *Crime and Disorder* – The speed review might indicate that Police intervention is appropriate.
 - *Information Technology (IT)* – there are no IT implications
 - *Property* – There are no property implications.

Risk Management

12. The outcome of the speed review might not fully meet with residents expectations.
13. This risk is managed by the council having commissioned an independent review of the speed review process in 2012. One of the conclusions of this review was that having this transparent, consistent and evidence-based response in place helps manage public expectation.

Contact Details

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Chief Officer responsible:

Neil Ferris
Assistant Director ~ Transport, Highways & Waste

Report Approved  Date: 1st December 2014

Wards Affected

Micklegate

Background Papers

Reporting Speeding Concerns

http://www.york.gov.uk/info/200185/roads_highways_and_pavements/385/road_safety/3

Speed Review Criteria

http://www.york.gov.uk/downloads/file/2061/speed_review_criteria

Speed Concern Reporting Form

http://www.york.gov.uk/downloads/file/2060/speed_concern_report_form

20mph Speed Limit Policy Approach

<http://democracy.york.gov.uk/ieListDocuments.aspx?CIId=738&MID=6748>

For further information please contact the author of the report



Decision Session - Cabinet Member for Transport11th December 2014

Report of the Director of City and Environmental Services

JOCKEY LANE PEDESTRIAN AND CYCLE IMPROVEMENT SCHEME**Summary**

1. This report sets out a revised scheme proposal in response to a land ownership problem that has arisen since the previous scheme was approved.

Recommendation

2. That the Cabinet Member for Transport approves the scheme as proposed in Annex C for implementation, subject to funding being available.

Reason – To address the land ownership problem.

Background

3. The proposed scheme as shown in Annex A was reported to Decision Session on 14th November 2013 and approval was given to implement the works subject to agreement with the landowners of Portakabin's site regarding the transfer of land for use as additional footway area.
4. In response to comments made by ward members during initial consultation, the Cabinet Member also approved changing the speed limit on Jockey Lane from 40mph to 30mph from the gateway adjacent to the Range superstore exit through to Monks Cross. As part of this, new gateways would be installed at the start of dual carriageway and at the north east roundabout adjacent to the entrance to Monks Cross retail centre car park.

5. The introduction of loading restrictions between the bus stop (opposite Sainsbury's loading entrance) and Forge Close was also approved to deter offloading from car transporters.
6. The measures to introduce the speed limit, gateways and loading restrictions have been implemented. However, Portakabin, following a change in management, are not now willing to dedicate the parcel of land required to facilitate the proposed scheme. Portakabin have offered the land under lease to the Council, but expressed that they could withdraw the lease at any time. This would not be acceptable to CYC and as such the introduction of the previously approved scheme is unachievable.
7. As a result of not being able to acquire the land through dedication, alternative options have been developed. This is shown in Annex B and is outlined below. An alternative is shown in Annex D.

Outline Proposals

8. There are two main problems within this section of Jockey Lane. Firstly, there is no facility for pedestrians (and prospective cyclists) to cross the road. Secondly, there is no protection for cyclists wishing to continue off road along Jockey Lane between the two sections of existing off road facilities.
9. The provision of a new controlled crossing is considered to be necessary to safely allow pedestrians and cyclists to cross Jockey Lane to access the off-road facilities being provided. Because of the fact that land adjacent to Portakabin's site is not available via dedication, the proposed crossing has had to be relocated. In the revised scheme, shown in Annex B, this is relocated to a point immediately east of Sainsbury's access. This allows widening of the footway to the south side of Jockey Lane to introduce the new off-road facilities.
10. In order to comply with current CYC highway maintenance practice, the proposals include a change in treatment to the existing road surface leading up to the crossing. Where antiskid surface treatments would usually be used in advance of a crossing facility, a replacement of the existing surface with a higher skid resistant material would improve safety whilst also reducing future maintenance costs.
11. The provision of a Toucan crossing (preferred option) would require a new power supply - usually this would cost in the region of £750 if a

supply source is available. In this location there is no readily available supply for the new crossing. The cost of providing the supply amounts to £15k at this location and this was only confirmed by Northern Power Grid received on 20th October 2014. The increased costs associated with the provision of the power supply would result in the cost associated with providing the scheme exceeding the current allocated budget. Even without this additional cost the latest estimate for this scheme is £140k, which together with the electrical costs exceeds the 2014/15 allocation by £38k (£155k c/f £117k). In light of this, an alternative proposal has been included for consideration (shown in Annex D) and this can be achieved at a cost within budget as the lesser power supply demands can be taken directly from a street lighting column.

Consultation

12. A consultation exercise for the original scheme was carried out in September 2013. This involved Ward Members, Parish Council, party group representatives, local businesses and residents, as well as relevant road user organisations. A number of points were raised by the Parish Council and Ward Members and these were reported to the Cabinet Member Decision Session meeting in November 2013. As noted in paragraphs 4 and 5 above, additional measures were introduced in response to the members' comments.
13. Further consultation has been undertaken for the revised proposals shown in Annex B, and the feedback is outlined below.
14. No external consultation has been undertaken on the alternative option shown in Annex D.

Ward Member Views

15. Councillors Hyman and Runciman have made no additional comments.
16. Councillor Orrell requested confirmation of the extent of the road resurfacing under the proposed scheme and suggested extending the amount of resurfacing up to the traffic lights at Kathryn Avenue.

Officer Response: CYC Highways Maintenance have confirmed that, although no additional surfacing works have been programmed on Jockey Lane, the condition of the road beyond the area covered by the proposed surfacing at the crossing will be reviewed. If any areas are

identified which are in breach of intervention levels, these will be patched and repaired.

Political Party Views

17. Councillor D'Agorne requested that carriageway edge detail be looked at where the proposed cycle/footway crossed two entrances/exits, with the aim of giving cyclists priority or highlighting to drivers that cyclists and pedestrians may be present.

Officer Response: after internal discussion, it is now proposed that the access/egress points along Jockey Lane will be marked out as shown in the drawing in Annex C.

18. Councillors Reid and Steward made no additional comments.

Parish Council Views

19. The Parish Council had no additional comments.

Local Business Views

20. Portakabin requested confirmation that no change is being made to the kerb line outside their Gate G, and raised concerns of queues forming at peak times along Jockey Lane due to the close proximity of two sets of traffic signals.

Officers Response: Portakabin have been advised that the kerb line outside Gate G is not to be altered, and that monitoring of the signals will be undertaken to determine if there is any increase in queuing at peak times.

21. The other businesses had no additional comments.

User Group Views

22. The user groups externally consulted had no additional comments.

Safety Audit

23. The Safety Audit is to be carried out on the revised layout soon. The key points coming out of this will be reported upon as soon as it is available (either in an update of this written report or given orally at the meeting).

Options & Analysis

24. There are four options available:
- i. Implement the revised scheme as proposed and consulted on (Annex B)
 - ii. Implement the revised scheme as proposed in Annex B but make further adjustments in response to the consultation feedback (Annex C)
 - iii. Implement the scheme as in Option i or ii, but with the revisions to the crossing point as shown in Annex D.
 - iv. Do Nothing.

Option (i)

Implementation of the scheme as shown in Annex B would achieve the objectives and provide a safer facility for pedestrians and cyclists to use, linking the two sections of existing off-road facilities. This proposal would be preferred as it complies with current guidance. However an increased allocation would be required to deliver the scheme due to the higher power supply costs.

The measures already introduced serve to make the scheme safer by limiting vehicular speeds and by controlling on-street parking/loading along Jockey Lane.

Option (ii) – **Recommended Option**

Implementation of the proposals in Annex B, with modifications to address the feedback received through consultation, would still achieve the objectives of the scheme.

As mentioned in paragraph 17, it is proposed that the access/egress points along Jockey Lane will be marked out as shown in the drawing in **Annex C**, although, as mentioned in paragraph 23, the Safety Audit Team has yet to put forward their recommendations.

Paragraph 16 confirms that no additional surfacing works have been programmed on Jockey Lane. However, the condition of the road beyond

the area covered by the proposed surfacing at the crossing will be reviewed and if any areas are identified which are in breach of intervention levels, these will be patched and repaired.

The estimated cost of delivering this option exceeds the original budget for the scheme due to the higher power supply costs. An increased allocation is proposed in the Capital Programme Monitor 1 report which is also being considered at this meeting. Subject to the approval of the revised allocation this option could be delivered in 2014/15.

Option (iii)

Implementation of the scheme as listed in the Options above (i or ii) with modifications to the crossing point as shown in Annex D is achievable within budget, primarily due to being able to take a power supply directly from an adjacent street lighting column.

This alternative type of controlled crossing, referred to as a Tiger, is not a conventional type as included within the Traffic Signs and General Directions (TSRGD) 2002 guidance although it is currently being considered by DfT for inclusion within the revised TSRGD, due to be published in 2015. Although not a currently approved layout, it is understood that the arrangement has been trialled in London and Cambridge. However, it is understood that DfT approval hasn't been given to the trialled schemes.

If approval is needed from DfT to implement such an arrangement, then a more conventional zebra arrangement could be provided until such approval is obtained or until the layout is included in the TSRGD.

Option (iv)

Doing nothing will not achieve the objectives of providing a safe off-road facility for pedestrians and cyclists along this section of Jockey Lane and will not provide the link between the two existing facilities. It will not meet the Council's priorities of promoting use of sustainable transport.

Council Plan

25. The potential implications for the priorities in the Council Plan are:

- i. Get York Moving - If implemented, the proposed measures would encourage walking and cycling by providing real alternatives to the use

of the private motor vehicle for journeys around this area and further afield.

- ii. Protect the environment - A reduction in the use of private motor vehicles would lead to a reduction in carbon emissions.
- iii. Protect vulnerable people – A safer highway environment would benefit the local community.

Implications

26. This report has the following implications:

- **Human Resources** – None.
- **Financial** –
 - The current allocation for the scheme in 2014/15 is £117k. The scheme is funded through the LSTF programme.
 - £11.8k had been incurred in 2013/14 (£7k fees and £4.8k speed limit works) and a further £2.3k has been incurred within 2014/15 for the completion of the speed limit works. The 2013/14 figure does not include £21k of abortive fees incurred progressing the original option.
 - For the reasons outlined earlier, an additional £38k in the 2014/15 budget allocation would be required to deliver the proposed Toucan option, which is estimated at £155k (excluding the additional road surfacing), whilst the alternative (Tiger) option can be provided for £107.5k. As mentioned in paragraph 24, approval for an increased budget allocation to implement the preferred proposal (Option ii) is being sought and proposed in the Capital Programme Monitor 1 report.
 - The revised options include for an amount of surfacing outside the area covered by this project. CYC Highways Maintenance have confirmed that, although no additional surfacing works have been programmed on Jockey Lane, the condition of the road beyond the area covered by the proposed surfacing at the crossing will be reviewed. If any areas are identified which are in breach of intervention levels, these will be patched and repaired. This

surfacing will cost approximately £8,000, funded through the maintenance budget if available.

- **Equalities** – It is likely that the elderly and some disabled people would benefit from these safety improvements.
- **Legal** – The City of York Council, as Highways Authority, has powers under the Highways Act 1980 and associated Road Traffic Regulations Act 1984, and the Town and Country Planning (General Permitted Development) Order 1995 to implement the measures proposed.
- **Crime and Disorder** – None
- **Information Technology** - None.
- **Land** – None
- **Other** – None.

