



Notice of meeting of

Executive Members for City Strategy and Advisory Panel

To: Councillors Steve Galloway (Executive Member), Reid (Executive Member), Gillies (Chair), D'Agorne (Vice-Chair), Cregan, Hyman, Scott and Simpson-Laing

Date: Monday, 16 July 2007

Time: 5.00 pm

Venue: Guildhall

AGENDA

Notice to Members - Calling In:

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

10:00 am on Friday 13 July 2007, if an item is called in *before* a decision is taken, *or*

4:00 pm on Wednesday 18 July 2007, if an item is called in *after* a decision has been taken.

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

1. **Declarations of Interest**

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

2. Minutes (Pages 3 - 14)

To approve and sign the minutes of the meeting of the Executive Members for City Strategy and Advisory Panel held on 6 June 2007.

3. Public Participation

At this point in the meeting members of the public who have registered their wish to speak regarding an item on the agenda or an issue within the Panel's remit can do so. Anyone who wishes to register or requires further information is requested to contact the Democracy Officer on the contact details listed at the foot of this agenda. The deadline for registering is Friday 13 July 2007 at 5 pm.

BUSINESS FOR THE EXECUTIVE LEADER

ITEMS FOR DECISION

4. Development of the York Tourism Partnership (Pages 15 - 20)

This report sets out a proposal for the development of the York Tourism Partnership.

BUSINESS FOR THE EXECUTIVE MEMBER FOR CITY STRATEGY

ITEMS FOR DECISION

5. Bus Services in Elvington (Pages 21 - 34)

This report asks Members to consider a petition presented by Councillor Vassie to Council on 12 April 2007, seeking better bus services for Elvington.

6. Petition objecting to Bus Service Fares (Pages 35 - 42)

This report asks Members to consider a petition presented by Councillor Potter to Full Council on 12 April 2007, objecting to

recent fare rises on First York buses, and calling upon the Council to make more effort to resist future fare increases.

7. Secure Cycle Parking (Pages 43 - 70)

This report informs the Advisory Panel of the current situation regarding the provision of cycle parking both in the city centre and elsewhere in the authority area. It also suggests potential improvements which can be made to improve both the level of security and the level of provision.

8. York Highways & Utilities Committee (YHAUC) - Charter for works in the street (Pages 71 - 80)

This report briefs Members on an initiative by YHAUC to improve service standards for Utilities and Highway works through a voluntary charter entered into by highway authorities and utilities throughout Yorkshire.

Members are asked to approve the recommendation that the City of York Council is a co-signatory to the Charter.

9. Petition from the residents of Chaucer Street requesting the retention of flagstones (Pages 81 - 100)

This report advises Members of the receipt of a petition in the form of a question and tick box answer survey, presented by Councillor Ruth Potter.

The petitioners object to the Council replacing the existing defective precast concrete paving slabs with a new bituminous surfacing.

10. Heworth Green Traffic Regulation Order Objections (Pages 101 - 110)

This report brings to the attention of the Advisory Panel the receipt of objections to proposed changes to the waiting restrictions on Heworth Green and seeks approval to overturn the objections and implement the restrictions.

11. Public Places and Footstreets (Pages 111 - 120)

This report seeks Member approval for a proposed review of the City's footstreets as previously outlined in the council's second Local Transport Plan (LTP2).

12. City Strategy 2007/08 Capital Programme Consolidated report (Pages 121 - 140)

The purpose of this report is to consolidate the 2007/08 City Strategy Capital Programme to include the carryover schemes that were not completed in 2006/07, and to make adjustments to schemes and blocks to reflect individual underspends and overspends within the programme. The report asks the Executive Member for City Strategy to approve the amendments to the 2007/08 budget as set out in the report.

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

Democracy Officer

Sarah Kingston
Tel. (01904) 552030
sarah.kingston@york.gov.uk

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

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

Contact details are set out above.

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- ensure that what you want to say speak relates to an item of business on the agenda or an issue which the committee has power to consider (speak to the Democracy Officer for advice on this);
- find out about the rules for public speaking from the Democracy Officer.

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Further information about what's being discussed at this meeting

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

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کسی بھی دوسری زبان میں معلومات کی دستیابی ترجمہ شدہ معلومات، ترجمان کی شکل میں یقینی بنانے کے لئے ہر ممکن کوشش کی جائے گی، بشرطیکہ اس کے لئے پہلے سے سنا سب اطلاع کی جائے۔ ٹیلی فون (01904) 613161

Holding the Executive to Account

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

Scrutiny Committees

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

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

Who Gets Agenda and Reports for our Meetings?

- Councillors get copies of all agenda and reports for the committees to which they are appointed by the Council;
- Relevant Council Officers get copies of relevant agenda and reports for the committees which they report to;
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City of York Council

Minutes

MEETING	EXECUTIVE MEMBERS FOR CITY STRATEGY AND ADVISORY PANEL
DATE	6 JUNE 2007
PRESENT	COUNCILLORS STEVE GALLOWAY (EXECUTIVE MEMBER), REID (EXECUTIVE MEMBER), GILLIES (CHAIR), D'AGORNE (VICE-CHAIR), HYMAN, SCOTT, SIMPSON-LAING AND POTTER (SUBSTITUTE FOR CLLR CREGAN)
APOLOGIES	COUNCILLOR CREGAN

1. **Declarations of Interest**

The Chair invited Members to declare at this point in the meeting any personal or prejudicial interests they may have in the business on this agenda.

Cllr Scott declared a personal interest in Agenda Item 5, Chief Executives Performance and Financial Year End Report 2006/07 (minute 5 refers), as a partner of a York firm of solicitors, but declared that his firm had not been appointed as one to provide legal services under a framework agreement.

2. **Minutes**

RESOLVED : That the minutes of the meeting held on 26 March 2007 be approved and signed by the Chair and the Executive Members as a correct record.

3. **Public Participation**

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

Brian Mellors, of Bishopthorpe Parish Council, spoke on an issue under the Panel's remit. He spoke about the impact of the Terry's development on traffic in Bishopthorpe, and the findings of the traffic impact assessment, which he believed were not accurate.

Mr Ward spoke on Agenda Item 13, Woodsmill Quay Petition, as the lead petitioner. He stated that this was his third year of corresponding with the council regarding the request for a residents parking scheme, and referred to other areas of the city covered by this scheme.

Mr Carbert, a resident of Askham Bryan, spoke on Agenda Item 14, Askham Bryan Parish Council Petition. He stated that the weight restriction should be reinstated and that better signage should be implemented in the area.

Mr Arthur Blacker, Vice Chair of Askham Bryan Parish Council, spoke on the same agenda item. He stated that there should be restricted access and weight limit signs, and that the new Moor Lane roundabout would increase traffic. He requested that Members visit the site and highlighted residents concerns regarding the level of traffic.

Two pupils from St Pauls' Primary School spoke on Agenda Item 19, Petition for measures to improve road safety on Holgate Road near Watson Street junction. They stated that they want a School Crossing Patrol for the school, and cited a recent accident involving a child at the school, and the busy traffic near the school.

Cllr Bowgett spoke on the same agenda item, as a Ward Councillor. She stated that a child's journey to school should be a safe one, and children should be able to walk to school safely. She cited the recent accident near the school and the level of traffic in the area, and stated that action was required immediately.

Mark Wilson, a petitioner, spoke on Agenda Item 10, Public Rights of Way – Petition seeking conditional closure of two snickets from Carrfield into Chantry Close and Carrfield into Foxton, Woodthorpe. He stated that he had lived in the area for 17 years, and that the low level crime in the area could be stopped with the closure of the snickets. He stated that the costs of closure could be reduced if an electronic system was used for closure of the gates. He stated that his neighbours had had a number of problems with crime and fully supported the closure.

4. 2006/07 Economic Development Finance and Performance Outturn

Members considered a report which presented two sets of data for Economic Development, draft outturn figures Economic Development for capital and revenue expenditure for the financial year 2006/07, and outturn (2006/07) performance against target for a number of key indicators that are made up of Best Value Performance Indicators owned by Economic Development, Customer First targets (letter answering), and Staff Management Targets (sickness absence).

Members discussed the carry forward requests, variances, the budget deficit of the York Training Centre, and the performance figures and targets relating to appraisals carried out.

Advice of the Advisory Panel

That the Executive Leader be advised to:

- Note the Economic Development provisional performance and revenue and capital outturn for 2006/07;
- Approve the carry forward of the Grants & Partnerships budget as detailed in paragraph 11 of the report, subject to the approval of the Executive

Decision of the Executive Leader

RESOLVED: That the advice of the Advisory Panel be accepted and endorsed.

REASON: In accordance with budgetary and monitoring procedures

5. Chief Executives Performance and Year End Report 2006/07

Members considered a report which informed them of the Chief Executive's directorate 2006/07 year end position on finance and performance. The report contained outturn information on local and best value performance measures, update on key projects and revenue financial returns. Members were asked to note the year-end performance and financial position and make recommendations with regards to revenue carry forward bids.

Members discussed the figures for sickness absence, and the differences in the figures stated, which Members were informed were the differences between two reporting systems used, and the mechanisms in place for addressing the issue of sickness absence in terms of the Active Health programme. Members requested information on the percentage of sickness absence related to work related injuries and would be provided with this information by e-mail. They also discussed the levels of staff vacancies and stress related issues.

Advice of the Advisory Panel

That the Executive Leader be advised to:

- (i) note the performance and financial outturn position for 06/07
- (ii) approve the carrying forward bids totalling £52k as detailed in paragraph 69 of the report, subject to the agreement of the Executive;
- (iii) recommend that the Executive consider using resources released from the underspend to fund the cost pressures re: the replacement Chief Executive (£60k) and additional CPA inspection costs (£47k).

Decision of the Executive Leader

RESOLVED: That the advice of the Advisory Panel be accepted and endorsed.

REASON: (i) To prevent further slippage or non completion on the projects and actions identified;
(ii) To allow for unbudgeted pressures to be funded.

6. Community Safety Year End Performance 2006/2007

Members considered a report which set out how local and national community safety structure work together, flagged up work being done to clarify future reporting mechanisms in light of the agreement of a Local Area Agreement (LAA), presented a picture of 2006/07 crime figures in key crime categories, and presented a picture of the latest crime perception figures among residents. It provided an overview of performance on community safety related indicators that have now been brought within the

remit of the Director of Neighbourhood Services following the restructure of Neighbourhood Services.

Members discussed the crime reduction targets and figures, the work of the Neighbourhood Policing team and their relationship with the media, the six priority crime areas, and issues relating to anti-social behaviour.

Advice of the Advisory Panel

That the Executive Leader be advised to note the report on community safety performance.

Decision of the Executive Leader

RESOLVED: That the advice of the Advisory Panel be accepted and endorsed.

REASON: To update the Executive Member, in accordance with budgetary and performance monitoring procedures.

7. 2006/2007 City Strategy Finance and Performance Outturn

Members considered a report which presented two sets of data from the City Strategy Directorate, the outturn figures for revenue expenditure and capital expenditure for the City Strategy portfolio, and outturn (2006/07) performance against target for a number of key indicators that are made up of Best Value Performance Indicators owned by City Strategy, Customer First targets (letter answering), and Staff Management Targets (sickness absence).

Officers updated that paragraph 4 of the report should read “the net *underspend* is £220k.....”, and also distributed annex 4 for Members information which had been omitted from the agenda. Members received updates regarding slippage of the waste PFI project, excellent income levels from car parks, the highway maintenance budget, and discussed issues relating to sickness levels, DDA compliance in relation to drop crossings, and the reduction in residents parking income.

Advice of the Advisory Panel

That the Executive Member for City Strategy be advised to approve the financial and performance position of the portfolio and the carry forward requests set out in paragraph 54 of the report (totalling 180k) subject to the approval of the Executive.

Decision of the Executive Leader

RESOLVED: That the advice of the Advisory Panel be accepted and endorsed.

REASON: In accordance with budgetary and performance monitoring procedures.

8. City Strategy Capital Programme 2006/07 Outturn report

Members considered a report which set out progress on schemes in the City Strategy Capital Programme during the financial year 2006/07. It is the outturn report for 2006/07 and reports on budget spend to the end of March 2007.

Members discussed the overspend on the FTR budget, the Park & Ride sites, the access ramp to York station, the A64 Hopgrove roundabout, and the Fulford Road bus priorities scheme.