Risk Management

27. In compliance with the Council’s risk management strategy, the following risks associated with the recommendations in this report have been identified and described in the following points, and set out in the table below:
28. Health and safety – the risk associated with this is in connection with the road safety implications of the final layout, and has been assessed at 6.
29. Authority reputation – this risk is in connection with public perception of the Council not undertaking a project that has been consulted upon and is assessed at 2.

Risk Category	Impact	Likelihood	Score
Health and safety	Moderate	Remote	6
Organisation/ Reputation	Minor	Remote	2

Together these produce a risk score of 8, which being in the 6-10 category means that the risks have been assessed as being “Low”. This level of risk requires regular monitoring.

Contact Details

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Chief Officer:

Neil Ferris
Assistant Director
Transport, Highways and Waste

Report
approved:



Date: 02.12.2014

Specialist Implications Officer(s)

There are no specialist implications.

Wards Affected: Huntington and New Earswick

For further information please contact the author of the report.

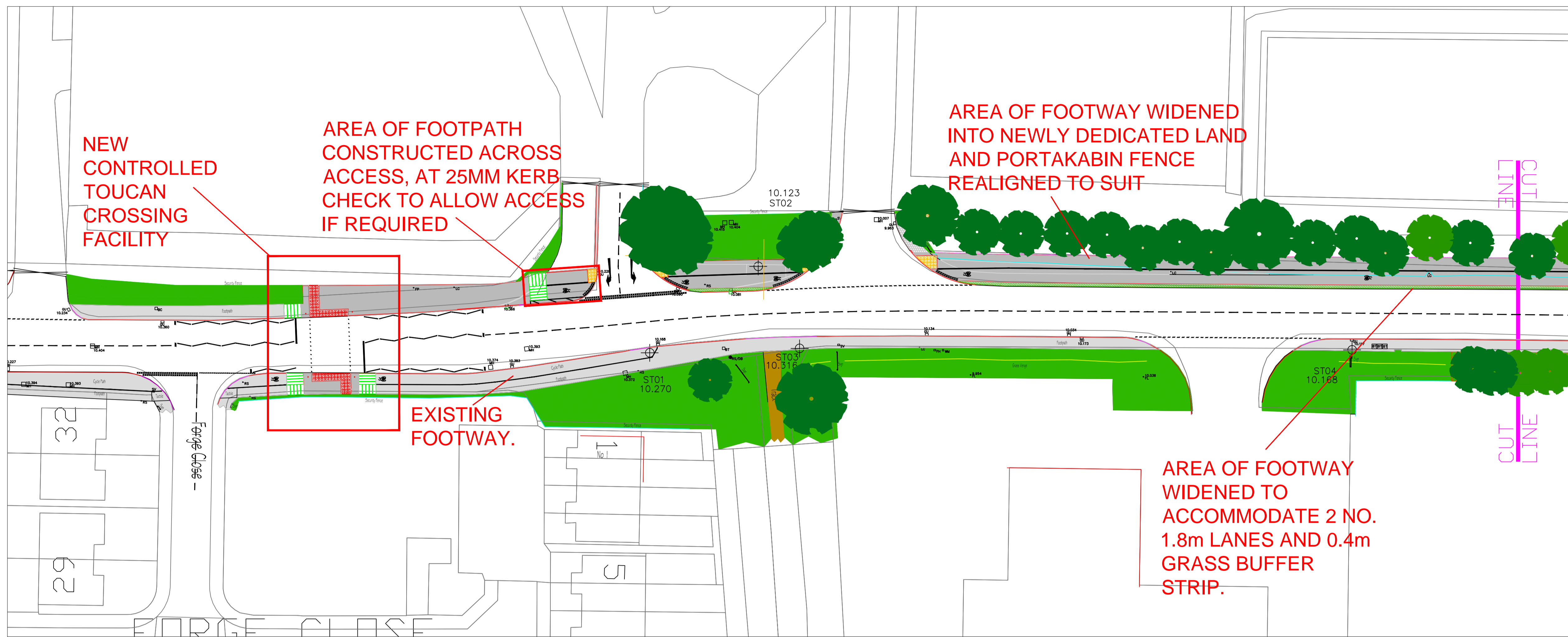
Background Papers

Report to Cabinet Member Decision Session meeting 14th November 2013 and associated decision.

Annexes

- Annex A General Layout (previously approved scheme)
- Annex B General Layout of proposed scheme
- Annex C General Layout of proposed scheme including amendments in light of the consultation
- Annex D General Layout of alternative “Tiger” crossing

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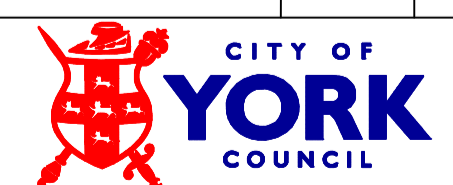


REV	AMENDMENTS	DATE

Jockey Lane Segregated Cycle/Pedestrian Footway Improvement
General Layout

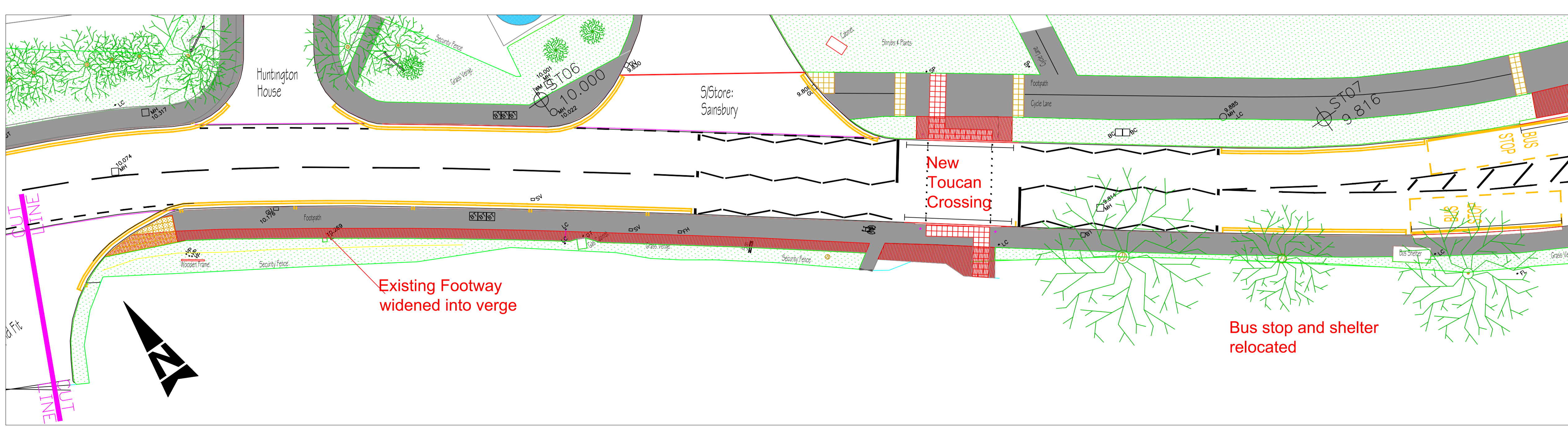
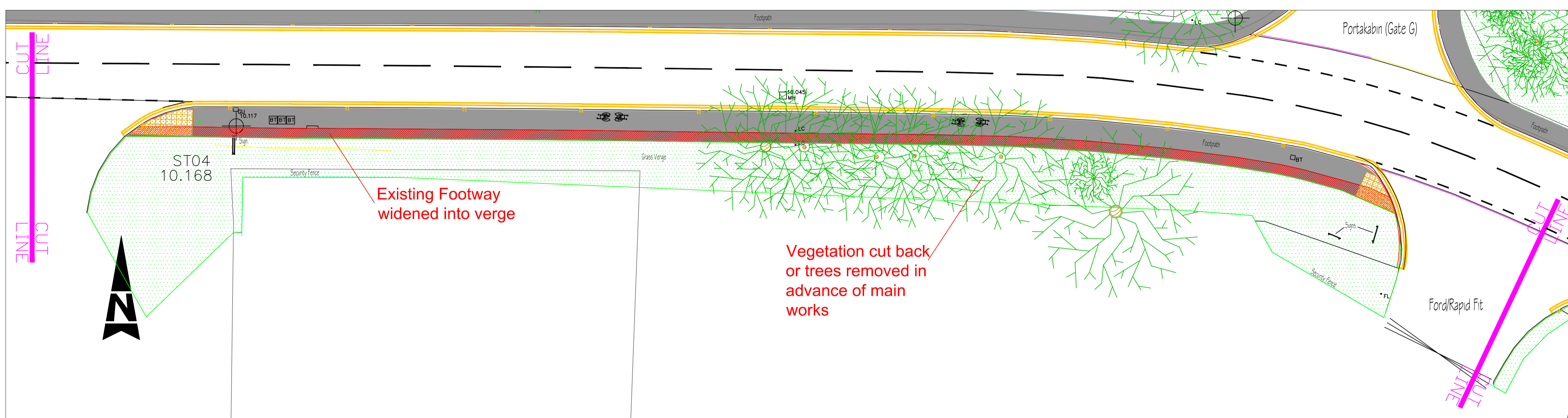
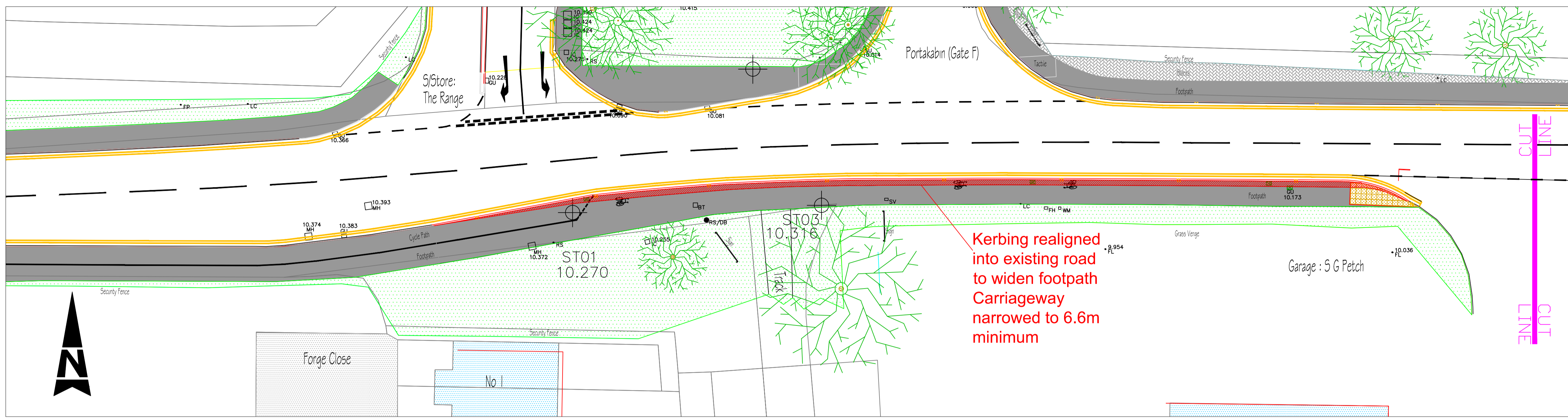
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DATE October 2013	SCALE	NTS



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Legend:-

- Areas hatched in red denote areas of widening

Notes:-

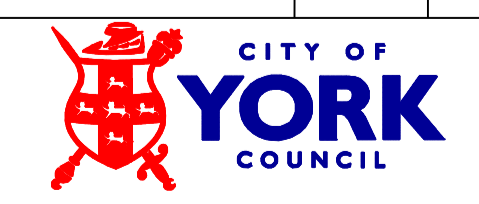
1. All lighting columns affected by the works to be set back by 1.0m
2. New kerbs to be HB2 with 100mm check
3. No change to permanent signage
4. Temporary signs to be erected for new signals
5. High AAV bituminous material surfacing to be done 50m in advance of new stop lines to crossing.