Advice of the Advisory Panel

That the Executive Member for City Strategy be advised to:

- (i) note the significant progress made in 2006/07 in implementing the City Strategy capital programme;
- (ii) note the financial implications indicated in paragraphs 114 – 114 of the report;
- (iii) approve the proposed carryovers as outlined in paragraphs 115 – 117, subject to the approval of the Executive.

Decision of the Executive Leader

RESOLVED: That the advice of the Advisory Panel be accepted and endorsed.

REASON: To manage the Capital Programme effectively.

9. Progress report on York Eco Business Centre

Members considered a report which intended to provide Members with an update on progress following the decision at Executive EMAP in March 2006 to support the development of a managed workspace scheme at Clifton Moor under the capital programme, and to lease new managed workspace from the developer Helmsley Group.

The report presented two options:

- i) that York, Selby and Malton Business Advice Centres Ltd (YSMBAC) should manage the Eco Business Centre on behalf of CYC for 2 years until the result of the current tendering exercise by Yorkshire Forward is known;
- ii) that a tender exercise should be undertaken to seek a management company who could manage the centre and also provide a high-quality business advice service to tenants - crucial to the ethos of the centre.

Advice of the Advisory Panel

That the Executive Member for City Strategy be advised to :

- (i) Note the content of this report and the progress made towards the establishment of the new Eco Business Centre;
- (ii) Approve that a two-year Service Level Agreement to YSMBAC (York, Selby & Malton Business Advice Centres Ltd) be issued to manage the Eco Business Centre.

Decision of the Executive Leader

RESOLVED: That the advice of the Advisory Panel be accepted and endorsed.

REASON: To update the Executive Member, and due to the uncertainty presented by the current tendering of the regional business support contract by Yorkshire Forward which will be settled within the proposed two year period

10. Public Rights of Way - Petition seeking conditional closure of two snickets from Carrfield into Chantry Close and Carrfield into Foxton, Woodthorpe

Members considered a report which advised them of the receipt of a petition signed by 87 residents living in the Woodthorpe area, requesting that two snickets leading from Carrfield into Chantry Close and Carrfield into Foxton, be closed at night because of problems with criminal activity and anti-social behaviour.

The report presented two options:

Option A Do nothing and leave both snickets open to public use;

Option B Progress the request to make conditional restrictions for both snickets by means of Conditional Gating Orders under S129 of the Highways Act 1980.

Members discussed the processes in place for gate management, in terms of responsibilities for locking gates, the reporting of all incidents to the police for the purpose of keeping a record of problems in the area, and the evidence available to them.

Advice of the Advisory Panel

That the Executive Member for City Strategy be advised to approve Option B, to progress the request to make conditional restrictions for both snickets by means of Conditional Gating Orders under S129 of the Highways Act 1980, subject to Ward Committee funding and the agreement of the Community Ranger.

Decision of the Executive Leader

RESOLVED: That the advice of the Advisory Panel be accepted and endorsed.

REASON: To respond to the issues raised by the petition.

11. Petition from the residents of Clifton area requesting the retention of York stone flags in St Peters Grove, Clifton, York

Members considered a report which advised them of the receipt of a petition signed by a number of residents and visitors to St Peter's Grove, York. The petitioners objected to the Council replacing the existing defective York stone as concrete flag paving with a new bituminous surfacing.

The report presented three options:

Option 1 - Continue with the scheme as designed in accordance with the current Paving Policy.

Option 2 - Redesign the scheme in order to comply with the residents wishes in respect of the retention of the existing paving.

Option 3 - Refer it to the Ward Committee for the extra over funding to provide and lay new thicker York Stone on an enhanced foundation.

Members discussed the options available in terms of council policy and took due regard of the paving policy but, bearing in mind that St Peter's Grove is in a conservation area, decided on this occasion not to follow the policy and agreed to approve Option 2.

Advice of the Advisory Panel

That the Executive Member for City Strategy be advised to approve option 2, to redesign the scheme in order to comply with the residents wishes in respect of the retention of the existing paving.

Decision of the Executive Leader

RESOLVED: That the advice of the Advisory Panel be accepted and endorsed.

REASON: To respond to issues raised by the petition.

12. Petition from residents in the Heworth area to stop vehicles parking on grass verges

Members considered a report which advised them of the receipt of a petition from a total of 102 properties in the Heworth area. The residents called on the Council to work with residents to stop cars parking on grass verges and to make good those verges that are already churned up and muddy by reseeding or returfing them as soon as possible.

Advice of the Advisory Panel

That the Executive Member for City Strategy be advised to :

- (i) note the receipt of the petition;
- (ii) approve the proposals outlined in paragraphs 21 – 24 of the report

21.To re-affirm the details included in the damaged grass verge policy adopted in December 2000.

22.The Highway Inspectors will continue to record where damage is evident and where they have seen vehicles on the verges and instigate recovery of costs, wherever possible.

23.The Highway inspectors will carry out a survey of all the grass verges in the Heworth area and carry out essential repairs where safety is an issue in accordance with the approved policy.

24.Where vehicle parking on verges is witnessed the inspectors will arrange for letters to be sent to the appropriate property owners and will instigate recovery of repair costs wherever possible.

Decision of the Executive Leader

RESOLVED: That the advice of the Advisory Panel be accepted and endorsed.

REASON: To ensure, as far as possible, the verges are maintained in a satisfactory condition.

13. Woodsmill Quay Petition

Members considered a report which advised them of the receipt of a petition that requests the inclusion of Woodsmill Quay, off Skeldergate, in a residents parking scheme.

Members discussed the availability of concessionary parking for the residents, and issues relating to planning permission conditions relating to residential parking.

Advice of the Advisory Panel

That the Executive Member for City Strategy be advised to reject the request for inclusion in a residents parking scheme and confirm that the policy for dealing with new developments in or near residents parking schemes should continue and that officers advise the lead petitioner of this decision.

Decision of the Executive Leader

RESOLVED: That the advice of the Advisory Panel be accepted and endorsed.

REASON: To prevent new developments from overloading the available on street parking in residents parking schemes.

14. Askham Bryan Parish Council Petition

Members considered a report which advised them of the receipt of a petition that requested action to reduce the amount of HGV and other traffic passing through the village.

The report presented three options:

- A. Take no further action.
- B. Investigate this matter further
- C. Begin the process for introducing a weight limit

Members discussed signage issues, traffic surveys and the issues relating to protecting the unique nature of the area and other similar roads in the area.

Advice of the Advisory Panel

That the Executive Member for City Strategy be advised to approve that the item be referred back to officers to further investigate the matter.

Decision of the Executive Leader

RESOLVED: That the advice of the Advisory Panel be accepted and endorsed.

REASON: To further respond to the issues raised in the petition.

15. Petition for Residents Parking - Main Street, Heslington

Members considered a report which advised them of the receipt of a petition that requests the introduction of a residents parking scheme for residents of Main Street, Heslington.

Advice of the Advisory Panel

That the Executive Member for City Strategy be advised to approve that this area be included on the residents parking request list and to begin investigations and consultation once it reaches the top of the list.

Decision of the Executive Leader

RESOLVED: That the advice of the Advisory Panel be accepted and endorsed.

REASON: To facilitate parking for residents and their visitors as requested.

16. Bus Services in Elvington

Members considered a report which informed them of a petition presented by Councillor Vassie to Council on 12 April 2007, seeking a better public transport system for Elvington.

Advice of the Advisory Panel

That the Executive Member for City Strategy be advised to approve that the item be deferred.

Decision of the Executive Leader

RESOLVED: That the advice of the Advisory Panel be accepted and endorsed.

REASON: To enable the Elected Member and the petitioners to be informed of the date of the meeting where the petition will be considered.

17. Petition objecting to bus service fares

Members considered a petition which was presented to Full Council on 12 April 2007 by Cllr Potter, objecting to recent fare rises on First York buses, and calling upon the Council to make more effort to resist future fare increases.

Advice of the Advisory Panel

That the Executive Member for City Strategy be advised to approve that the item be deferred.

Decision of the Executive Leader

RESOLVED: That the advice of the Advisory Panel be accepted and endorsed.

REASON: To enable the Elected Member and the petitioners to be informed of the date of the meeting where the petition will be considered.

18. Petition regarding traffic problems in Horner Street, Cromer Street and Wilberforce Avenue requesting traffic calming and/or measures to prevent through traffic

Members considered a report which informed them of the receipt of a petition from the residents of Horner Street, Cromer Street and Wilberforce Avenue requesting traffic calming and/or measures to prevent through traffic.

Advice of the Advisory Panel

That the Executive Member for City Strategy be advised to adopt the proposals in paragraphs 8 & 9 of the report :

8. To carry out a detailed assessment of the traffic issues in the Horner Street, Cromer Street and Wilberforce Avenue area for inclusion within the '*Six monthly review of speeding issues*'. The next report is scheduled for the Meeting of Executive Members for City Strategy and Advisory Panel on 16 July 2007 and the assessment could be included in this report. If due to unforeseen circumstances this is not feasible, the assessment could be included in the next six monthly review.

9. To make North Yorkshire Police aware of the petition and request that they consider routine speed enforcement.

Decision of the Executive Leader

RESOLVED: That the advice of the Advisory Panel be accepted and endorsed.

REASON: The proposal will ensure that residents' concerns are investigated and assessed using the data led method of assessment. The proposal will allow this request to be considered against other speeding issues identified over the preceding six months.

19. Petition for measures to improve road safety on Holgate Road near the Watson Street junction

Members considered a report which advised them of the receipt of a petition from St Paul's C of E Primary School, seeking the reinstatement of a "School Crossing Patrol" [SCP] (currently vacant), enforcement of road traffic regulations and traffic calming measures on Holgate Road. The petition contained signatures from 369 people.

Members discussed the signage around the area of the school, the fact that the new signs which had been erected were not visible enough, driver behaviour, and the fact that a SCP would be able to report incidents of bad driver behaviour to the police.

Advice of the Advisory Panel

That the Executive Member for City Strategy be advised to :

- (i) note the content of the petition;
- (ii) support the proposal for officers in Learning, Culture & Childrens Services to carry out a detailed assessment of the location for the provision of a School Crossing Patrol pelican crossing on Holgate Road, to look at the signage in the area, and to request a report back on the outcome in due course.

Decision of the Executive Leader

RESOLVED: That the advice of the Advisory Panel be accepted and endorsed.

REASON: To respond to the petitioners concerns.

20. Petition on behalf of Clifton Moor Residents Association calling on the council to investigate and address speeding on Oakdale Road and Rivelin Way

Members considered a report which informed them of the receipt of a petition containing 115 signatures from Clifton Moor Residents Association requesting action to address speeding traffic on Oakdale Road and Rivelin Way.

Advice of the Advisory Panel

That the Executive Member for City Strategy be advised to adopt the proposals put forward in paragraphs 9 – 11 of the report:

9. To carry out a detailed assessment of the traffic issues in the Oakdale Road and Rivelin Way area for inclusion within the '*Six monthly review of speeding issues*'. The next report is scheduled for the Meeting of Executive Members for City Strategy and Advisory Panel on 16 July 2007 and the assessment could be included in this report. If due to unforeseen circumstances this is not feasible, the assessment could be included in the next six monthly review.

10. To make North Yorkshire Police aware of the petition and request that they consider routine speed enforcement.

11. To liaise with First and request that they make drivers aware of resident's concerns about speeding on these roads.

Decision of the Executive Leader

RESOLVED: That the advice of the Advisory Panel be accepted and endorsed.

REASON: The proposal will ensure that residents' concerns are investigated and assessed using the data led method of assessment. The proposal will allow this request to be considered against other speeding issues identified over the preceding six months.

Cllr SF Galloway
Executive Leader

Cllr Reid
Executive Member for City Strategy

Cllr Gillies
Chair of Advisory Panel
The meeting started at 5.00 pm and finished at 7.30 pm.



Meeting of the Executive Members for City Strategy and Advisory Panel

16th July 2007

Report of the Director of City Strategy

Development of the York Tourism Partnership

Summary

1. This report sets out a proposal for the development of the York Tourism Partnership.

Background

2. Tourism is very important to the York economy. Tourism spending by visitors has risen by 62% since 1993 (to £332.9mn in 2006), and employment has risen by over one and a half thousand jobs in the same period to 9,970 jobs (2006 figures). These figures include both the direct contribution that tourism makes to the economy (in accommodation, attractions, entertainment, shopping, eating out etc) and also the multiplier effect that tourism has in such sectors as printing, publishing, professional services, financial services, food, beverage, construction, laundry/cleaning services etc. Tourism therefore has a big role to play in many people's livelihoods in York, which is why the First Stop York Tourism partnership was founded in 1995 to facilitate, deliver and grow tourism services through public-private sector partnership. This is led by the Council, York Tourism Bureau, the York Hospitality Association and the regional partners Yorkshire Forward and the Yorkshire Tourist Board. Hitherto the First Stop York tourism partnership has been a unique body in tourism service delivery in the Yorkshire Region.
3. Over the past few years there has been considerable discussion on the future direction and organisation of tourism, starting from national government policy (highlighted in the Department for Culture, Media and Sport's 2004 paper "Tomorrow's Tourism Today") which has given a greater role in tourism in recent years to Regional Development Agencies. In the Yorkshire region this review of delivery processes has been led by Yorkshire Forward but with significant input from the local authorities (including York) and the regional tourism board has led to the establishment of six sub-regional tourism delivery partners in the Yorkshire region, to lead on the delivery of a range of tourism services, particularly in the areas of product development, business engagement and marketing of local areas. Yorkshire Forward have set a series of targets and aspirations for the local delivery partners, with the key overall target for the region being a 5% growth in tourism earnings per annum up to 2010.

4. More recently and at a local level, the Future York Group report recommends that the tourism partnership is strengthened by having a single tourism partnership organisation working with the private sector to deliver growth in tourism spend. It recommends that the partnership should adopt a plan which aims to deliver transformational enhancements to York's visitor attractions; improvements to accommodation and hospitality provision within the city; and to the quality of the public realm order to attract higher added value in the tourism sector and strengthen the city's function as a gateway to the region.
5. It is opportune therefore to review the tourism partnership arrangements in York, taking account of the wider and more formal responsibilities as one of six sub-regional agencies in Yorkshire as well as the recommendations contained in the Future York Group report. We need to ensure that an active fit for purpose tourism partnership is in place if York develops as a leading European destination. The recent award as European Tourism City is testament to current partnership working but also indicates the potential to achieve the recommendations of the Future York Group. As the Council is a principal partner in developing tourism in York, it is important to discuss and agree future partnership arrangements.
6. A Task and Finish Group has been established under the First Stop York Executive to examine the best options for taking forward future partnership arrangements for tourism in York, taking account of best practice elsewhere in the country. Their conclusion is that the most appropriate organisational arrangement is to establish a Company Limited by Guarantee (CLG). It is also their recommendation that the best way to achieve this is by completely reviewing the constitution of the York Tourism Bureau, including a new name for the company. This would establish a new memorandum and articles of association as well as creating a new board with direct Council representation. The proposal would be to have a board of 13 directors, including 3 nominated by the City of York Council. The Chair and 8 other directors would be sought by open recruitment by advertisement; the remaining board position would be filled by the Chief Executive. A job description would be established for all Director posts and representation on the board would be determined by a nomination committee consisting of the Director of City Strategy, the current Chairman of the Tourism Bureau, and a Director of the Yorkshire Tourist Board. The Chairman of the CLG would be expected to work on tourism partnership basis for an average of one day a year and would receive an appropriate remuneration; other Directors would be entitled to expenses.
7. The next stage in developing the tourism partnership, following endorsement by the Council and partners, will be to prepare the constitution for the new company and commence procedures to determine the membership of the Board. More detailed work is still required to develop a business plan for the company, setting out strategic objectives, working arrangements and budgets. It is anticipated that the costs for taking forward the new York tourism partnership arrangements will be found from existing budget allocations and specific funding allocated by Yorkshire Forward. The Council's specific involvement with the new York tourism partnership will be set out within a Service Level Agreement. In order to give some foundation for the new partnership, it is recommended that consideration is given within the Service

Level Agreement to the Council's financial contribution to the new York tourism partnership being based on a 3 year rolling funding basis, subject to annual review.

Consultation

8. These proposals have been subject to development through the First Stop York Task and Finish Group. The principle of establishing a single tourism partnership in York was endorsed by the Economic Development Partnership Board in March 2007, as part of the consideration of the York Tourism Strategy and Action Plan.

Options

9. At this stage, Members are asked to support the proposals in principle for establishing the single tourism partnership as set out above in this report. If this is not supported by the City Council, or any other key partner, it will be necessary to return to negotiations between stakeholders.

Analysis

10. FSY has proved itself as a partnership and has been successful in achieving above target visitor numbers and spend; this has also been recognised in York winning the European Tourism City award. It is recognised by Yorkshire Forward as making progress towards the establishment of a single tourism partnership in York and the surrounding area. Nevertheless, it is timely to review tourism partnership arrangements to ensure that York remains, and develops further, as a European destination. Whilst the informal partnership arrangements have been a strength, as expectation rises so, agendas will become more complex, and there will be a requirement for a more transparent, and more formal structure, that can allow partners to pursue a shared agenda for the benefit of the city while also providing clarity on decision making and accountability. This will strengthen governance and accountability for the new tourism partnership.

Corporate Priorities

11. Tourism in York is a major generator of economic benefits, with one in ten of the local workforce (9,970 people) employed directly or indirectly in tourism in 2006-07. Two of the Council's Corporate Aims are relevant here – Objective 7 “work with others to develop opportunities for residents and visitors to experience York as a vibrant and eventful city” and Objective 3 “strengthen and diversify York's economy and improve employment opportunities for residents”. Strengthening the visitor offer with judicious investment in new products, improved services and better marketing and promotion gives the best chance for York to achieve these goals. York's Tourism Strategy also reflects the importance of tourism as a generator of economic benefits in the City Vision and Community Strategy 2001-2024, where strategic aims within the “York – The Thriving City” objective include:

To be ranked as an international quality leisure and business visitor destination

To provide a strong and distinctive cultural sector, enriching the lives of residents and visitors.

Implications

12. At this stage, a decision in principle is recommended. Detailed implications will be considered following the preparation of a Service Level Agreement.

- **Financial**

The development of the single tourism partnership has been based on the assumption of no net increase in tourism expenditure by City of York Council. Increased activity and partnership building is based on additional resources received through Yorkshire Forward at the moment (£666,700 in total from 2006-07 to 2009-2010) and any proposals to be brought forward through the Sub-Regional Investment Programme

- **Human Resources (HR)**

The future organisation of the York Tourism Partnership may require consideration of human resource issues, but this will be the subject of further work in developing the Service Level Agreement. Any implications for Council employed staff will take account of existing HR policies and procedures.

- **Equalities**

None. Tourism is very much an industry that welcomes visitors of all characteristics, and future investment (especially capital investment) will be DDA-compliant

- **Legal**

The City Council has previously supported and worked with companies limited by guarantee in other fields. The proposed structure for the new company will mean that the Company is regulated as a local government influenced company.

- **Crime and Disorder**

None at present through this report although the activities of the new tourism partnership such as investment in lighting and in the evening economy creates genuine opportunity to improve safety in the evenings by having more people in the city centre, preventing no-go areas

- **Information Technology (IT)**

There are no direct implications at this stage.

- **Property**

There are no direct implications at this stage although the new tourism partnership will be involved with discussions that are already taking place with Property Services re: the city centre Visitor Information Centre operation.

Risk Management

13. One purpose to the new tourism partnership will be to improve governance and accountability. Other stakeholders are understood to be fully supportive of the new proposals set out above in this report; a rejection of them may, therefore, make relationships with partners more problematic with a risk to the effectiveness of this initiative.

Recommendations

14. The Executive Leader is advised to endorse the arrangements for establishing a new tourism partnership in York as set out in this report.

Reason: This will enable the Council and tourism partners to deliver transformation change in developing York as a European destination.

Contact Details

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Chief Officer Responsible for the report:

Bill Woolley
Director (City Strategy)

Report Approved ✓ **Date** 03/07/07

Specialist Implication Officers

Financial – Patrick Looker
HR – Janet Neeve
Otehrs – Report author

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

All ✓

For further information please contact the author of the report

Background Papers:

York Area Tourism Strategy, responses to earlier consultation, and minutes of the First Stop York Executive meetings are held at the Economic Development Group offices in George Hudson Street

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Executive Members for City Strategy and Advisory Panel

16 July 2007

Report of the Director of City Strategy

BUS SERVICES IN ELVINGTON

Summary

1. To consider a petition presented by Councillor Vassie to Council on 12 April 2007, seeking better bus services for Elvington. A sample page of the petition, and an accompanying note accompanies this report as Annex B.

Background

2. Since Elvington became part of the City of York Council area in 1996, the Council has made a number of attempts to improve the extremely limited level of bus service provided for the village at that time. Most notable amongst these attempts was the "Connexions" C2 service, which formed part of the Council's successful bid for Rural Bus Challenge funding in 1998/99. This provided a more regular and more frequent service on weekdays and Saturdays than had previously existed, relying on an interchange with the Park & Ride service at Grimston Bar to facilitate travel to and from York City Centre. This enabled the one bus used on the service to offer more journeys than would have been possible with a through service to and from York and avoided travelling on congested roads. The service included journeys at York College start and finish times offering through travel to and from the College.
3. However, during the three year period of Challenge funding, insufficient patronage was built-up to attract continuing funding from central government in a subsequent Challenge funding bid for the 2001 to 2004 period. The Council could not justify increasing its own transport spending to maintain the service as, with 55 passengers a day (5 per bus hour) it did not meet the threshold of the criteria for the continued subsidy of bus service.
4. A reduced, weekday off peak only, service was maintained, funded from the Council's own resources. This was designed to supplement the established daily peak period and occasional days/journeys off-peak East Yorkshire Motor Services Route 195 between York and Pocklington, which passes through Elvington, but this failed to retain most of the passengers who had used the Connexions service and was discontinued in December 2005. A decision was taken, as reported to this panel on 1 February 2006, to engage with East Yorkshire Motor Services with a view to developing the established,

but very limited, Service 195 as the course of action most likely to achieve the best possible bus service for Elvington. A contract was entered into in January 2006 until August 2008, which used the subsidy previously allocated to provide other bus services to and from Elvington, to augment the timetable. The current subsidy payable under this contract is £17,112 per annum. The resulting timetable forms Annex A to this report, together with a summary of surveyed passenger figures for the City of York Council supported journeys. The success or otherwise of this venture is due to be considered before the contract is renewed in 2008.

5. The Council's Dial & Ride service is also available to Elvington residents who are elderly or disabled, offering return journeys to York City Centre on Thursdays and Fridays, Monks Cross on Mondays, and the Tesco store at Askham Bar on Tuesdays and Thursdays.
6. On Sundays, the bus service between Holme-upon-Spalding-Moor and York via Wheldrake, which is jointly funded by East Riding of Yorkshire Council and City of York Council and currently also run by East Yorkshire Motor Services, is diverted via Elvington. However, due to the road layout, it can only serve the western extremity of the village, before passing the Air Museum between Elvington and York. The service is not well used, and very few passengers from Elvington or the Air Museum use it. The contract is due for renewal at the end of March 2008 and the future of this service is by no means certain. An alternative route, taking the bus further into Elvington, would miss the Museum stop and make the route unacceptably indirect for longer distance passengers.
7. A recent development has been the introduction of an additional journey from Elvington to York at 1635 daily as a commercial initiative by Top Line Travel. The journey is run on schooldays by a bus returning to York after taking pupils home from Fulford School on behalf of the Council. On other days, a City Tour open-top bus is used, and the journey commences from the Air Museum, rather than Elvington Primary School.

Consultation

8. Council officers attended two Elvington Parish Council meetings during 2005, which were also attended by several villagers, to discuss various aspects of bus service provision to the village. The main issues were summarised in the February 2006 report to this panel, and informed the decision to build up the frequency of Service 195 as much as possible.
9. On 20 April 2007, a stakeholder meeting, convened by John Grogan M.P., to discuss issues relating to bus services in Elvington and Wheldrake, was attended by Councillor Vassie and Council Officers. Residents' aspirations for improved bus service access to York were reiterated. Particular issues raised by Elvington residents were:
 - Infrequent and complex service timetable, with no weekday evening service and poor Sunday provision;
 - accessibility of York College severely limited and expensive (need to pay separate fares for connecting journeys contributes);

- improved access to York University for students and staff desirable;
- no public transport access from neighbouring villages to Health Centre, and
- convenient connections to established bus services to Monks Cross and Clifton Moor do not exist.