REV	AMENDMENTS	DATE

Jockey Lane Toucan Crossing
General Layout

Drg. No. DEC/08010337/100/001/B

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DATE	September 2014	SCALE



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Legend:-

-  Areas of footway widening
-  Corduroy tactile paving
-  Ladder tactile paving
-  Tramline tactile paving
-  New High-friction Inlay Surfacing

Notes:-

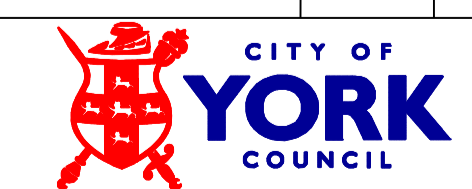
1. All lighting columns affected by the works to be set back by 1.0m
2. New kerbs to be HB2 with 100mm check
3. All existing signs to be checked for compliance,
4. New signs to be mounted on available existing poles/lighting columns or new poles or wooden bollards
5. Temporary signs to be erected for new signals
6. High friction bituminous material surfacing to be done 50m in advance of new stop lines to the crossing.

REV	AMENDMENTS	DATE

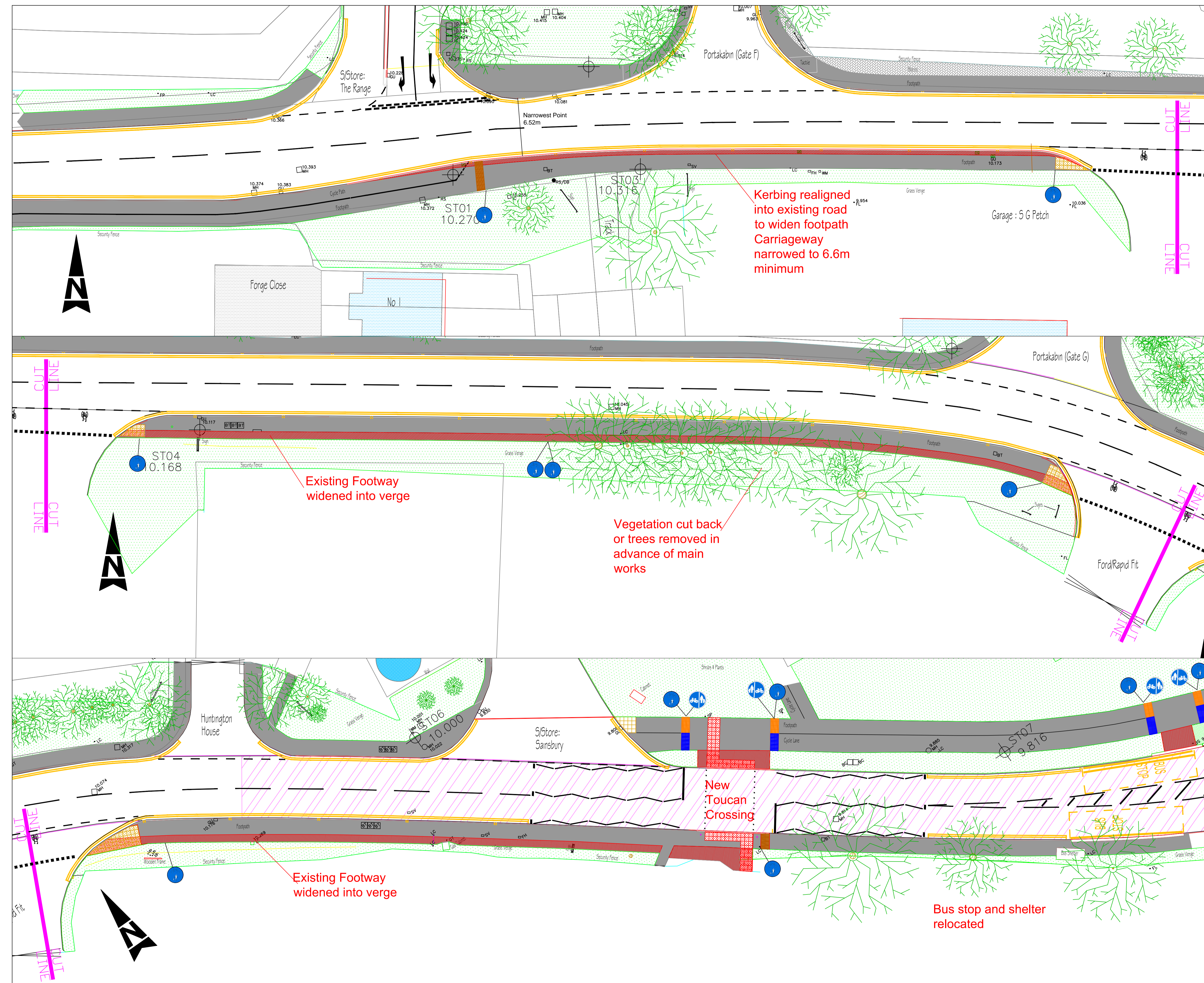
Jockey Lane Toucan Crossing
General Layout

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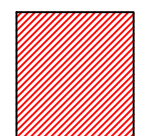
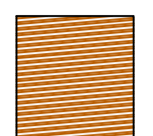

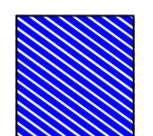
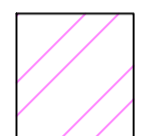
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- Legend:-**
-  Areas of footway widening
 -  Corduroy tactile paving
 -  Ladder tactile paving
 -  Tramline tactile paving
 -  New High-friction Inlay Surfacing

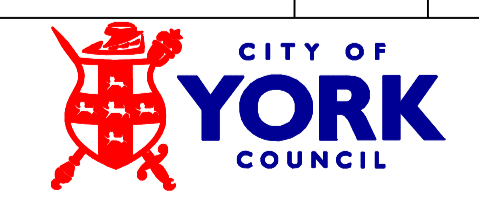
- Notes:-**
1. All lighting columns affected by the works to be set back by 1.0m
 2. New kerbs to be HB2 with 100mm check
 3. All existing signs to be checked for compliance,
 4. New signs to be mounted on available existing poles/lighting columns or new poles or wooden bollards
 5. Temporary signs to be erected for new signals
 6. High friction bituminous material surfacing to be done 50m in advance of new stop lines to the crossing.

REV	AMENDMENTS	DATE

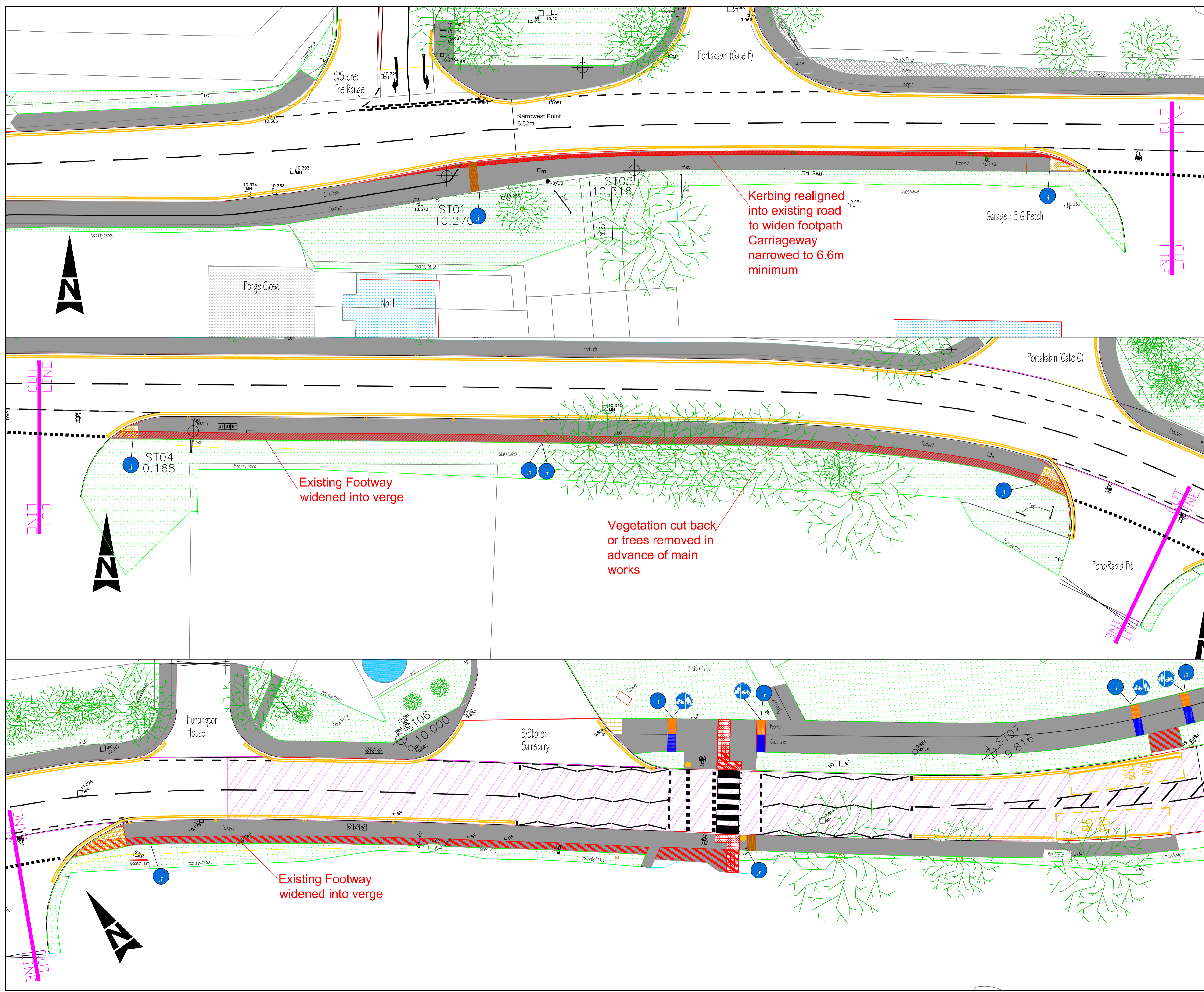
Jockey Lane Toucan Crossing
 General Layout
 - Proposed Tiger Crossing

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Decision Session – Cabinet Member for Transport	11 December 2014
Report of the Assistant Director (Transport, Highways & Waste)	

HIGHWAY MAINTENANCE, ADVANCED DESIGN ON PROGRAMMES FOR 2015-2016

Summary

1. This report outlines the preparation of the provisional highway maintenance surfacing programme. It recommends and seeks approval to begin advanced design for a list of schemes in each category of work.