Options

10. Available options for improvements are limited by the availability of funding within established budgets and the lack of a significant customer base for public transport in Elvington, and other villages along the 195 route. Options to consider, therefore, are:
 - Take no immediate action, but continue to look for any realistic opportunities to improve the service in the future
 - Allocate additional funding to enhance the present service, guided by the petitioners' aspirations, possibly on a trial basis until August 2008, or for a longer period in conjunction with an extension of the current contractual arrangement. This report makes no suggestions as to the possible source of any such funding.

Analysis

11. The petition is accompanied by a note, expressing the views that:
 - The basic acceptable requirement is for a bus service which will facilitate commuting to and from York every day of the week;
 - the bus service should be available at times of day which give reasonable access to York and its workplaces and amenities, and also gives value for money. In particular, the lack of bus services after 1700 hours is highlighted;
 - adults and teenagers would like to have public transport access to York City Centre, Designer Outlet, and Monks Cross (Shopping Centre and Swimming Pool), and
 - a bus service enabling access to York College should be considered a basic right for all villages paying taxes to City of York Council.
12. The author (of the petition) appears not to have realised that there is one journey into York before 0800 hours and one journey back after 1700 (Monday to Saturday). This provides some limited opportunities to access work in York and, by catching connecting services in York City Centre, to get to York College. However, the service timetable may appear to be complex and, in general terms, offers a very limited public transport service along the route. The service is a mix of wholly commercial journeys, journeys jointly subsidised by East Riding of Yorkshire and City of York Councils, journeys subsidised solely by East Riding of Yorkshire Council, and journeys wholly subsidised by City of York Council.

13. The petition itself has 312 signatories, the majority of whom have Elvington addresses, representing about 25% of the village population. Other signatories include staff and visitors at Elvington Air Museum and residents of neighbouring villages in the East Riding of Yorkshire. Respondents were asked to indicate when they might use a bus service. The results, which include some multiple choices, are summarised in the table below:

Anytime	Weekend	Saturday	Weekday	Evening	1 to 3 days a week	Occasionally
134	92	17	33	1	25	26

The "Occasionally" column includes 12 who specifically indicated School Holidays.

14. As outlined in paragraph 4 of this report, the current weekday timetable was created by seeking to provide as extensive a service as possible, using funding previously committed to the provision of other bus services for Elvington. No other funding was available within bus service support budgets and poor patronage levels on previously provided services made it difficult to argue for a re-allocation of funding to provide a more extensive service. Similarly, East Riding of Yorkshire Council was not in a position to commit additional funds to facilitate improvements to this bus service. As there had been limited success in growing bus patronage in Elvington, the current approach extends service improvements to a wider catchment area in an attempt to raise patronage to sustainable levels. Despite this, analysis of data supplied by East Yorkshire Motor Services for the most recent four week period available shows the Council subsidised weekday journeys carrying 4 passengers per bus hour, well below the guideline figure of 11 currently used to inform funding decisions. This amounts to 60 passengers a week at a subsidy per passenger of £5.48. A substantial increase in patronage, without a significant increase in resources allocated, would be needed for the approach to be judged successful. An average of 53 passengers a day used the Sunday 18A service in 2006/7, representing 7 passengers per bus hour and a subsidy per passenger of £0.65 per passenger for City of York Council and £2.50 per passenger for the two funding authorities combined.
15. Previous experience has shown that it can take an extended period of time to build up patronage on improved bus services, particularly where relatively small populations are served, there is little established tradition of bus service provision and use, and the improved service is still relatively infrequent. Any improvements made in these circumstances are therefore likely to need a long term commitment, of at least three years, to prove themselves.
16. Following the stakeholder meeting on 20 April 2007, Council officers are engaging with East Yorkshire Motor Services and East Riding of Yorkshire Council to explore whether or not there is scope to re-allocate existing resources to provide a more simplified Service 195 timetable, possibly routed via York University instead of Hull Road. If achievable, there will be time to monitor the initial affects before the current contract expires in August 2008.

Any improvements achieved in this way are, however, unlikely to go very far towards meeting the petitioners' aspirations.

17. The Council's Local Transport Plan 2006 to 2011 (LTP2) recognises the need to improve public transport in rural communities as a means of improving access for rural residents to the City's facilities. A range of possible solutions is set out in the Plan for consideration, but implementation largely depends upon appropriate funding for new initiatives being secured. During the Plan period, it is intended to review existing support for bus services to ensure that it is being spent appropriately in pursuit of the Council's accessibility objectives. Whether or not this will provide the opportunity to allocate additional resources to bus service provision in Elvington will be considered, as part of the process. Taking any prior action to further improve bus services in Elvington would be premature and would require additional funding to be made available.
18. The amount would depend on the scale and nature of any improvements. As a guide, however, the Council is currently spending £17,000 per annum to secure 14 journeys each week on the Service 195 timetable. These run outside peak hours, so are less expensive than journeys which might be required in the 0730 to 0930 and 1500 to 1800 periods on weekdays. Some journeys to partially address the petitioners aspirations, for example an 1815 hours departure from York, returning at 1850 hours may be achievable at modest cost (estimated at £7,500 p.a. for five days a week or £9,000 p.a. for six days a week), whilst the Council already subsidises a Friday and Saturday late evening departure to Fulford which, subject to agreement with the contractor, could be extended to Elvington for a modest supplementary payment. It may be possible to offset some of these costs by discontinuing daytime subsidised journeys, which are little used.

Corporate Priorities

19. Providing subsidised bus services, which would otherwise not exist, to supplement those services provided commercially by the private sector, contributes towards many of the Council's eight Corporate Aims, as set out in the Council Plan for 2006/7. In particular, they contribute towards the "Sustainable City" and "Inclusive City" strategic objectives in the Community Strategy and Improvement Priority IS2 (to increase the use of public and other environmentally friendly modes of transport) for the 2006 – 2009 period;. They also contribute towards achievement of the shared priorities (with Government) embodied in LTP2; to reduce congestion, improve safety, improve air quality, improve accessibility, and improve other aspects of quality of life.

Implications

20. **Financial;** Unless Members wish to allocate additional funding for improvements to bus services for Elvington, there are no Financial Implications arising from this report. Any modifications agreed to the existing

bus service will otherwise be guided by the need to contain spending within existing allocated budgets.

21. **Equalities;** Lack of a convenient public transport service disadvantages people who are dependent on such services for their mobility and access to various facilities available in the City. Failure to address this issue therefore has Equalities Implications.
22. **Transport;** Lack of a convenient and attractive public transport service leads predominantly to reliance on the private car to meet travel demands, with a consequent effect on traffic volumes. The volume of traffic originating in Elvington is not, however, considered, taken in isolation, to make a material difference to traffic congestion in and around the City.
23. There are no other implications arising from this report.

Risk Management

24. In compliance with the Council's Risk Management Strategy, the main risks that have been identified in this report are those which could lead to the inability to meet business objectives (Strategy) and those affecting the competitiveness of the service and its ability to deliver Best value (Competitive). Measured in terms of impact and likelihood, the risk score all risks has been assessed at less than 16. This means that ,at this point, the risks only need to be monitored as they do not provide a real threat to the achievement of the Council's policy objectives.

Recommendations

25. That the Advisory Panel advise the Executive Member for City Strategy that:
 - 1) The Director of City Strategy is directed to explore with East Riding of Yorkshire Council, East Yorkshire Motor Services, and other bus companies whether or not any potentially beneficial changes can be made to the existing bus service through Elvington at no additional cost to the Council.

Reasons: To seek a positive response to the petitioners' requests, which might improve patronage of the bus service, without incurring additional expenditure by the Council.
 - 2) The Director of City Strategy is directed to consider the need and feasibility for bus service improvements for Elvington when development work is undertaken to implement the Bus Strategy within the Council's Local Transport Plan.

Reasons: To ensure that the villagers' needs and aspirations are considered and assessed in conjunction with other desired improvements to the City's bus service network.

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Report Approved

Date 03/07/07

Specialist Implications Officer(s) *List information for all*

Financial

Equalities Report Author

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Transport Report Author

Wards Affected: Wheldrake

All

For further information please contact the author of the report

Background Papers:

Electronic Ticket Machine Data supplied by East Yorkshire Motor Services for contracted journeys on Service 195.

Electronic Ticket Machine Data supplied by Arriva Yorkshire North for contracted journeys on Connexions Service C2

Electronic Ticket Machine Data supplied by First York for bus services previously operated to and from Elvington

Passenger Survey Data collected by Council Officers on various bus services to or through Elvington

The Council's Local Transport Plan 2006 to 2011

Annexes

Annex A: Timetables for current Bus Services in Elvington

Annex B: Extract from the petition being considered in this report.

Annex A Elvington Bus Service Timetables
Bus Services in Elvington (6 June 2007)::
Timetables for Bus Services 195

Service 195,196 (York – Elvington – Melbourne – Pocklington)

Notes	NSat	Sat	Sat#	MWHF	Th#	Tue	MTh	Sat	MTh	MTTh	Sat#	NSat	Sat	SBH
Pocklington	0645	0705	-	-	-	-	0920	0935	-	-	-	-	-	-
Aughton	-	-	0905	-	0918	0918	-	-	-	-	1305	-	-	-
Melbourne	0718	0738	-	<i>0923</i>	-	-	0953	1008	-	-	-	-	-	-
Sutton on Derwent	0727	0747	0925	<i>0932</i>	0946	0946	1002	1017	-	-	1325	-	-	-
Newton upon Derwent	-	-	-	<i>0937</i>	-	0951	1007	1022	<i>1200</i>	<i>1300</i>	-	W	-	-
Elvington Air Museum	0730	0750	0932	<i>0944</i>	0953	0958	1014	1029	<i>1203</i>	<i>1303</i>	1332	1635	1635	1635
Osbalwick, Black Bull	0740	0800	0940	<i>0954</i>	1007	1008	1024	1039	<i>1213</i>	<i>1313</i>	1340	1642	1642	1642
York, Piccadilly	0755*	0810	0950	<i>1004</i>	1017	1018	1034	1049	<i>1223</i>	<i>1323</i>	1350	1650	1650	1650
York, War Memorial	-	0814	-	<i>1008</i>	-	1022	1038	1053	<i>1227</i>	<i>1327</i>	-	Stn	Stn	Stn
<i>Passengers surveyed</i>			19	6					nil	nil	7			
Notes	NSat	MWHF	Sat#	MTh	Tue	MTh	Th#	Sat	Sat#	NSat	Sat			
York, War Memorial	0900	<i>1015</i>	-	<i>1230</i>	1330	1330	-	1440	-	1715	1740			
York, Merchantgate	0907	<i>1022</i>	1130\$	<i>1237</i>	1337	1337	1330\$	1447	1600\$	1722	1747			
Osbalwick, Black Bull	0917	<i>1032</i>	1140	<i>1247</i>	1347	1347	1340	1457	1610	1732	1757			
Elvington Air Museum	0927	<i>1042</i>	1148	<i>1257</i>	1357	1357	1348	1507	1618	1742	1807			
Newton upon Derwent	-	<i>1049</i>	-	<i>1304</i>	1404	1404	-	1514	-	-	-			
Sutton on Derwent	0930	<i>1054</i>	1153	<i>1309</i>	1409	1409	1353	1519	1623	1745	1810			
Melbourne	0939	<i>1103</i>	-	<i>1318</i>	-	1418	-	1528	-	1754	1819			
Aughton	-	-	1215	-	1437	-	1415	-	1645	-	-			
Pocklington	1012	<i>1136</i>	-	<i>1351</i>	-	1451	-	1601	-	1827	1852			
<i>Passengers surveyed</i>		2	10	6					9					

Notes: **NSat** = Does not run on Saturdays

Tue = Runs on Tuesdays only

MTTh = Runs on Mondays, Tuesdays, and Thursdays only

= Journeys run by Thornes Motor Services. All others run by East Yorkshire Motor Services.

Journeys subsidised wholly by City of York Council shown in italic script.

W = Starts from Wilberfoss on Schooldays and calls at Elvington Primary School (Top Line Travel journey); Starts from Air Museum in School Holidays

SBH = Sunday & Bank Holiday Mondays only.

Stn = Continues to York Rail Station (Top Line Travel journeys – Saturday, Sundays & Bank Holiday ones run Easter to September only)

Sat = Runs on Saturdays only (shaded background also picks this out)

Th = Runs on Mondays and Thursdays only

***** = Terminates in Stonebow (not Piccadilly)

Th = runs on Thursdays only

MWHF = Runs on Mondays, Wednesdays, Thursdays and Fridays only

\$ = Starts from Ryedale Building in Piccadilly and does not stop in Merchantgate

Annex B Petition Details

ELVINGTON VILLAGE – GIVE US A DECENT BUS SERVICE

My daughter Lauren (Haynes) decided to start a petition within the village after speaking with other residents (300 + signatures) and coming to the conclusion that the services provided to the Village of Elvington are sadly lacking.

The basic requirements ACCEPTABLE for a bus service between Elvington / Wheldrake and York, should be one that enables the VILLAGE Residents, the ability to commute between the village and York EVERY day of the week.

The bus service should be available between Times of the day that give REASONABLE Access to the City of York and its Work Places & amenities and also give value for money.

DOES York close at 17:00hrs – It feels that way to most Villagers, Unless we DRIVE

Adults & Teenagers alike would like to have access to:-

DESIGNER OUTLET

MONKS CROSS – Shopping Centre & Swimming Pool

York City Centre

Another IMPORTANT concern also, is that the Students of Elvington & Wheldrake have a bus service in place that will enable them to attend YORK SIXTH FORM college. This should be considered a BASIC RIGHT for all VILLAGES paying TAXES to YORK CITY COUNCIL.

ELVINGTON VILLAGE – GIVE US A DECENT BUS SERVICE

Elvington / York Bus Service

The Bus Service currently provided is Totally ADHOC and unsuitable for MOST peoples practical USE

- 1) Workers ? No early morning Bus Tues (9:58am) / MWTF – 07:28 am.
Last Service YORK to Elvington 17:22pm – only 3 Days a Week
- 2) Latest Buses from Elvington to York - 12:01pm Mon & Thursday
13:01pm M,T,Thursday
13:30pm Sat
- 3) Latest Buses York to Elvington – 17:22pm M,T, Th
17:47pm Sat

Sunday Service - ALL Elvington AIR Museum – Approx 1 mile out of village.

This service should come into the centre of the village – ie ELDERLEY / PARENTS with Youngsters in Winter Conditions etc.

From the Bus Timetable it's obvious that if you actually get to York, getting back to Elvington is even trickier.

Please Support this in order to achieve a better public transport system for Evington!

Would you benefit from a bus service that runs from Evington to Monks-cross?

Do you find it difficult to get out of the village using public transport?	Name	Address	Day/s you're likely to use it
Yes	Gregory Thompson	4 Riverside Grove Evington	Friday, Saturday
Yes	James Pater	10 Riverside Grove Evington	Saturday / Sun
Yes	Keith Ke	11 Riverside Grove	Saturday / Sunday
Yes	J. Pater	12 Riverside Grove	any day
Yes	R. Jones	25 Riverside Grove	any day
Yes	J. Fozzell	28 Riverside Grove	any day
Yes	L. Ginn	32 Riverside Grove	any day
Yes	Sharon Whalley	13 Riverside Grove	all day weekends
Yes	J. Whalley	1 Riverside Grove	all days
Yes	C. Whalley	1 Riverside Grove	all days !!
Yes	C. Whalley	2 Riverside Grove	all days
Yes	the Whalleys	1 Riverside Grove	All family days
Yes	Louise Gladwin	1 Riverside Grove Evington	Sat / Sun
Yes	Maureen	2 Riverside Grove	"
"	T. Hill	Hillgrove	"
Yes	Sally Firth	24 Riverside Grove Evington	Sat & Friday
Yes	Ann Doherty	1 Riverside Grove	Sat. & Sunday
Yes	Eric Clapham	1 Riverside Grove	Sunday, Sat, Sun
Yes	 	4 Hillgrove	Sat + Friday
Yes	J. Hawthorn	1 Hillgrove	Wed, Thu, Sat
Yes	J. Camrose	1 Hillgrove	any day
Yes	H. K. L. L. L.	Riverside Grove	any day
Yes	V. Whalley	3 Riverside Grove	any day
Yes	O. Cooper	1 Riverside Grove	any day



**Executive Member for City Strategy and
Advisory Panel**

16 July 2007

Report of the Director of City Strategy

PETITION OBJECTING TO BUS SERVICE FARES**Summary**

1. To consider a petition presented by Councillor Potter to Full Council on 12 April 2007, objecting to recent fare rises on First York buses, and calling upon the Council to make more effort to resist future fare increases.

Background

2. The petition was prompted by First York's announcement of selective fare increases in January 2007. This followed previous significant fare increases in January 2006.
3. First York Ltd. is a private sector company that makes its own decisions on the bus services it offers to the public and the charges it makes to its customers for using the services offered. Park & Ride services, on which fares are governed by the terms of a contractual agreement between the Council and First York, are the only exception to this.
4. Between 2003 and 2007 First's schedule of fares changed, with increases varying widely, depending on the ticket purchased and the journey being made. A summary table of these changes is contained at Annex A. As an indication of some of the largest increases, the Adult Return fare has risen 55% and the Adult Day ticket by 59%, whilst the Retail Price Index has risen 10% and the Consumer Price Index has risen 8%. These figures are unlikely to accurately represent the overall increase in fares income achieved by the Company. As commercial businesses, bus companies need to recover cost increases from their customers in order to sustain their businesses, or seek other means of balancing costs and revenues.
5. The bus operators' representative body, the Confederation of Passenger Transport, has reported that bus company operating costs rose 7.7% in the year to 30 June 2004, 8.7% in the year to 30 June 2005 and 7.8% in the year to 30 June 2006, well ahead of published general inflation rates. Figures for the year to 30 June 2007 are not yet available.

6. Bus companies must set their fares and charges independently, as legislation designed to protect consumers from anti-competitive practices prohibits agreements between separate organisations to fix them. Under current legislation, the only mechanisms which provide local transport authorities with the opportunity to influence or set bus fares are:
 - The establishment of a Quality Contract, in accordance with the provisions of Sections 124 to 134 of the Transport Act 2000,
 - the establishment of a ticketing scheme, in accordance with the provisions of Sections 135 to 138 of the same Act of Parliament,
 - the use of their powers and duties to establish Concessionary Fares Schemes for tightly specified categories of bus users, and
 - setting of fares as part of the specification for subsidised bus services (but see paragraph 16 of this report for caveats),
7. The Government is currently consulting on a Draft Local Transport Bill, which it is proposing to put before Parliament as soon as possible. Amongst other things, this includes proposals to introduce a revised Competition Test, applicable to bus service operations. If enacted, this will enable Voluntary and Statutory Quality Bus Partnership Agreements to newly include agreements on maximum fares. Such agreement would still be constrained by the overall requirement for the costs of service provision to be adequately funded.
8. Local authorities have no general powers permitting the payment of subsidies with the express purpose of reducing bus fares.

Consultation

9. First York Ltd does not have an obligation to consult any person or body outside its organisation on these matters. As a matter of courtesy, and to fulfil an undertaking given as part of a Voluntary Quality Bus Partnership with the Council, the company usually gives the Council brief advance notice of its intention to change its prices. This has led to the Council expressing concerns about particular proposed increases to the Company on several occasions, and these have occasionally led to the Company modifying its plans. The introduction of a Family Ticket is one example of the Council's influence on First York's fare pricing structure.
10. The Council has also worked in partnership with First York, and other bus companies providing services in the City, to extend the availability of child fares to young people in the 14 to 16 age range, in conjunction with "YOzone" proof of age cards issued by the Council. Recently, First York has agreed to reduce its Child Single fare significantly in conjunction with the Council's re-launch of "YOzone", which is now combined with discounts at Council sports facilities and libraries and selected commercial businesses in the City. Some other companies have also reduced their child fares, either in York, or more

widely, in conjunction with “Yozone”. Talks are continuing, with a view to extension of discounted travel to young people in the 16 to 18 age range.

Options & Analysis

11. The petition has 99 signatories, all of whom live in the Heslington area of the City.
12. As explained in paragraph 6 of this report, local authorities have little direct influence on bus service fares and the extent of permitted involvement is constrained by legislation.
13. The cost of providing bus services, including a reasonable return on capital invested, has to be met. This is achieved through a combination of fares paid by passengers, reimbursements paid to operator’s for participation in Concessionary Fares Schemes, Bus Service Operator’s Grant (formerly Fuel Duty Rebate) paid by central government, other income (e.g. advertising revenues), and subsidies paid by Council’s to support specific bus services which bus companies would not otherwise be willing to run, due to them not generating sufficient income to meet their costs for running them on a ‘commercial’ basis.
14. Bus companies use their professional judgement and experience to set fares which, in their view, will yield the necessary income to sustain their businesses. First York Ltd. has adopted a policy of modernising ticketing by seeking to minimise and simplify on board cash transactions. The range of cash fares available has been reduced, and discounts are available for an expanded range of pre-purchased tickets to encourage their greater use. Recent increases have thus been concentrated on “turn up and go” fares rather than on pre-purchased fares. Pre-purchase can now be done at ‘PayPoint’ outlets in the city as well as directly from the Company, improving convenience for the customer both in terms of ready access to payment outlets and in terms of opportunities to pay by credit or debit card. The Company is developing for the future other pre-payment options through “Cityspace” terminals in public places and through mobile telephone transactions.
15. On board cash transactions are comparatively inefficient and insecure. The time taken by them, and variations in that time, contribute to variable overall journey times and reduce the attractiveness of bus services to some potential customers. Increasing the proportion of pre-purchased travel is viewed by the Company as a key part of its strategy to maintain growth in bus patronage. The Council’s Bus Strategy (which forms part of the Local Transport Plan 2006-2011 (LTP2)) commits the Council to work in partnership with operators to develop pay-before-you-board ticketing. It is intended that this will include investigating the potential for a network ticket, which may be made possible through the ability to accurately distribute revenue between operators, based on reliably accurate and detailed electronic data capture and analysis. It should be noted that such a ticket is likely to be more expensive than equivalent tickets confined to the services of one operator.

16. Since 2001, First York has, in partnership with the Council, achieved substantial increases in use of its services. The associated increase in fares income will have helped to reduce pressure to increase fares in order to meet rising costs. Further progress in increasing bus service patronage should have the same effect. The most useful way in which the Council could assist bus companies in this endeavour is by managing the highway network in a way which minimises the effect of traffic delays on bus journey times and their variability. Funding for this would be through the Local Transport Plan process.
17. The Council can set the fares on services which it subsidises but not those that are run commercially. However, "The Bus Tendering Good Practice Guide", published by government, states the following:

"Authorities should seek to ensure when supplementing the commercial network with supported services that proposals would not adversely affect the commercial network. In terms of good practice local authorities should generally seek to ensure that fares charged are consistent with fares on commercial services within the area in which the new service operates."
18. The same Good Practice Guide recognises that authorities may wish, as part of wider objectives, such as regeneration and/or social inclusion agendas, to set bus fares on subsidised services at a lower level. Such a decision would be subject to a Competition Test to determine whether the benefits outweighed any adverse effects on competition. It must be remembered also that, by definition, subsidised services do not generate sufficient fares income to cover their costs of provision. Setting lower fares could therefore increase the amount of subsidy required to support the services, unless sufficient additional passengers are carried at the lower fares to compensate for the reductions.
19. Fares are only one element of the public transport offer, and other elements may be of equal or greater importance. The importance of consistent and attractive journey times has been referred to above. Additional services, improved frequency of services, more investment in information services, and promotion of the City's public transport services are also important. All these issues were identified as aspects of service provision which are important influences on customer choice, in market research carried out during preparation of the Council's LTP2.

Corporate Priorities

20. The City's public transport services contribute towards many of the Council's eight Corporate Aims, as set out in the Council Plan for 2006/7. In particular, they contribute towards the "Sustainable City" and "Inclusive City" strategic objectives in the Community Strategy and Improvement Priority IS2 (to increase the use of public and other environmentally friendly modes of transport) for the 2006 – 2009 period;. They also contribute towards achievement of the shared priorities (with Government) embodied in LTP2; to

reduce congestion, improve safety, improve air quality, improve accessibility, and improve other aspects of quality of life.