Recommendations

2. The Cabinet Member is recommended to:
 - Maintain the split in funding between footways and roads on a 40/60 basis.
 - Approve the provisional programme of work listed in Annex 1 and 2 of this report.

Reason – To allow for the preparation of programme of work for 2015-16.

Background

3. For the purpose of this report it is assumed that the CYC capital allocation for 2015/16 will remain the same as 2014/15 at £750k. At the time of writing this report the LTP allocation has not been published by the Department of Transport. The late publication is the result of a national consultation on the method of distributing the structural maintenance funding element of the LTP settlement. For the purpose of this report it is assumed that the level of funding to remain similar to last year at £1,650k. The actual settlement figure will be detailed in the annual

highway maintenance report in March 2015 where the final scheme programme will be presented for approval. It is also assumed there is no revenue funding allocation for the structural and surfacing programme for 2015/16.

4. With the approval of the advanced programme we can begin to carry out detail designs and costing for some of the schemes and minimise any delay at the start of the year. This approach has proved very successful over many years and it is proposed to continue with this arrangement.
5. It is a requirement under the Traffic Management Act (TMA) 2008 to serve a minimum three months notice of intention to carry out major works.
6. The Council has a statutory duty of care under the highway Act 1980 to maintain the public highway in a fit state to accommodate the 'ordinary traffic which passes or maybe expected to pass' along them. Failure to do so will lead to a deteriorating condition of the network with a potential increase in accidents and third party claims against the Council.

Surveys

7. In order to produce the programme of highway works for next year, information is drawn from a number of sources:
 - Visual safety survey of all our roads and footways.
 - Detailed condition survey of all our roads and footways.
 - United Kingdom Pavement Management System (UKPMS) visual and machine surveys.
8. To alleviate the work load of the two highway inspectors it was decided to combine the annual safety inspections with the condition survey. The network was split into a 6 month programme starting in April 2014 and the inspection/survey was undertaken by the highway asset engineering technician.
9. As in recent years the survey recorded five condition categories, being grade 1 (very good), grade 2 (good), grade 3 (fair), grade 4 (poor) and grade 5 (very poor). The survey results will be made available on YorkMap following this

Decision Session and a computer link will be sent to all members.

10. In September and October of 2014 a detailed condition survey was undertaken of all the following highways:
 - Streets identified as grade 4 and 5 by the 2014 annual condition survey
 - Streets where the UKPMS survey showed that sections of them breached national intervention levels
 - Requests by Members
 - Requests by residents
 - Recommendations of the Council's Safety and Area Highway Reactive Inspectors along with other officers of the Council
11. Each road and footway is assessed and given a ranking (score) based on engineering criteria and experience, with a treatment solution determined.
12. The UKPMS machine surveys (SCANNER) on the classified road network to identify the skid resistance value are undertaken on an annual basis in partnership with North Yorkshire County Council.
13. With all this condition information we are in a good position to identify where we should direct our maintenance activities and develop the programmes of work.

Programme Development

14. The standards we have adopted when refurbishing the footways or roads are, whilst economic designs are required they should be to the highest possible standard of quality in terms of materials, surface evenness and value for money consistent with a whole life costing approach.
15. Due to the revenue pressure it is imperative that the capital schemes are targeted to have the maximum effect on the basic maintenance operations. It is therefore proposed that

where a scheme has been identified we will only target those sections where there is less than 5 years residual life remaining. This will result in some cases where the whole length of the scheme will not be resurfaced.

16. The priorities for selection are based on a number of weighting factors that create a ranking score; they include condition, safety, location, usage, accident records, hierarchy, affordability and enquiries. The proposed treatment selection recommended in paragraph 13 may result in the scheme acquiring a condition 2(good) grade following completion rather than a grade 1(very good) which is more desirable to the public.
17. Each scheme is assessed to determine whether it is a structural or preventative treatment to obtain the right balance for extending the life of the asset.
18. Surfacing material for footway schemes are in accordance with the Council's current paving policy. Common practice and best value approaches have been developed using innovation and nationally recognised materials and techniques for both roads and footways schemes.
19. Consultation with the Reinvigorate York panel will be undertaken for all surface material refurbishment schemes within or adjacent to the city walls.

Consultation

20. As the proposed highways maintenance programme is entirely evidence based no consultation has taken place on proposals.

Options

21. There are no options applicable to this report as it only seeks approval to prepare contract documentation and programme of work for the following year.

Council Priorities

22. Through the proposed programme the City and Environmental Services directorate supports delivery of the create jobs and grow the economy, keep York moving and protect the environment themes from the Councils key priorities.

Implications

Financial

23. The report has been prepared using the latest indications for the highway maintenance budget for 2015/16. However, there may be changes prior to the budget finally being approved at the Budget Council in February/March 2015.
24. Annexes 1 and 2 are an indicative programme of schemes. Any adjustments to the budget for the next financial year will be reflected in the programme reported to Members in the March 2015 Annual Highway Maintenance report.

Human Resources (HR)

25. Staff from City and Environmental Services will be engaged in the detailed design and management of the programme of works. The quantity of work, comparable with previous years, will not impact on existing permanent design staffing levels.

Equalities

26. There are no equalities implications as the programme benefits all users.

Legal

27. The Council in its capacity as the Highway Authority has a duty under Section 41 of the 1980 Highways Act to maintain the public highway.

Crime and Disorder

28. There are no crime and disorder implications.

Information Technology (IT)

29. There are no IT implications in this report.

Property

30. There are no property implications.

Other

31. There are no other implications in this report.

Risk Management

32. In compliance with the Council's risk management strategy, the main risks that have been identified in this report are:

- Strategic Risk, arising from judgements in relation to medium term goals for the service
- Physical Risks, arising from potential underinvestment in assets
- Financial Risk, from pressures on budgets
- People Risks, affecting staff if budgets decline

33. Measured in terms of impact and likelihood the risk score for all of the above has been assessed at less than 16. 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:	Chief Officer Responsible for the report:			
Andy Binner Head of Highways City and Environmental Services Tel: (01904 553231)	Neil Ferris Assistant Director (Transport, Highways and Waste) City and Environmental Services			
	Report Approved	✓	Date	2nd December 2014
Wards Affected: All Wards			All	✓
For further information please contact the author of the report				

Background Papers:

- There are no background papers

Annexes:

- Annex 1 & 2 2015/16 Advance Design Programmes

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AVANCED PROGRAMME 2014/15

Carriageway

	Road	Ward	Estimate (£)
A Roads			
1.	A1036 Monkgate (Part)	Guildhall	82,000
B Roads			
1.	B1363 Wigginton Road (Part), Clifton Without	Skelton, Rawcliffe & Clifton Without	80,000
2.	B1228 Elvington lane (Part)	Derwent	88,750
C Roads			
1.	C292 Main Street (Part),	Rural West York	30,750
2.	Copmanthorpe		
3.	C293 Field Lane (Part)	Heslington	50,000
4.	C92 Station Road	Haxby & Wigginton	69,250
5.	C291 Hallcroft Lane (Part), Copmanthorpe	Rural West York	19,250
6.	C302 Greengales (Part)	Wheldrake	50,000
7.	C90 Huntington Road (Part)	Guildhall	34,000
8.	C90 Strensall road (Part)	Strensall	46,000
Unclassified			
1.	School Lane, Copmanthorpe	Rural West York	22,250
2.	South Lane	Haxby & Wigginton	65,000
3.	Knavesmire Crescent (Part)	Micklegate	17,750
4.	Holtby Lane (Part)	Derwent	24,250
5.	Kirkcroft	Haxby & Wigginton	24,500
6.	Fulfordgate	Fulford	28,750
7.	Burlington Avenue	Hull Road	40,250
8.	Westwood Terrace (Part)	Micklegate	24,250
9.	Highfield (Part)	Osbalwick	24,500
10.	Outgang Lane	Osbalwick	89,000
11.	Long Ridge Lane (Part), Upper Popleton	Rural West York	43750
		Total	930,000

Surface Dressing Programme 2014/15

Road	Ward	Estimate (£)
Various Locations		200,000
	Total	<hr/> 200,000

Large Patching Programme 2014/15

Road	Ward	Estimate (£)
Various Locations	Various	200,000
	Total	<hr/> 200,000

Concrete Repairs Programme 2014/15

Road	Ward	Estimate (£)
Various Locations	Various	100,000
	Total	<hr/> 100,000

Back Lane Programme 2014/15

Road	Ward	Estimate (£)
Various Locations	Various	10,000
	Total	<hr/> 10,000

Total Structural Maintenance		£1,440,000
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Footway

	Road	Ward	Estimate (£)
A Roads			
1.	A59 Boroughbridge Road (Part)	Acomb	24,500
2.	A1036 Lord Mayors Walk (Part)	Guildhall	36,000
3.	A59 Bishopthorpe Road (Part)	Micklegate	20,000
B Roads			
1.	B1227 Low Ousegate (Part)	Guildhall	17,750
2.	B1363 Wigginton Road (Part)	Haxby & Wigginton	6,000
3.	B1227 Bridge Street	Micklegate	16,250
C Roads			
1.	Carr Lane (Part)	Holgate	45,250
2.	Haxby Road (Part)	Huntington & New Earswick	9,250
3.	Station Road (Part), Copmanthorpe	Rural West York	11,750
City Centre			
1.	Various Locations	Guildhall	234,000
Unclassified			
1.	Greenshaw Drive (Part)	Haxby & Wigginton	14,000
2.	South Lane (Part)	Haxby & Wigginton	27,500
3.	King Street (Part)	Guildhall	18,750
4.	Newborough Street/Scarborough Terrace (Part)	Clifton	20,000
5.	Racecourse Road	Micklegate	31,500
6.	Clifton Green (Part)	Clifton	19,500
7.	Moor Lane (Part)	Haxby & Wigginton	12,500
8.	West Nooks (Part)	Haxby & Wigginton	66,500
9.	Grove View (Part)	Clifton	4,500
10.	Kennedy Drive (Part)	Haxby & Wigginton	15,500
11.	Turnmire Road (Part)	Dringhouse & Woodthorpe	15,750
12.	Hamilton Way (Part)	Holgate	12,000
13.	Foss Bank (Part)	Guildhall	19,250
14.	Chestnut Avenue (Part)	Heworth	40,000
15.	Fairfields Drive (Part), Skelton	Skelton, Rawcliffe & Clifton	7,250
		Without	
16.	Kempton Close (Part)	Westfield	3,500
17.	Ingram Avenue (Part)	Clifton	5,750
18.	Ramsey Avenue (Part)	Bishopthorpe	17,250
19.	Byland Avenue	Heworth	41,000
20.	Barker lane (Part)	Micklegate	5,500
21.	Hempland Lane (Part)	Heworth	32,250
22.	Maple Avenue	Bishopthorpe	32,250
23.	Allan Street	Clifton	7,250

1.	Slurry Sealing Various Locations	Various	70,000
			Total <hr/> 960,000
	Total Footway Maintenance		£960,000



11 December 2014

Cabinet Member for Transport

Report of the Director of City and Environmental Services

City and Environmental Services Capital Programme – 2014/15 Monitor 1 Report

Summary

1. The purpose of this report is to set out progress to date on schemes in the 2014/15 CES Capital Programme, including budget spend to the end of October 2014.
2. The report proposes adjustments to scheme allocations to align with the latest cost estimates and delivery projections.