Implications

21. **Financial** - There are no financial implications for the Council provided no action is proposed to change any current bus fares. Financial implications could, however be considerable if either a Concessionary Travel Scheme for young people or a Quality Contract for provision of bus services in the City was pursued. These may be offset if new 'balancing' income streams can be secured. There would be financial implications as well if an integrated ticketing scheme was introduced and subsidy was required to make the price to customers attractive. The sums involved in this situation are, however, likely to be more modest than for the Concessionary Travel Scheme or the Quality Contract .
22. **Human Resources (HR)** - There are no human resource implications for the Council provided no new action by the Council is proposed. A Concessionary Travel Scheme for young people and an integrated ticketing scheme would both require a staff time commitment to introduce them and bring with them a continuing requirement to administer the Schemes. Development of a Quality Contract proposal would be a substantial project, requiring additional resources or diversion of staff from other priorities. A successful application would bring with it a continuing monitoring and management commitment.
23. **Legal** - There are no legal implications provided any action proposed by the Council is done in accordance with the relevant Acts of Parliament and Statutory Regulations.
24. **Information Technology (IT)** - There are no new information technology implications, unless ticketing schemes are introduced which rely on processing of electronic data provided by bus companies.
25. **Other** – There are no other implications.

Risk Management

26. This report has been published in response to a petition presented at Full Council. There are no issues relating to risk management to report, as no changes to current practices are being recommended.

Recommendations

That the Advisory Panel advise the Executive Member for City Strategy that:

27. In line with constitutional requirements to report back from Council, it is recommended that the content of this report is noted. In particular, the Council's success in persuading First York to introduce a discounted Family Ticket and to reverse the 100% increase in Child Single fares introduced in January 2006, should be noted.

Reason: Whilst the rate at which the cost of using bus services is a cause for concern, it is recognised that the Council's ability to influence this is both severely limited and constrained.

28. It is also recommended that the Council continues to have constructive dialogue with First York Ltd. about the fares being charged, with the aim of encouraging the Company to moderate increases as much as possible.

Reason: To ensure that the Company appreciates the Council's concerns and is persuaded to take them into consideration when reviewing charges for the use of its services.

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Bill Woolley
Director of City Strategy

Report Approved **Date** 03/07/07

Specialist Implications Officer : Report Author

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

For further information please contact the author of the report

Background Papers:

Monitoring Local Bus Service Tenders in England; Bus Tendering Good Practice Guide (W S Atkins for Department for Transport – January 2005)
Correspondence from First York Ltd, advising details of proposed fares revisions (April 2004 to January 2006) and current fares on First York internet site.
News item in "Transit" magazine for 13 October 2006
The Council's Local Transport Plan for 2006 to 2011
Transport Act 2000
Competition Act 1998
Draft Local Transport Bill 2007

Annexes

Annex A: Changes in First York Bus Fares 2004 to 2007

Changes in First York Bus Fares 2004 to 2006

<i>February 2003</i>	<i>Apr 2004</i>	<i>Jan 2005</i>	<i>July 2005</i>	<i>Jan 2006</i>	<i>Jan 2007</i>
50p. Single	50p.	50p.	60p.	£1.00	£1.10
80p. Single	85p.	90p.	£1.00	£1.00	£1.10
£1.00 Single	£1.05	£1.10	£1.20	£1.50	£1.60
£1.20 Single	£1.25	£1.30	£1.40	£1.50	£1.60
£1.40 Single	£1.45	£1.50	£1.60	£1.50	£1.60
£1.70 Single	£1.75	£1.80	£1.90	£2.00	£2.20
£1.90 Single	£1.90	£2.00	£2.10	£2.00	£2.20
£1.50 Return	£1.60	£1.70	£1.90	N/A	N/A
£1.80 Return	£1.90	£2.00	£2.20	£2.50	£2.80
N/A	N/A	N/A	£2.30 Return	£2.50	£2.80
Child – half adult	50p.*	50p.*	60p.*	£1.00*	£0.50*(A)
N/A	N/A	N/A	N/A	£1.50* Child return	£1.50* Child return
£2.20 Day	£2.20	£2.30	£2.50	£3.00	£3.50
£1.00 Day (child)	£1.00*	£1.00*	£1.20*	£2.00*	£2.00*
£10.50 Week	£10.50	£11.00	£11.00	£12.00	£13.00
£40.00 Month	£40.00	£40.00	£40.00	N/A	N/A
N/A	N/A	N/A	N/A	£40.00 4 week	£44.00 4 week
N/A	N/A	N/A	N/A	£10.00 Student 10 journey	£11.00 Student 10 journey
N/A	N/A	N/A	N/A	£13.00 10 journey	£13.00 10 journey
N/A	N/A	N/A	£5.50 Child Week	£8.00 Child Week	£8.00 Child Week
N/A	N/A	N/A	£20.00 Child Month	£30.00 Child 4 week	£30.00 Child 4 week
N/A	N/A	N/A	N/A	£6 Family	£7 Family

* : Not available after 2130 hours to children unaccompanied by an adult.

A: Reduced from £1.00 on 26 February 2007, in conjunction with Council re-launch of “Yozone” Proof of Age Card for teenagers. Children aged 11 –14 still pay £1.00 Single, £1.50 Return with no Yozone Card.

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Meeting of the Executive Member for City Strategy and Advisory Panel

16th July 2007

Report of the Director of City Strategy

SECURE CYCLE PARKING

Summary

1. This report informs the Advisory Panel of the current situation regarding the provision of cycle parking both in the city centre and elsewhere in the authority area. It also suggests potential improvements which can be made to improve both the level of security and the level of provision.

Background

2. York has one of the highest instances of cycle theft in the UK per head of population, 1414 cycles were stolen in 2006/07 across the authority area (this figure includes those stolen from privately owned properties). However, this should be viewed against a backdrop of York having a much higher than average percentage of the population who actively cycle (in the 2001 census 12% of the working population cycled to work compared to the national average of 2.8% and in the 2007 school travel survey almost 7% of children cycled to school compared to the national average of less than 2%). York also has a significant amount of formal cycle parking with over 1300 secure cycle parking spaces being available in the city centre, over 2000 spaces at the city's schools and well over a thousand spaces in total at workplaces.

City Centre Cycle Parking Trends

3. Cycle parking in the city centre area is monitored on a fortnightly basis. As part of this monitoring the numbers of cycles parked against racks and in well-known locations where informal parking takes place are logged to give an ongoing picture of cycle use in the city centre. No monitoring currently takes place of the use of cycle parking outside the city centre due to the large numbers of sites and lack of resources to fund such monitoring.
4. For the purposes of this report the city centre has been defined as the area within, or on the immediate periphery of, the inner ring road and includes York Station.

5. Levels of cycling in the city have varied over the past five years, rising slightly in the peak hours but dropping slightly over the whole of the daylight period. Despite this, the total number of cycles parked in the city centre has risen over the past five years but dropped slightly in the central Footstreets area. These drop in the Footstreets parking could be due to several factors including the fear of theft or changing patterns of employment or shopping venue. It may also reflect the fact that new cycle parking was installed at several sites outside the Footstreets area in 2003 and 2004. This additional cycle parking may be located in more convenient sites for some users or may have created extra capacity where sites were otherwise full, thus attracting cyclists away from the Footstreets area.
6. Cycles parked at the station have risen gradually since 2003 having remained fairly static in previous years. This is most probably due to the installation of additional cycle racks by GNER to create extra capacity and the upgrading of CCTV coverage of the area.
7. Annex A shows a chart of the above trends and Annex B contains a table showing the actual figures from cycle parking surveys from 2000-2006.

Review of current provision

City Centre

8. An audit of the current provision was undertaken in August 2006 and repeated in January 2007. The audit assessed the amount of parking available, the type, the condition, levels of pedestrian footfall in the vicinity, CCTV coverage and the level of streetlighting in the area. The results of this audit are attached as Annex C.
9. In summary, there are 1326 official cycle parking spaces in the city centre with 370 of these located at the station. There are many more unofficial areas where cycles are regularly locked to street furniture. Just over 94% of the cycle parking is in the form of Sheffield stands (see Annex D for types of cycle parking used in the city centre). Most of the racks are still in reasonable condition. However, in some cases the protective coating has come away from the racks and they are starting to rust. Some of the sites are not in areas where there are high levels of footfall and, therefore, do not benefit from indirect surveillance by the general public. Many of the sites are also not covered by CCTV, probably due to the cycle racks being installed before the CCTV network had been fully developed and the fact that the system is mainly used for network management and public order purposes. Most of the sites are in areas that are covered by streetlighting with the exception of a couple of sites where the level of lighting could be improved.

Areas Outside the City Centre

10. Traditionally cycle parking tended to be provided on a reactive basis in areas outside the city centre, however, this is now being addressed on a more proactive basis with obvious attractors of cycling trips being targeted. The types of sites being addressed include schools, leisure facilities, shops, healthcare sites, transport interchanges and

employment sites (the latter being addressed through the development control process or through business travel plans).

11. In 2007/08 it is proposed to introduce cycle parking in the above targeted manner in two of York's peripheral villages (Poppleton and Strensall) and to roll this out to further villages and areas in future years.
12. An audit of existing publicly available cycle parking outside the city centre will also be undertaken on an area by area basis to identify the quantity and quality of existing infrastructure. In parallel with this new potential sites for cycle parking will be identified through consultation with local ward committees, parish councils and cycling groups. This information will then be used to shape the future cycle parking aspects of the LTP capital programme.

Cycle Theft Task Group

13. Levels of cycle theft have not significantly reduced in the past few years and have, therefore, been identified by North Yorkshire Police as an area of concern. As a result of this, a Cycle Theft Task Group was formed in February 2006, this comprised officers from the police, the Safer York Partnership, Community Watch and the council. This task group's remit is to identify measures that can be implemented to reduce the numbers of bike thefts throughout the area.
14. The task group has drawn up an action plan, aimed at reducing levels of cycle theft across the city as a whole, which it is currently working through. Several initiatives are already being implemented from this plan. The major initiative has concentrated on making cycles less attractive to potential thieves by fitting them with electronic tags. Home Office funding was obtained to buy several thousand tags and sponsorship was also negotiated with employers who have taken part in the scheme. Up to now tags have been fitted free of charge to the public. The mobile police office has been made available for tagging events together with both police officers and Police Community Support Officers. Members of the task group have also assisted by organising events and with form filling. So far, 43 events have taken place and 4636 cycles have been tagged. Since the start of this initiative only 22 tagged cycles have been reported as stolen to the tag manufacturers (who maintain a database of the owners' details). Of these, 7 were subsequently recovered leading to 6 arrests being made. The cycle theft task group is currently undertaking a further assessment of the impact of this initiative.
15. Two mobile CCTV cameras have been purchased on the group's behalf for deployment at suitable sites identified in the city centre as hot-spots for bike thefts. These should act as both a deterrent and also assist in the efforts to catch cycle thieves. North Yorkshire Police believe that a large proportion of the city centre cycle thefts are undertaken by a small group of repeat offenders and that if these people can be apprehended and punished then thefts may decrease significantly.
16. As mentioned earlier, 1414 cycles were reported stolen in 2006/07 in the York area (this figure includes areas outside the city centre and also thefts from private properties). This represented a slight reduction from

the 1457 cycles which were reported stolen in 2005/06. This has been achieved by concerted efforts from the Cycle Theft Task Group to address the issue by tagging cycles; proactive policing to target known offenders and random stop-and-scan operations. Although this is a reduction it is not of the order which had been predicted therefore new avenues will be explored to further reduce thefts including partnership working with local cycle retailers.

17. The Guildhall and Micklegate wards have, by far, the highest levels of reported cycle thefts and as the city centre area is mostly contained within these two wards it has been targeted as the area that needs to be addressed as a priority. Acomb ward has also been identified as needing to be addressed as it has the highest concentration of cycle thefts outside the city centre.
18. Several hot-spots have been identified by North Yorkshire Police and these will be addressed as a matter of urgency. The sites with the worst records are St Andrewgate, Blake Street, Davygate and Parliament Street in the city centre, and Front Street in Acomb. The characteristics of these sites are as follows:
 - St Andrewgate has a large number of cycle racks but is not covered by CCTV. Despite being very close to the busy King's Square area it has fairly low levels of footfall immediately past it and does not benefit by being overlooked by adjacent properties.
 - Blake Street, does have high levels of footfall past it at most times of the day, but is probably targeted by thieves because of the easy escape routes available as it is on the edge of the Footstreets zone at a major junction, it is also not currently covered by CCTV.
 - Davygate is a hot-spot despite having very high levels of footfall. All three sets of cycle racks on the street are within the areas covered by at least one CCTV camera and they are within the Footstreets area with no easy escape route. Adjacent shops and cafes also overlook them.
 - Similar to Davygate, Parliament Street has one of the highest footfalls of any street in the Footstreets zone. The cycle parking is also located close to seating and overlooked by shops. Although there are CCTV cameras at either end of Parliament Street the cycle parking is barely visible due to trees and toilet buildings obscuring the view of the camera.
 - Front Street has many small clusters of "Sheffield" stands serving the shops and facilities along its length. It has high levels of footfall but currently has no CCTV coverage. However, the majority of the racks are overlooked by the shops which they front.
19. It should be pointed out that the first four locations above are the largest clusters of cycle parking spaces in the city centre and that Front Street is the largest concentration of cycle racks outside the city centre. This in itself makes them more attractive targets for potential thieves. Some of

the reported thefts at these locations were also of cycles that were not locked to formal cycle parking but merely left outside shops.

The Issues to be Addressed

20. There are many factors influencing people's decisions as to whether or not they should use their cycle for their journey. One of the most important of these is the security of the cycle at the final destination. This is especially important for long stay cycle parking. Factors affecting the level of security range from:
 - The type of cycle parking
 - Are there either formal good quality racks to lock a cycle to, or informal provision such as street furniture?
 - Is the cycle parking sheltered?
 - The surveillance of the location
 - Is it in an area covered by CCTV?
 - Is it in an area with high footfalls, and therefore indirect surveillance?
 - The convenience of the location for the user
 - How close is the parking to the destination?
 - The ease of use
 - Are the racks adequately spaced to accept a range of cycles?
 - Are they suitable to enable the cycle to be locked at several key points such as the frame and both wheels?
 - Is the parking well signed?
 - Safety for the user
 - Is the area well lit and not hidden away?
 - Is the area away from road safety hazards such as dangerous junctions or does it need busy roads to be crossed to access it?
 - The type of user
 - Is the user working in the city centre and will therefore require long stay cycle parking or are they visiting or shopping in which case they may only require short stay parking?
21. York city centre is a fairly compact area and has very high levels of pedestrian use by shoppers, commuters and visitors throughout the day and night. Given the layout of the city centre with its fairly narrow streets and the fact that many vehicles require access to service retail, entertainment and licensed premises outside the Footstreets hours space tends to be at a premium. Finding suitable areas to install cycle parking where there is an identifiable need (usually demonstrated by cycles being locked to street furniture), which would be attractive and secure (due to large numbers of people passing by, being within the range of CCTV cameras and in well-lit areas) is proving more difficult as time passes due to most of the obvious sites already having been provided. Demand for cycle parking remains high evidenced by many of the existing sites operating at capacity throughout most of the day. Some suitable sites have been identified but are on privately owned land and it

has therefore proven extremely difficult to negotiate the necessary permissions to install cycle parking (e.g. in the vicinity of City Screen).

22. More recently, the problem of competition for space within the city centre has emerged, especially on Parliament Street where many festivals, markets and events take place throughout the year which have an influence on the space available for cycle parking. Furthermore, the city centre partnership has indicated that if the cycle racks on Parliament Street could be located elsewhere in the city centre it would free up additional space to better accommodate festivals and other events. This would obviously be to the detriment of cyclists who currently choose to park their cycles on Parliament Street for many of the reasons in the paragraphs on the previous page, and who, if the parking were moved to a less convenient or less attractive location, may then choose not to use their cycle to get to the city centre.
23. The latest revision of the Cycling Strategy has, as one of its policies a recommendation to explore whether a secure, covered cycle park could be provided as close to the city centre as possible to cater for long stay cycle parking. Whilst this has the potential to reduce levels of theft by providing secure, weatherproof storage in a staffed facility, there are very few suitable sites available both in terms of location, size and cost.
24. Another problem which has been identified is one of cyclists either not locking their cycle properly or not at all. This tends to be a particular problem when cycles are left outside premises whilst the cyclist goes inside especially when they think they will only be away for a couple of minutes and therefore don't bother locking their cycle. Similarly, there is also a tendency to only lock one part of the cycle to the stand or piece of street furniture giving thieves the opportunity to steal parts of the cycle which are easily removable such as quick-release wheels or saddles.

Consultation

25. Comments have been received as follows;

Consultee	Comments
Cllr. Janet Looker	Would be tempted to use a secure cycle park for trips other than those which involved shopping where the nearest racks would be used out of convenience. Also feels there is a need for more racks at the end of Petergate by the Minster. Welcomes the report and looks forward to progress.
Cllr. Sandy Fraser	Points out that care needs to be taken when looking at further secure cycle park sites not to undermine the viability of the Lendal Sub-Station scheme.

York Cycle Campaign	<ul style="list-style-type: none"> • Clear standards for the installation of racks needed • Cycle racks needed at City Screen, Marygate, Racecourse, Station, Micklegate, Bishopthorpe Road shops, St Leonard's Place, Coney Street, Ousegate and Piccadilly • Replace old racks on Piccadilly and Merchantgate with new ones • Signs needed letting cyclists know which racks are covered by CCTV • Would rather money was spent on more racks and encouraging businesses to cater for cyclists than on one large secure city centre cycle park • Leaflet outlining importance of good quality cycle locks would be useful • Nothing wrong with Sheffield stands • Need to remove abandoned cycles from the Station's cycle racks • Vandalism of cycles, especially at night, needs to be addressed
Cyclists' Touring Club	Need to include employee and visitor cycle parking at offices and retail sites and investigate what can be achieved at these and new developments on top of the issues discussed in the report

Proposals/Options

Cycle Parking Locations

City Centre

26. A study of the positioning of city centre cycle racks, taking into account all the factors affecting levels of theft and the levels of usage, is currently being undertaken and will most probably propose the relocation of some of the existing city centre parking areas where problems have been identified if those areas cannot be made more secure by other means. It is proposed that all wheel-gripping cycle racks be replaced with racks which offer support for the whole cycle and which also offer more positions through which to lock the cycle (such as Sheffield stands), see Annex D for examples of these types of rack. If cycle racks are moved as a result of the review, the opportunity to provide space for non-standard cycles (such as tandems, trailer-bikes, tricycles, tag-alongs and children's cycles) will be taken. Any new locations will also provide for these types of cycle in addition to standard cycles.
27. The "Sheffield" stand has been the preferred cycle rack for the council for many years, however, cycle rack design has moved on and new types of

rack are emerging which claim to offer a higher level of security to cyclists. It is proposed to undertake a six month trial with several of these new designs of cycle rack around the city centre (where they can be easily monitored in conjunction with the police) with the aim of identifying whether the council should continue with its current preference for Sheffield stands or should instead be promoting an alternative design. Factors such as levels of subsequent use, numbers of cycles stolen and user-friendliness will be taken into account when making this decision.

Outside the City Centre

28. An audit of existing publicly available cycle parking will be undertaken on an area by area basis to identify unsuitable facilities for removal or replacement. This will be done in tandem with identification of new sites as discussed earlier in paragraph 12. As above these new sites will cater where appropriate for non-standard cycles.

CCTV Coverage

29. As stated earlier in paragraph 9 the current CCTV network was developed with network management and maintaining public order in mind and as such does not cover many of the cycle parking areas. A review of CCTV provision in York is currently underway and it is recommended that cycle parking is considered during this process and that if more CCTV camera sites are required that cycle parking areas not currently covered be given due consideration. It is also recommended that the policies relating to the monitoring of the CCTV camera network should state specifically that cycle parking should be monitored on a regular basis to act as both a deterrent and to increase the probability of cycle thieves being caught.

Secure Cycle Parks

30. The council's Executive have recently decided to lease the former Lendal Sub-Station to BikeRescue, a York-based Community Interest Company, for them to convert to a secure cycle park provided they can attract sufficient grant funding to do so. This decision followed a feasibility study which reported that it was possible for the building to accommodate such a facility, but that significant work would be required to undertake such a conversion. The building has the potential to accommodate up to 100 cycles but the final figure will be dependent upon the other ancillary uses. BikeRescue propose to charge users £1 per day to park their cycle in the building and also propose to offer other services such as cycle hire, cycle repair, cycle sales and left-luggage facilities.
31. Other potential sites are also being investigated for secure cycle parks which, if feasible, would operate on a similar principal to York's Park & Ride service where sites would be located at key approaches to the city centre near junctions of radial routes and the edge of the Footstreets zone.
32. Some sites which are currently under investigation are the disused access tunnel which runs between the front of Piccadilly Car Park and the rear of Castle Car Park, an area on the ground floor of the Piccadilly

car park between the circulatory ramps and in some of the council's city centre car parks as shown in Annex E.

33. Some very rough feasibility work was undertaken on the tunnel and Piccadilly car park sites which came to the conclusion that they may be suitable for an unstaffed facility but that further feasibility work would be required on issues such as how the scheme would be administered and how any personal security issues could be addressed. The Cycle Theft Task Group's advice is being sought as to how best to address these issues. If a secure cycle park was located on either of these sites it would need to take into account any future development of the Coppergate Centre and Piccadilly area and as such may result in a temporary facility being provided until such a point as a more permanent facility could be secured (possibly as an integral part of any future development).
34. If any of the above sites came to fruition they would most probably comprise a caged area with a roof and a locked door at either end for which users would pay for a key or smartcard. The charge would probably be slightly lower than that proposed for the Lendal Sub-station cycle park as the facility would be unstaffed, however, this will be addressed further down the line. The compounds would need to be lit and have their own CCTV coverage to further improve the level of security.

Awareness Campaigns

35. One of the campaigns being rolled out by the cycle theft task group is designed to raise awareness of cycle security and to encourage people to invest in a good lock, to know which parts of their cycle need to be locked and to deter theft by having their cycle tagged, this will come under the banner of "Lock it or Lose it!". The group are in the process of bringing as many of the local independent cycle retailers on board to take the cycle tagging initiative to the next level of fitting tags at the point of sale and retrofitting to older cycles and also to promote good quality cycle security devices. An initial meeting with some of the retailers had a very positive outcome and it is hoped that the remainder of the York retailers will sign up to the scheme. A partnership approach by the council, the police, the local colleges / universities and the retailers is seen as the best solution to tackling cycle theft across the city and it is hoped that future co-ordinated campaigns and events will raise cyclists' awareness and act as a deterrent to potential cycle thieves.

Analysis

36. Relocation of cycle racks around the city centre to sites which are more suitable and more secure may be unpopular with cyclists if they perceive the new sites to be further away from their destination or not in an area where they have traditionally left their cycles, however, this will be balanced by better levels of security which may also encourage non-cyclists to start cycling to the city centre if their perception is that the new locations are better. It may be possible to provide smaller groups of cycle racks but at more locations to ensure there is no net loss of overall

spaces and to give more choice to cyclists. This could also reduce the visual intrusiveness of large blocks of cycle racks given the sensitivity of the city centre from an urban design perspective. If reasonable alternative sites can be found to those on Parliament Street this will help reduce the conflict between people visiting the market stalls and people trying to park or remove their cycles.

37. A review of the Footstreets pedestrian priority zone is to be undertaken in the 2007/08 financial year, this will cover many issues and cycle parking and cycle access will be assessed as part of this study.
38. Improvements to the CCTV coverage of cycle parking areas will improve the perceived security of those sites therefore making them more attractive to current and potential users. Better CCTV coverage also increases the deterrent factor for potential thieves and improves the chances of them being caught. The flexibility of having a camera that can be deployed wherever it is needed will further improve the likelihood of thieves being caught.
39. If one or more secure cycle parks were available in or close to the city centre this should be attractive to long stay cycle parking provided the charges are set at a reasonable tariff. If some existing long stay parkers were to use this service this would also have the added benefit of freeing up racks elsewhere in the city centre for short stay use. Short stay cycle parking tends to be more secure due to the higher turnover of spaces thus increasing the activity in the area and making them less attractive to thieves due to the risk of being disturbed. Cycle parks also have the potential to attract cyclists who otherwise wouldn't cycle to the city centre because they do not want to leave their cycle on street in all weathers because of its value.
40. Awareness campaigns have the potential to reduce levels of theft by actively promoting the registering of cycles that will not only enable recovered cycles to be returned to their owners but will also act as a deterrent to thieves if they know a cycle is tagged or marked in some way that cannot be removed easily. The promotion of better locks and security devices and advice on how best to lock a cycle should also help reduce levels of theft by making cycles harder to steal in the first place.