Recommendations

3. The Cabinet Member is requested to:
 - i. Approve the virement of funds within the Highways and Transport Budgets.
 - ii. Approve the amendments to the 2014/15 CES Capital Programme set out in Annexes 1 and 2.

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

Background

4. The CES Transport Capital Programme budget for 2014/15 was confirmed as £7,637k at Full Council on 27 February 2014, and details of the programme were presented to the Cabinet Member at the April Decision Session meeting. The programme was finalised on 13 October 2014 when the Cabinet Member was presented with the Consolidated Capital Programme, which included all schemes and funding that had carried over from 2013/14.

5. The programme comprises the Integrated Transport and CES Maintenance budgets, and includes £3,828k of Local Transport Plan funding, plus other funding from the Local Sustainable Transport Fund grant, the Better Bus Area Fund grant, developer contributions, council resources, and funding from the Department for Transport for the A19 Pinchpoint scheme.
6. Table 1 shows the current approved capital programme.

Table 1: Current Approved 2014/15 Capital Programme

	Gross Budget	External Funding*	Capital Receipts
	£1,000s	£1,000s	£1,000s
Planning & Transport Budget	7,637	7,262	375
Variations approved at Consolidated Report	5,567	5,477	90
Current Approved CES Capital Programme	13,204	12,739	465

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

7. As stated in the 2014/15 Capital Programme Consolidated Report, the level of funding available in 2014/15 is significantly lower than in 2013/14, due to additional funding from the Department of Transport for the Access York scheme in the 2013/14 capital programme.
8. The current spend and commitments to the end of September 2014 is £7,687k, which represents 58% of the current budget (the programme minus the overprogramming). This is lower than at this stage in 2013/14 (82%), due to the costs of the Access York scheme in 2013/14.

Key Issues

9. At this stage of the year, feasibility and outline design has been completed for most of the schemes in the CES Capital Programme, which has allowed more accurate cost estimates to be prepared.
10. A review of the current programme has been carried out, which has identified a number of schemes where the allocations need

to be amended to reflect scheme progress and updated cost estimates.

11. Additional funding has been added to the Access York budget from an underspend on the Bridge Maintenance budget in 2014/15, which has allowed LTP funding to be used elsewhere in the transport capital programme.
12. The post of bridge engineer post had been vacant for two years before a new bridge engineer was appointed ten months ago. As the workload of this post was not redistributed, the new bridge engineer has spent the majority of his time dealing with Approval in Principals for new structures through the planning process and carrying out inspections, so the capital works have been delayed. A review of the capital schemes has identified a budget of £135k would be required to carry out the works. The surplus carry forward budget of £270k is not required to complete the agreed schemes and there is £270k available for work streams that are under financial pressure.
13. Additional funding has been added to the capital programme from the Better Bus Area programme, and from a developer contribution towards improvements to pedestrians and cyclists at Clifton Moor.
14. It is proposed that the funding allocated to support the Duncombe Place improvements is carried forward to 2015/16 to allow the scheme to be considered as part of the broader review of the city centre public realm.
15. Details of the feasibility work carried out for the proposed Dame Judi Dench Cycle Route and the proposed Poppleton Road Cycle Route have been included in Annexes 3 and 4 of this report. Due to the issues raised in the feasibility studies, it has not been possible to progress these schemes at this time, and it is therefore proposed these schemes are removed from the current capital programme.
16. The current budget and proposed adjustments are shown in Table 2.

CES Capital Programme	2014/15 Programme	Paragraph Ref
	£1,000s	
Current Approved Capital Programme	13,204	
<u>Adjustments:</u>		
Access York – CYC Funding	+270	24
Better Bus 2 Funding	+68	25
Section 106 Funding	+10	26
<u>Reprofiling:</u>		
Better Bus Area Fund	-100	27
Revised CES Capital Programme	13,452	

17. Additional information, including details of the proposed changes to scheme allocations, is provided in Annexes 1 and 2 to this report.

Consultation

18. The capital programme was developed under the Capital Resource Allocation Model (CRAM) framework, and was approved at Full Council on 27 February 2014. While consultation is not undertaken for the Integrated Transport capital programme on an annual basis, the programme follows the principles of the Local Transport Plan, and consultation is undertaken on individual schemes as they are progressed.

Options

19. The Cabinet Member has been presented with a number of amendments to the programme of works for approval. These amendments are required to ensure the schemes are deliverable within funding constraints, whilst enabling the objectives of the approved Local Transport Plan to be met.

Analysis

20. The key proposed changes included in the report are summarised below and are detailed in Annex 1

- Increased allocation for the Access York scheme, due to higher cost of the scheme, and addition of funding from the Bridges Structural Maintenance programme.
- Increased allocation for the Clarence Street Bus Priority scheme, due to the high cost of the required utility diversion works.
- Slippage of funding for the Reinvigorate York Duncombe Place scheme, which will not be progressed in 2014/15.
- Addition of Better Bus 2 grant funding to the programme.
- Increased allocation for the Pay on Exit Car Parking scheme.
- Increased allocation for the University Road Cycle Route scheme, due to the need for specialist surfacing materials.
- Increased allocation for the Jockey Lane Cycle Route scheme, due to the high cost of the new toucan crossing.
- Addition of section 106 funding for the Clifton Moor Pedestrian and Cycle Route scheme.
- Increased allocation for the University Road Library Crossing scheme, due to higher costs for surfacing work and street lighting work.

Council Plan

21. The CES Capital Programme supports the following:
- Get York moving: improvements to the city's transport network, through the schemes included in the capital programme, will contribute to the aim of providing an effective transport system that lets people and vehicles move efficiently around the city and promotes modal shift.
 - Protect the environment: encouraging the use of public transport and other sustainable modes of transport will contribute to cutting carbon emissions and improving air quality.

Implications

22. The following implications have been considered:

- (a) **Financial** – See below.
- (b) **Human Resources (HR)** – There are no Human Resources implications.
- (c) **Equalities** – There are no Equalities implications.
- (d) **Legal** – There are no Legal implications.

(e) **Crime and Disorder** – There are no Crime & Disorder implications.

(f) **Information Technology (IT)** – There are no IT implications.

(g) **Property** – There are no Property implications

(h) **Other** – There are no other implications

Financial Implications

23. The LTP allocation for 2014/15 was confirmed by the Department for Transport on 29 March 2012. The CES Capital Programme budget for 2014/15 was agreed at Budget Council as part of the overall CYC Capital Programme on 27 February 2014, and was amended in the report to the 13 October Decision Session to include carryover schemes and funding from the 2013/14 capital programme.
24. Due to an underspend against the Bridges Structural Maintenance programme, it is proposed to transfer £270k from this budget to the Access York programme. This will fund the increased cost of the scheme, and allow LTP funding to be used elsewhere in the programme.
25. Following a successful bid to the Better Bus Area (BBA) programme, it is proposed to add £68k BBA funding to the 2014/15 capital programme for the development and implementation of schemes to improve public transport, and schemes to address bottlenecks identified by bus companies.
26. The developer of the Dunelm site at Clifton Moor has agreed to make a £10k section 106 contribution towards the new link path between the two areas of the retail park, and it is proposed to add this funding to the capital programme.
27. As the Reinvigorate York programme is currently on hold, it is proposed to carry forward the contribution from the Better Bus programme towards the Duncombe Place scheme to 2015/16, to allow the scheme to be considered as part of the broader review of the city centre public realm.
28. If the proposed changes in this report are accepted, the total value of the CES Transport Capital Programme in 2014/15 would be **£13,580k** including overprogramming. The overprogramming would decrease to **£128k**, which is

considered appropriate for the level of funding available (excluding the Access York budgets) at this stage in the year. The budget would be reduced to **£13,452k**, and would be funded as follows:

Table 3: Revised 2014/15 Budget

CES Capital Programme	Current Budget	Proposed Alteration	Proposed Budget
	£1,000s	£1,000s	£1,000s
Local Transport Plan – Other	1,750	+170	1,920
Local Transport Plan – Access York	1,267	-170	1,097
CYC LTP Top-up Funding	811		811
Section 106 Funding	36	+10	46
Access York – EIF Funding	3,250		3,250
Access York – Section 106 Funding	110		110
Access York – CYC Funding	1,053	+270	1,323
Local Sustainable Transport Fund	647		647
Better Bus Area Fund – DfT	314		314
Better Bus Area Fund – EIF	1,470	-100	1,370
Better Bus 2 Funding	-	+68	68
A19 Pinchpoint Grant Funding	1,899		1,899
Grant Funding (OLEV)	23		23
Grant Funding – Clean Bus Technology	99		99
Grant Funding (Alleygating)	10		10
CYC Funding (Pay on Exit car parking)	25		25
CYC Funding (City Walls)	340		340
CYC Funding (Alleygating)	100		100
Total Budget	13,204	+248	13,452

Risk Management

29. The Capital Programme has been prepared to assist in the delivery of the objectives of the Local Transport Plan. Owing to the lower availability of funding for LTP schemes, there is a risk that the targets identified within the plan will not be achievable.

Contact Details

Author:	Chief Officer Responsible for the report:		
David Carter Major Transport Programmes Manager City & Environmental Services Tel No. 01904 551414	Neil Ferris Assistant Director - Transport, Highways and Waste		
	Report Approved	✓	Date 2 nd December 2014
Specialist Implications Officer(s) <i>List information for all</i>			
Wards Affected:	All	✓	
For further information please contact the author of the report			

Background Papers:

CES 2014/15 Capital Programme: Budget Report – 10 April 2014

CES 2014/15 Capital Programme Consolidated Report – 13 October
2014

Annexes

Annex 1: 2014/15 Monitor 1 Report – Amendments to Programme

Annex 2: Current and Proposed Budgets

Annex 3: Dame Judi Dench Walk Cycle Route

Annex 4: Poppleton Road Cycle Route

2014/15 Monitor 1 Report – Amendments to Programme

1. This annex provides an update on the progress of schemes within the 2014/15 CES Capital Programme, and details a number of proposed changes to the programme. This annex only reports by exception i.e. when alterations to scheme allocations or delivery programmes are proposed. It is currently anticipated that all other schemes will progress as indicated in the budget report.
2. Details of the current and proposed allocations for all schemes in the programme are set out in Annex 2.

Transport Schemes

ACCESS YORK PHASE 1

Programme (including overprogramming): £5,730k

Spend to 31 October 2014: £5,487k

3. As noted in the 2014/15 Capital Programme Consolidated Report, the cost of the Access York project will be higher than originally expected, due to additional works carried out as part of the scheme, and an increase of £350k to the overall Access York budget is required. It is proposed to increase the allocation for the Access York Phase 1 scheme by £100k in 2014/15, as the remaining £250k will be required in 2015/16 for payment of the retention. It is proposed that a contribution of £270k be made to the scheme from an underspend in the Bridges Structural Maintenance budget, which will fund the increased allocation and allow LTP funding to be used elsewhere in the programme.

PUBLIC TRANSPORT IMPROVEMENTS

Programme (including overprogramming): £2,320k

Spend to 31 October 2014: £601k

4. Following the decision to end the Lendal Bridge Trial, the proposed Clarence Street Bus Priority scheme has been reviewed to reflect the changed traffic conditions. The scope of the scheme has changed to include a new puffin crossing (to replace an existing pedestrian refuge) and additional highway widening work, due to the need for a longer bus lane than in the original scheme. The utility diversion costs were also higher than originally estimated. As a result of these changes, it is proposed to increase the allocation for

the scheme to £333k, which will be funded from underspends elsewhere in the Better Bus capital programme.

5. A contribution to the Reinvigorate York Duncombe Place scheme was included in the 2014/15 capital programme, but as this funding will not be needed in 2014/15, it is proposed to remove this allocation from the capital programme, and carry forward funding for this scheme to 2015/16.
6. The budgets for the York Station Interchange scheme and the Stonebow Interchange scheme have been reduced, as the cost of these schemes is lower than originally estimated. This funding has been transferred to the Clarence Street Bus Priority scheme and to the Burdyke Avenue Lay-by scheme.
7. Following a successful bid to the Better Bus Area programme in 2013, there is £68k additional capital funding for public transport improvements in York. It is proposed to increase the allocation for the Burdyke Avenue Lay-by scheme to £55k due to high utility diversion costs, and allocate the remaining £37k for development work on the proposed Better Bus Area schemes to be implemented in 2015/16.
8. No other changes to the Public Transport Improvements block are proposed at this stage of the year. Work on the improvements to Exhibition Square (as part of the Theatre Royal Interchange) is ongoing, and the installation of new real-time passenger information screens across the city has now been completed.

TRAFFIC MANAGEMENT

Programme (including overprogramming): £2,494k

Spend to 31 October 2014: £308k

9. The trial of 'pay on exit' car parking at Marygate Car Park started in July, following the installation of new barriers. The cost of the new barriers and associated works was higher than originally estimated, due to higher cost of the barrier equipment (which was difficult to predict accurately until the council went out to tender for the scheme), and additional civils work to properly secure the car park and stop users being able to avoid the barriers. It is proposed to increase the allocation for this scheme to £100k to fund these additional costs. The success of the trial and its cost implications

are being monitored in order to assess whether other car parks could be converted to this system if required.

10. No other changes to the Traffic Management block are proposed at this stage of the year. Detailed feasibility study and design works are currently underway to develop proposals for the A19 Pinch Point Scheme. This covers the sections south of the planned Germany Beck junction. Following appropriate consultations, it is anticipated that a phased implementation will commence towards the end of this financial year.

CITY CENTRE IMPROVEMENTS

Programme (including overprogramming): £140k

Spend to 31 October 2014: £118k

11. No changes are proposed to the City Centre Improvements block at this stage of the year. The programme of installation of rapid charging points is now substantially complete, with two rapid charging points installed at the new Poppleton Park & Ride site, and the final charging point in Nunnery Lane car park will be operational in late 2014.

CYCLING AND WALKING NETWORK

Programme (including overprogramming): £1,868k

Spend to 31 October 2014: £887k

12. Work on the new off-road cycle route on University Road started on site in mid-October, and will be completed by the end of November. A specialist contractor was needed for the scheme, due to the requirement for permeable surfacing material instead of conventional tarmac as the current highway drainage system is at full capacity, which has increased the cost of the works. The university has asked for additional trial holes, which need to be hand-dug at a higher cost. Due to these additional costs, it is proposed to increase the allocation for this scheme from £250k to £280k. This will be funded by transferring £15k from the Station to Lendal Cycle Route and £15k from the Cycle Infrastructure Audit budget.
13. Feasibility work has been carried out on the proposed new cycle routes on Dame Judi Dench Walk (riverside route) and Poppleton Road. Due to the issues raised in the feasibility studies (as detailed in Annexes 3 and 4), it has not been possible to progress these

schemes at this time, and it is therefore proposed these schemes are removed from the current capital programme. It is proposed to reduce the allocation for the Cycling Network Priority Schemes to £140k, and transfer £30k to the Jockey Lane Cycle Route scheme.

14. Details of the feasibility work carried out for the proposed Dame Judi Dench Cycle Route and the proposed Poppleton Road Cycle Route have been included in Annexes 3 and 4 of this report. Due to the issues raised in the feasibility studies, it has not been possible to progress these schemes at this time, and it is therefore proposed these schemes are removed from the current capital programme
15. The new cycle route on Jockey Lane was not implemented in 2013/14 as Portakabin were unwilling to dedicate some of their land for the off-road route. A revised route has been developed using the southern side of Jockey Lane, but the cost of the new scheme is higher than originally estimated due to the need for a new toucan crossing to link to the existing cycle route on the northern side. Further details of the costs are included in the Jockey Lane report being presented at this meeting. It is proposed to increase the allocation for this scheme to £155k, which is funded by the reduction to the Cycling Network Priority Schemes budget.
16. No further work is planned for the Station to Lendal Route scheme, following the completion of improvements to the area by the Cholera Burial Ground and the War Memorial, so it is proposed to reduce the budget by £15k. Work has continued on the programme of improvements identified in the audit of cycle facilities, but due to the pressures on the overall capital programme it is proposed to reduce the allocation for this scheme to £25k and transfer £15k to the University Road Cycle Route scheme.
17. There has been a high demand for the 'Park That Bike' scheme in 2014/15, which provides match funding for cycle parking to smaller businesses. It is proposed to transfer £5k from the Business Cycle Parking Match Funding scheme to this scheme to fund the additional requests from local businesses.
18. Following the approval of the redevelopment of the Dunelm site at Clifton Moor, the council has secured a £10k contribution from the developer towards the proposed link path between the two sections of the retail park (in addition to the £10k Section 106 funding already received from the developer of the Wickes site). It is proposed to

add this funding to the 2014/15 capital programme and increase the allocation for this scheme to £75k.

19. No other changes are proposed to the Cycling and Walking block at this stage of the year. Work to install the new pedestrian and cycle bridge as part of the Haxby to Clifton Moor Cycle Route started on site in October, and the scheme is expected to be complete in January 2015. Feasibility work has been carried out on the proposed improvements for cyclists on Monkgate, and at Monkgate Roundabout, which were approved by the Director in early December for implementation.

SAFETY SCHEMES

Programme (including overprogramming): £456k

Spend to 31 October 2014: £216k

20. The allocation for the Fulford Road Safe Routes to School scheme was included in the programme to carry out feasibility work on a proposed new rear entrance to the school. Due to delays to the Germany Beck development, it is proposed to remove this scheme from the programme, and allocate the £2k funding to carry out a review of the School Safety Zone at the former Burnholme school.
21. The details of the Local Safety Scheme and Danger Reduction schemes for 2014/15 have now been added to the programme, which have been developed following a review of accident locations in the city and issues raised by residents. The total funding required for these schemes is higher than the allocated budget, but the cost increase can be funded by reductions elsewhere in the programme.
22. The cost of the University Road Library Crossing scheme has increased from the original estimate, due to the inclusion of additional street lighting work to improve access for future maintenance, and the cost of additional resurfacing work. There were also additional costs as the scheme took longer than originally expected to construct, due to resources issues in the Highways Team, which meant that the work was not completed before the Yorkshire Marathon as planned. It is proposed to increase the allocation for this scheme to £135k.

SCHEME DEVELOPMENT

Programme (including overprogramming): £100k

Spend to 31 October 2014: £33k

23. No changes are proposed to the allocations in the Scheme Development block at this stage of the year.

CES Maintenance Budgets

24. No changes are proposed to the Maintenance budgets at this stage of the year. The restoration work on Walmgate Bar, to repair damage caused by a vehicle striking the Bar, is planned to start in December.

Scheme Ref	2014/15 Transport Capital Programme	14/15 Consol. Budget (Total)	Proposed M1 Budget (Total)	Total Spend to 31/10/14	Scheme Type	Comments
		£1,000s	£1,000s	£1,000s		

Access York Phase 1						
AY01/09	Access York Phase 1 - Park & Ride Sites	5,729.97	5,829.97	5,487.31	Works	Allocation Increased - Additional costs to be funded in 2014/15
	Askham Bar Expansion/ Relocation				Works	
	A59 (Poppleton Bar)				Works	
	A59 Roundabout Improvements				Works	

Total Access York Phase 1	5,729.97	5,829.97	5,487.31	Programme Increased
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Public Transport Schemes						
PT01/14	Park & Ride Site Upgrades	110.00	110.00	55.41	Works	
PT03/13	Rail/Bus Interchange Study	50.00	50.00	29.48	Study	
PT02/14	Clean Bus Technology Fund	99.13	99.13	99.03	Works	Scheme Complete

LSTF Schemes						
PT08/11	LSTF - Real-Time Passenger Information Roll-out	20.00	20.00	0.00	Works	
PT09/11a	LSTF - Introduction of Bus-SCOOT	15.00	15.00	11.44	Works	

BBAF Schemes						
PT05/12	York Hospital to City Link (Clarence St) - Priority Measures	211.00	333.00	4.92	Works	Allocation Increased - Higher costs due to changes to scope of scheme
PT08/12	York Station Interchange	98.00	75.00	35.09	Works	Allocation Reduced - Cost of works lower than originally estimated
PT09/12	Theatre Royal Interchange	347.00	347.00	109.29	Works	
PT03/14	Theatre Royal Interchange - Reinvigorate York Support (Duncombe Place)	350.00	0.00	0.00	Works	Allocation Reduced - Support for Reinvigorate York scheme carried forward to 2015/16
PT10/12	City Centre Interchange (Rougier St)	435.00	435.00	30.56	Works	
PT11/12	Stonebow Interchange	51.00	6.00	0.56	Works	Allocation Reduced - No further work required in 2014/15
PT04/14	Burdyke Avenue Layby	20.00	55.00	1.38	Works	Allocation Increased - Higher cost of utility diversion works
New	Better Bus 2 Scheme Development		37.00	0.00	Study	New Scheme - Development of schemes for implementation in 2015/16

Carryover Schemes						
PT02/12	LSTF - Off-Bus Ticket Machines	110.00	110.00	0.00	Works	
PT03/12	Personalised Public Transport Web Portal	20.00	20.00	12.90	Works	
PT04/12	Real-Time Passenger Information Displays at City Centre Bus Stops (Phase 2)	97.00	97.00	115.54	Works	Scheme Complete
PT04/13	CCTV in Bus Shelters at Hubs	50.00	50.00	0.00	Works	
PT05/13	Extension to City Centre Bus Priority Measures	37.00	37.00	0.00	Works	
PT13/12	District Centre & Key Employment Sites - Improvements to Passenger Facilities	185.00	185.00	80.85	Works	
PT12/12	Piccadilly Interchange	15.00	15.00	15.02	Works	Scheme Complete

Public Transport Programme Total	2,320.13	2,096.13	601.45	Programme Decreased
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Scheme Ref	2014/15 Transport Capital Programme	14/15 Consol. Budget (Total)	Proposed M1 Budget (Total)	Total Spend to 31/10/14	Scheme Type	Comments
		£1,000s	£1,000s	£1,000s		

Traffic Management						
TM01/14	Urban Traffic Management & Control/ Bus Location & Information Sub-System	110.00	110.00	92.01	Works	
TM03/13	A19 Pinchpoint Scheme	2,249.00	2,249.00	79.65	Works	
Carryover Schemes						
TM02/13	VMS Upgrade	85.00	85.00	36.50	Works	
TM03/12	Pay on Exit Car Parking Trial	50.00	100.00	100.32	Works	Allocation Increased - Higher cost of works to install barrier system

Traffic Management Programme Total	2,494.00	2,544.00	308.48	Programme Increased
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City Centre Improvements						
AQ01/14	Air Quality Diffusion Tubes	20.00	20.00	13.06	Works	
TM02/14	Street Furniture	2.00	2.00	1.18	Works	
TM03/14	Review of Lining	9.00	9.00	2.40	Works	
TM04/14	Review of Signing	9.00	9.00	7.19	Works	
Carryover Schemes						
AQ02/13	Electric Vehicle Rapid Charging Points	100.00	100.00	93.66	Works	Scheme Complete

City Centre Improvements Total	140.00	140.00	117.50
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Cycling & Walking Network						
CY10/11	LSTF - Haxby to Clifton Moor Cycle Route	960.00	960.00	483.90	Works	
CY05/13	University Road Cycle Route	250.00	280.00	244.53	Works	Allocation Increased - Higher cost of work due to need for specialist surfacing
PE04/11	LSTF - Station to Lendal Route	25.00	10.00	5.44	Works	Allocation Reduced - No further work required in 2014/15
CY06/13	Cycling Network Priority Schemes	170.00	140.00	17.58	Study/ Works	Allocation Reduced - Unable to progress Poppleton Road and Dame Judi Dench Walk schemes
CY01/14	Rufforth-Knapton Cycle Route	25.00	25.00	25.39	Works	
CY06/11	LSTF - School Cycle Facilities	35.00	35.00	22.21	Works	
CY07/11a	LSTF - Business Cycle Facilities Match Funding	28.00	23.00	22.78	Works	Allocation Reduced - Transfer to 'Park That Bike' budget
CY07/11b	LSTF - Business Cycle Facilities - 'Park That Bike' Match Funding	12.00	17.00	15.30	Works	Allocation Increased - Transfer from Business Cycle Facilities budget
CY08/11	LSTF - Cycle Infrastructure Audit Works	40.00	25.00	17.66	Works	Allocation Reduced - Transfer to University Road Cycle Route Budget
CY02/14	Woodland Way to Monks Cross Drive Link - linking gaps in the cycle network	0.00	0.00	0.00	N/A	
CY03/14	Clarence Street Cycle Facilities	10.00	10.00	0.00	Works	
PE01/14	Minor Pedestrian Schemes	17.50	17.50	3.12	Works	
PE02/14	Dropped Crossings	15.00	15.00	0.00	Works	
CY04/14	Minor Cycle Schemes	17.50	17.50	14.22	Works	
CY05/14	Cycle Parking	15.00	15.00	3.79	Works	

Scheme Ref	2014/15 Transport Capital Programme	14/15 Consol. Budget (Total)	Proposed M1 Budget (Total)	Total Spend to 31/10/14	Scheme Type	Comments
		£1,000s	£1,000s	£1,000s		

Carryover Schemes

CY01/13	LSTF - Jockey Lane Cycle Route	117.00	155.00	6.59	Works	Allocation Increased - Additional cost of new toucan crossing in revised scheme
PE06/11	LSTF - Clifton Moor Pedestrian & Cycling Link Improvements	65.00	75.00	2.92	Works	Allocation Increased - Addition of developer contribution towards scheme
CY02/12	LSTF - River Foss Off-Road Cycle & Pedestrian Route (Earswick Bridge)	66.00	66.00	1.57	Works	

Cycling & Walking Network Programme Total

1,868.00	1,886.00	887.00
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Programme Increased

Safety Schemes

SM02/12	20mph Programme	235.00	235.00	98.22	Works	
School Safety Schemes						
SR01/14	Osbalwick Primary SRS	24.00	24.00	1.95	Works	
SR02/14	St Lawrence's Primary SRS	3.00	3.00	1.33	Works	
SR03/14	Millthorpe Secondary SRS	10.00	10.00	1.27	Works	
SR04/14	Archbishop Holgate's SRS	5.00	5.00	1.33	Works	
SR05/14	St Aelred's Primary SRS	3.00	3.00	0.19	Works	
SR06/14	Canon Lee SRS	2.00	2.00	0.00	Study	
SR07/14	Park Grove SRS	5.00	5.00	0.64	Works	
SR08/14	Bishopthorpe Infant and Juniors SRS	2.00	2.00	6.36	Study	
SR09/14	Fulford Secondary SRS	2.00	0.00	0.00	Study	Allocation Removed - Delayed until Germany Beck development is progressed
New	Burnholme SRS	0.00	2.00	0.00	Study	New Scheme - Review existing School Safety Zone following closure of Burnholme School
SR10/14	Safety Audit Works	5.00	5.00	1.02	Works	

Safety Schemes

LS03/13	Huntington Road / Link Road LSS	55.00	8.00	1.92	Works	Carryover Scheme - Signing and lining improvements
LS04/13	A166 Holtby / Eastfield Lane Jct LSS		4.00	1.12	Works	Carryover Scheme - Improvements to signing and lining at junction
LS01/14	Manor Heath / Hallcroft Lane		17.50	0.00	Works	Improvements to junction including new pedestrian refuge
LS02/14	A19 Bootham /Bootham Row		3.50	0.00	Works	Improvements to signing and lining at junction
LS03/14	New Lane / Jockey Lane		2.00	0.00	Works	Improvements to signing and lining at roundabout
LS04/14	A64 / Towthorpe Moor Lane		1.00	0.00	Works	Improvements to road markings at junction
LS05/14	Goodramgate (between Deangate and Lower Petergate)		1.00	0.00	Study/ Works	Investigation and possible improvements to signing and lining
LS06/14	Pavement / Whip-ma-whop-ma-gate		7.50	0.00	Works	Footway build-outs to improve pedestrian crossing facilities at junction
LS07/14	Lining Work - Various Locations		3.00	0.00	Works	Minor work as required across the city
LS08/14	Wiggington Rd / Crichton Avenue		2.00	0.00	Study	Feasibility work on proposed upgrade of signals at junction
LS09/14	14/15 Programme Development		5.00	4.22	Study/ Works	Development of schemes for future years
DR01/14	Heslington Lane		17.50	0.00	Works	Proposed relocation of 30mph gateway
DR02/14	A59 / New Road (Hessay junction)		1.00	0.00	Study	Feasibility work on proposed widening of junction
DR03/14	Green Lane (Hob Moor Children's Centre entrance)		2.00	0.00	Works	Extension of footway from bridge
DR04/14	Micklegate / Skeldergate / North St		3.00	0.00	Study	Feasibility work to review safety issues at traffic signals
SM01/14	Speed Management Schemes	25.00	25.00	1.49	Works	

Scheme Ref	2014/15 Transport Capital Programme	14/15 Consol. Budget (Total)	Proposed M1 Budget (Total)	Total Spend to 31/10/14	Scheme Type	Comments
		£1,000s	£1,000s	£1,000s		

SM02/14	University Road Speed Management Scheme	80.00	135.00	94.65	Works	Allocation Increased - Higher cost due to additional works and delays to implementation programme
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Safety Schemes Programme Total	456.00	534.00	215.70	Programme Increased
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Scheme Development & Completion						
SD01/14	Future Years Scheme Development	50.00	50.00	0.00	Study	
-	Previous Years Schemes	50.00	50.00	32.62	-	

Total Scheme Development & Completion	100.00	100.00	32.62
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Total Integrated Transport Programme	13,108.11	13,130.11	7,650.06
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CES Maintenance Budgets

City Walls						
CW01/12	City Walls Restoration	340.00	340.00	35.93	Works	

Total City Walls	340.00	340.00	35.93
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Alleygating		0				
AG01/13	Alleygating Programme	110.00	110.00	0.95	Works	

Total Alleygating	110.00	110.00	0.95
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Total CES Maintenance Schemes	450.00	450.00	36.88
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Total CES Capital Programme	13,558.11	13,580.11	7,686.94	Programme Increased
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Total Overprogramming	354.00	128.00	Overprogramming Decreased
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Total CES Capital Budget	13,204.11	13,452.11	Budget Increased
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Transport Projects
City & Environment Services
Hazel Court
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Feasibility Report

Dame Judi Dench Walk Cycle Route

October 2014

Introduction

Dame Judi Dench Walk is the part of the riverside that connects Lendal to Marygate on the east side of the river. This scheme has been suggested several times over the years and is currently being used by cyclists despite there being no cycle route beyond Marygate Tower. The alternative route into the city centre from the riverside path (using Marygate and Bootham) is not very attractive to some people due to its circuitous nature and the volume of traffic, so this route has become quite a popular short-cut.

This missing link on the riverside route, which stretches all the way to Skelton from Marygate, was included in the recent Strategic Cycle Route Network Review and scored well due to a perception that it could be delivered relatively cheaply.

The Site

This stretch of the river side is mainly paved with York stone flags with trees planted every few metres and has a kerbed footpath that borders Museum Gardens. There is a cafe operated from a boat moored at the bank with tables and chairs positioned under the trees mentioned above.

The approach from Museum Street is via a steeply descending, narrow cobbled street, at the bottom of which is the landing from steps from Museum Street followed by a ninety degree bend in the path. The path narrows at the bend and is unsuitable for cycling round at anything other than walking pace. See photo 1.

Beyond this is a narrow, supported walkway over the river, leading to a wider area where the boat trip company begin and end their trips. Crowds tend to congregate and queue in this area. See photo 2.

The vast majority of the proposed route is much wider with a choice of avenues to walk along. See photo 3.

Scheme proposals (Options)

Option 1 Abandon the scheme

Option 2 Install Cyclists Dismount signs at both ends

Consultation

The consultation carried out involved the Council's Property Surveyor and Heritage Renaissance Officer.

The Property Surveyor had several reservations about the scheme that centred around the use of the area by boat owners and the cafe. She highlighted the potential for conflict between cyclists and those boat owners using the facilities behind the proposed route. She also doubted whether the cafe owners would want to continue paying for a trading licence if there was to be a cycle route right beside their tables. This would be a loss of revenue to the Council.

The Heritage Renaissance Officer objected because there would be conflicts between blind and partially sighted people on the one hand and cyclists on the other.

They both considered the area to look and feel like a pedestrian area that was a very attractive place for tourists to linger and enjoy the river, whereas they saw the introduction of a formal cycle route as being disruptive to this.

Cost Estimate

The cost of installing the cyclist dismount signs would be approximately £500.

Recommendation

It is recommended that the scheme to provide a cycle route along this part of Dame Judi Dench Walk be abandoned and instead, cyclist dismount symbols be erected at suitable locations at each end.



PHOTO 1



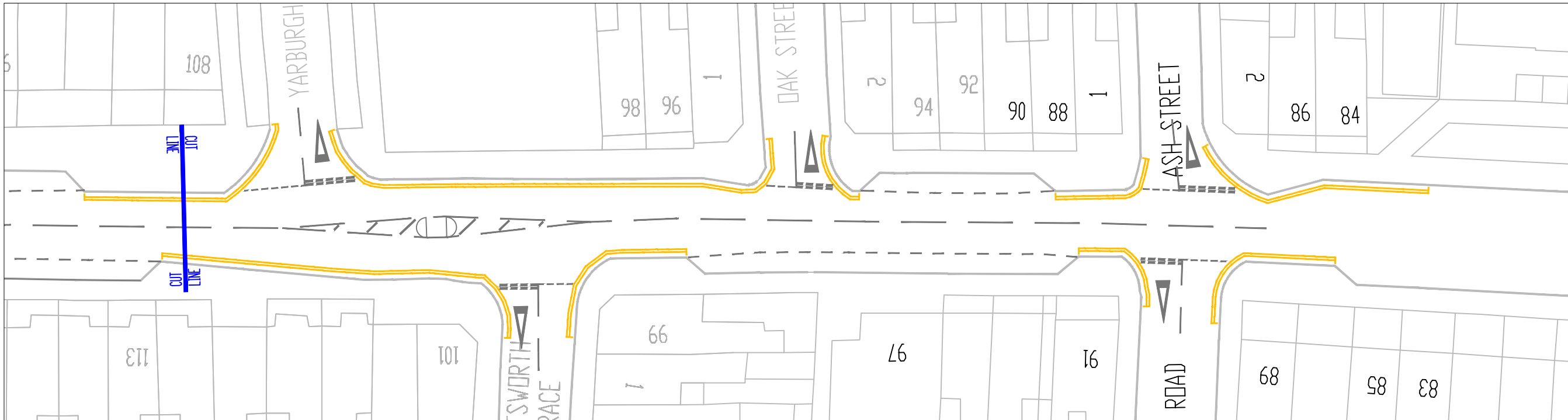
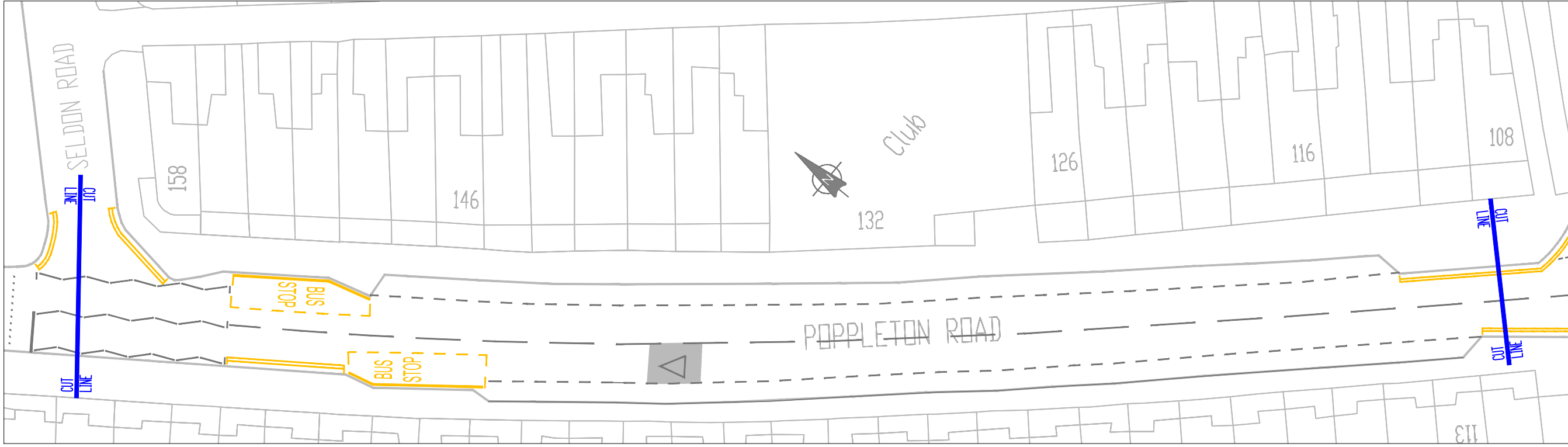
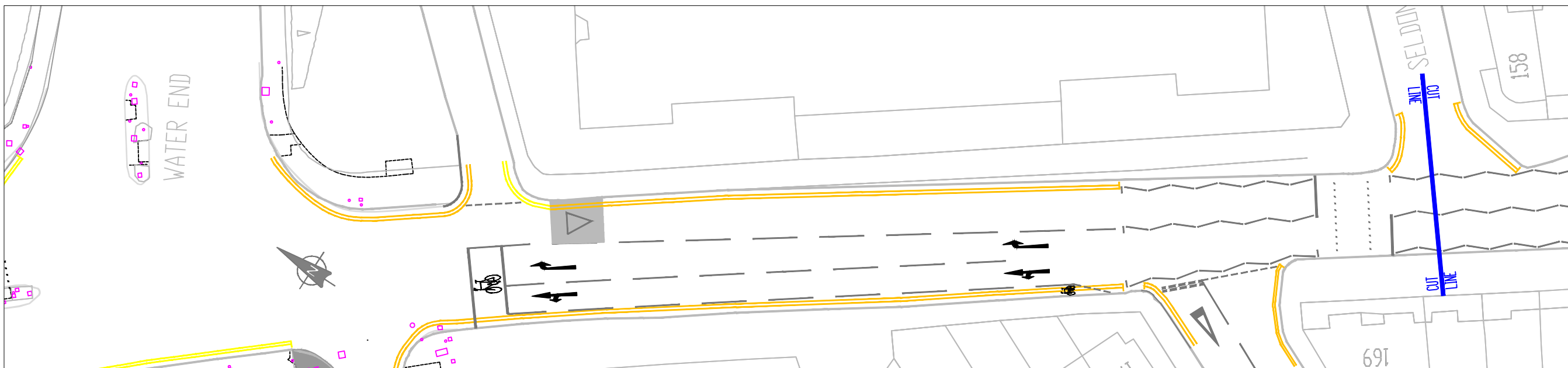
PHOTO 2



PHOTO 3

NOTES:

ANNEX A



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Revision	By	Checked/Approved	Date	Description



Sustainable Transport Service (Transport Projects)
 West Office, Station Road, York, YO1 1BA
 Tel: 01904 553000 Fax: 01904 553000
 www.york.gov.uk

Project
 Poppleton Road Cycle Lane
 (Water End to Ash Street)
 Feasibility

Drawing
 Existing Road Layout

Dwg 1 of 1

Drawn by TB Date: Nov 2014
 Checked by CH Date: Nov 2014

Authorised by Date:

Drawing No. Revision
 DEC/130042/002

Drawing Scale: 1:200 A1

CAD Filename: A Plot Scale: 1:1

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NOTES:



- KEY
- — — — — Proposed revised kerb lines to remove laybys
 - - - - - Proposed 1.5m wide cycle lanes

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ANNEX B

Revision	By	Checked/Approved	Date	Description



Sustainable Transport Service (Transport Projects)
West Office, Station Road, York, YO1 6SA
Tel: 01904 553550 Fax: 01904 553560
www.york.gov.uk

Project
Poppleton Road Cycle Lane
(Water End to Ash Street)
Feasibility

Drawing
Option 1 Layout

Dwg 1 of 1

Drawn by	TB	Date:	Nov 14
Checked by	CH	Date:	Nov 14
Authorised by		Date:	





Drawing No.	DEC/130042/003	Revision	
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Drawing Scale: 1:200 at A1 M

CAD Filename: A Plot Scale: 1:1

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- Key:
-  Proposed Cycle Direction Signs
 -  Proposed Inbound Route
 -  Proposed Outbound Route
 -  Proposed Cycle Lanes



Drawn by	JRP	Date:	13/11/14
Checked by	TB	Date:	NOV 14
Authorised by		Date:	
Drawing Scale:	1:500		M
ANNEX C			
Revision	By	Checked	Approved

Project
Poppleton Road Cycle Lanes
 (Water End to Ash Street)

Drawing
Option 2
 Alternative Route For Cyclists To Avoid Poppleton Road

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Drawing No. DEC130042/004	Revision

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Feasibility Report

Poppleton Road Cycle Scheme
November 2014

Introduction

This section of Poppleton Road is one of the most obvious gaps in the cycle network along this route. There are long lengths of cycle lanes and off-road paths running along the A59, but currently, there are none between Water End, where the cycle lanes stop, and just south of Ash Street where the off-road path running along the northern edge of the road starts. This lack of cycling facility may act as a deterrent to some people who have to negotiate this section on-road and without the relative protection of cycle lanes.

The section of Poppleton Road in question is shown in **Annex A**.

The Site

The stretch of road in question has some parking restrictions along it because of the presence of the primary school and the pelican crossing, and due to the narrowing of the carriageway the nearer to the Ash Street end you get. It is terraced housing on both sides of the road which has no alternative on-street parking except down some of the side-streets.

There is also a pedestrian refuge island at a length of the road that coincides with parking restrictions. If the island were to be removed, there would be enough width for a cycle lane of 1.5m. However, the refuge serves to assist pedestrians cross the road to gain access to the local business on the south side. Also, this length of carriageway is short, and on both sides there would not be enough width to support cycle lanes, (the typical running lane widths are around 3m).

Options

1The option to remove the parking along this section of Poppleton Road to accommodate the cycle lanes would involve the returning the footway buildouts to carriageway and would also result in the loss of approximately 32 parking spaces. See **Annex B**. However, the surrounding side streets, which themselves are extensively used for parking, would not be able to cope with

this level of extra demand. The resulting cycle lanes would be in line with the recommended width of 1.5m. This option may involve works required by the statutory undertakers to protect or divert their apparatus, but to date they have not been approached. The cost of any works of this nature has not been ascertained and so does not form part of the estimate below.

2 An alternative option has also been considered. This is a pair of potential routes that use Chatsworth Terrace, Amberley Street and Berkeley Terrace for the outbound cyclist traffic; and Yarburgh Grove, Carrington Avenue and Seldon Road for the inbound. See **Annex C**. While these routes avoid part of Holgate Road, and thus fulfil the aim of the brief, there are some issues with them. For example, the streets are narrow with extensive parking on both sides and both routes would represent a substantial increase in the distance involved, almost doubling the distance. Generally, cyclists are known to be reluctant to travel further, especially if there is an alternative to hand.

Scheme proposals (Options)

Option 1 Remove buildouts and parking to accommodate cycle lanes (**Annex B**).

Option 2 Provide alternative routes as shown on **Annex C**.

Option 3 Abandon the scheme.

Consultation

No consultation has been carried out.

Cost Estimate

The cost of installing Option 1 would be approximately £23000 (excluding any works necessary by the statutory undertakers).

The cost of installing the alternative routes, Option 2, would be approximately £1700.

Recommendation

It is recommended that the scheme to provide a cycle route along this part of Poppleton Road be abandoned.

Additional Comments –
Cabinet Member for Transport Decision Session 11th December 2014.

Cllrs Keith Orrell, Keith Hyman and Carol Runciman have the following comments on Agenda Item 8 the Jockey Lane Scheme :

1. A further opportunity is being missed to reduce congestion and air pollution for residents, pedestrians and cyclists on this stretch of road by the failure to install a right turn into the Range store. A year ago the Cabinet Member refused this proposal by Ward Councillors because there was insufficient money in the budget to meet the £25k cost, but the new proposal will cost £38k more so there was always the money available.
2. Road resurfacing – the stretch of road from the Range store to the Kathryn Avenue traffic lights needs resurfacing. Since the opening of John Lewis and M & S stores the traffic on this road has increased significantly. It would, therefore, be very wasteful to commission such a short section of this road for resurfacing.
3. The change in the proposed position of the toucan crossing takes it very close to the Kathryn Road traffic lights and therefore has little value for residents of Saddlers Close and Forge Close.

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