Corporate Priorities

41. The scheme, if successful, would contribute to the following Corporate Priorities:
 - Increase the use of public and other environmentally friendly modes of transport.
The proposals will make cycling into the city centre more attractive for current and potential cyclists and have the potential to increase levels of cycling. Cycle parking which is suitable for any type of cycle will also appeal to users of non-standard cycles who may not use the city centre because their cycle won't fit on any existing cycle racks

- Improve the actual and perceived condition and appearance of the city's streets, housing estates and publicly accessible spaces.
If new racks were to be installed in new sites the potential for using more attractive racks or smaller, less visually-intrusive blocks of cycle racks at more locations could enhance the appearance of the city centre.
- Reduce the actual and perceived impact of violent, aggressive and nuisance behaviour on people in York.
Any reduction in the levels of crime in the city centre will make it more attractive for all types of user both in the daytime and, more significantly, in the evening when there are very few cycles parked in the city centre.
- Improve the health and lifestyles of the people who live in York, in particular among groups whose levels of health are the poorest.
The scheme will encourage more people to cycle with the added benefits of improved health. Cycling is also an ideal mode of transport for people on low-incomes whose health may be poorer.
- Improve our focus on the needs of customers and residents in designing and providing services.
These proposals would help cater for all types of cycles giving non-standard cycle-owners more options. They also give long stay cycle parkers another option that may be more attractive than the existing arrangements.
- Improve the way the Council and its partners work together to deliver better services for the people who live in York.
The potential cycle park, if it is commercially viable, at the former Lendal Sub Station will have been achieved by partnership working between the public and private sectors.

42. Local Transport Plan (LTP): The scheme would contribute to several of the aims of the recently submitted LTP, namely:
- To reduce the need to travel, especially by car, and encourage essential journeys to be undertaken by more sustainable modes;
 - To improve economic performance in a sustainable manner;
 - To reduce the levels of actual and perceived safety problems;
 - To enhance opportunities for all community members, including disadvantaged groups, to play an active part in society;
 - To improve the health of those who live or work in, or visit, York;
 - To reduce the impact of traffic and travel on the environment, including air quality, noise and the use of non-renewable resources.

Implications

43. This report has the following implications:

- **Financial** - This report has implications for the allocation of the LTP capital programme. The potential costs of each aspect of the proposals will be assessed as part of the capital programme scheme prioritisation process. It is estimated that the cost of undertaking all the measures in the report could be in the region of £200,000 to £300,000 if all the cycle park sites are found to be suitable, however, this spending would be spread across the whole of the LTP2 period and possibly beyond to reduce the impact on the remainder of the capital programme.
- **Human Resources (HR)** – there are no HR implications for the council
- **Equalities** - Appropriately designed and well placed cycle racks need to be provided in order to prevent cyclists locking their bikes to street furniture. This can cause obstructions to disabled people, such as wheelchair users, and increases the number of objects visually impaired people have to negotiate their way around. Positioning of new facilities should also bear these issues in mind.

Disabled people who cycle may also need non-standard racks to store tricycles for example, if they aren't able to ride standard two-wheel cycles. Storage facilities that allow for bikes with trailers, attached child bikes or indeed separate child cycles will help and encourage parents and children to cycle in and around the city.

Any enclosed cycle-storage facilities would need to be accessible for disabled people, for example height of locks, width of doors, gradient of ramp (if present) and so on.
- **Legal** – There are no legal implications
- **Crime and Disorder** – Tackling cycle theft is a priority for SYP. In relation to cycle theft we are 15th in the top 15 worst performing Crime and Disorder Reduction Partnerships (CDRPs) within our most similar family in respect of levels of cycle theft. We would fully support the proposals in the report and are keen to ensure that secure cycle parking alongside a range of innovative multi-agency measures to reduce cycle theft is implemented as a community safety priority.
- **Information Technology (IT)** – there are no IT implications
- **Property** – No comments.
- **Sustainability** – No comments
- **Other** - None

Risk Management

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

Recommendations

46. That the Advisory Panel advise the Executive Member for City Strategy to:
 - i. Endorse the proposals discussed in paragraphs 26 to 35 and ask officers to investigate these in conjunction with other city centre schemes such as the review of the Footstreets Pedestrian Priority Zone and the City Centre Events Review;
Reason : To enable an holistic solution to be achieved that will not only benefit cyclists but also help other users of the city centre.
 - ii. Recommend that officers bring a further report back to the panel in late Autumn 2007 at which point the results of the survey work will be known and specific sites identified as requiring action.
Reason : To keep members apprised of specific measures proposed and at which sites

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

Report Approved

Date 03/07/07

Wards Affected: Mainly Guildhall, Micklegate, Acomb

All

For further information please contact the author of the report

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City Strategy

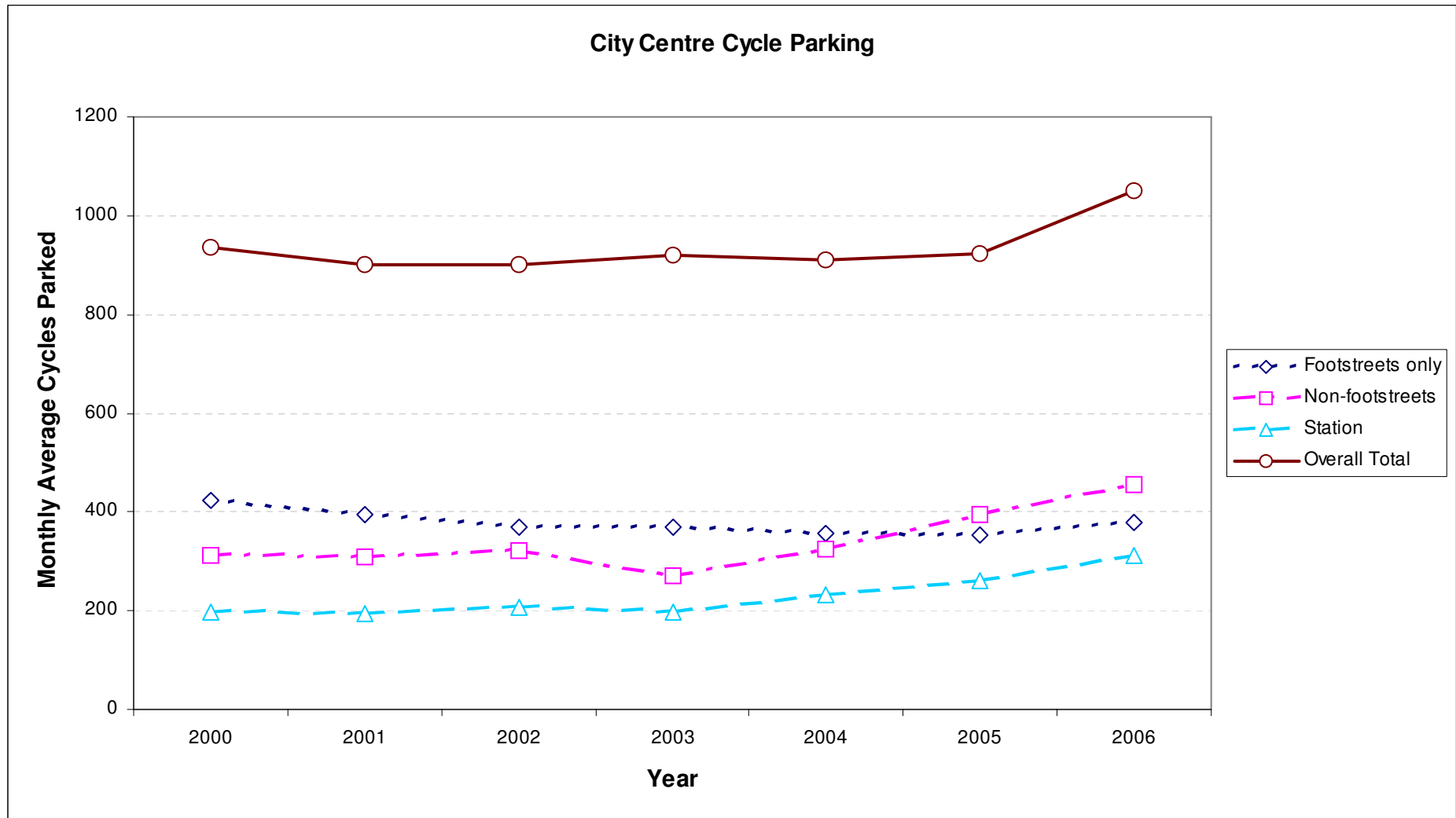
Head of Property Services
Resources

Background Papers:

None

Annexes

Annex A	Cycle Parking Chart 2000-2006
Annex B	Cycle Parking Table 2000-2006
Annex C	City Centre Cycle Parking Audit
Annex D	Types of cycle parking used in the city centre
Annex E	Potential Sites for Secure Cycle Parks



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ANNEX B – City Centre Cycle Parking Count Results 2000-2006

	2000			2001			2002			2003			2004			2005			2006		
	Station	City Centre	Total	Station	City Centre	Total	Station	City Centre	Total	Station	City Centre	Total	Station	City Centre	Total	Station	City Centre	Total	Station	City Centre	Total
January	No data	No data	No data	157	611	768	197	608	805	194	562	756	No data	No data	No data	224	591	815	233	650	883
February	218	649	867	169	585	754	153	573	726	156	589	745	211	628	839	251	661	912	267	664	931
March	198	676	874	188	618	806	192	654	846	208	647	855	230	651	881	216	585	801	282	654	936
April	180	659	839	179	673	852	189	679	868	No data	No data	No data	220	680	900	221	672	893	294	758	1052
May	191	683	874	193	809	1002	205	678	883	195	688	883	228	670	898	245	652	897	304	798	1102
June	213	810	1023	223	807	1030	236	807	1043	240	759	999	243	728	971	270	780	1050	298	812	1110
July	222	835	1057	198	761	959	214	761	975	239	753	992	247	741	988	231	686	917	297	904	1201
August	194	814	1008	194	799	993	No data	No data	No data	231	789	1020	201	639	840	233	717	950	267	745	1012
September	243	909	1152	235	737	972	238	768	1006	240	755	995	245	744	989	235	779	1014	318	878	1196
October	218	754	972	224	701	925	220	681	901	224	699	923	241	686	927	256	756	1012	315	802	1117
November	182	697	879	192	643	835	221	700	921	231	789	1020	255	689	944	254	657	911	290	797	1087
December	126	613	739	No data	No data	No data	220	704	924	No data	No data	No data	221	616	837	232	667	899	268	726	994
Total	2183	8099	10282	2150	7744	9894	2285	7613	9898	2158	7030	9188	2542	7472	10014	2868	8203	11071	3433	9188	12621
Monthly Average	198	736	935	195	704	899	208	692	900	196	639	835	231	679	910	261	746	1006	312	835	1147

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ANNEX C

Site	Type	Spaces	Racks	Condition	CCTV?	Distance to street light	Other comments
SLP car park - toastrack nr ticket m/c	Sheff stand - toastrack	10	5	v. good	No	15m	Overlooked by council offices
SLP car park - stands nr ticket m/c	Sheff stands	4	2	good (both slightly bent)	Barely	12m	Overlooked by council offices
SLP car park - stands nr Mayor's space	Sheff stands	8	4	good (need cleaning)	Barely	<5m	Well used, overlooked by passers-by
Exhibition Square	Sheff stand - toastrack	8	4	v.good	Yes	20m	Well used, overlooked by passers-by
Gillygate - Miller's Yard	Sheff stands	6	3	Good	No	10m	Overlooked by adjacent units, half of which are empty, public probably not aware of location
Union Terrace Car Park - south end	Sheff stands	8	4	2 bent, 2 ok	No	10m	Badly positioned, too close to kerb, need protecting from vehicles
Union Terrace Car Park - north end	Sheff stands	12	6	2 bent, 4 ok	Yes	15m	Badly positioned, too close to kerb, need protecting from vehicles
Sainsburys - near car park ramp	Sheff stands	12	6	good	?	10m	Not well used, too far away from shop entrance
Sainsburys - near flats	Sheff stands	12	6	mostly good, 1 has saw mark	?	10m	Very well used by customers and staff
Sainsbury - near front entrance	Sheff stands	10	5	good	?	10m	Very well used by customers and staff
Sainsburys - near side exit	Sheff stands	14	7	good	?	10m	Only used when other racks nearer to front entrance full
Sainsburys - near car park entrance	Sheff stands	6	3	2 good, 1 looks loose	?	10m	Not well used, too far away from shop entrance
Bedern passage to side of Caesars	Wall Bar	1	1	good	No	5m	Well used
College Street / Goodramgate junc	Sheff stands	20	10	most good / 1 loose	No	10m	Over-subscribed, re-cement in loose one

ANNEX C

Site	Type	Spaces	Racks	Condition	CCTV?	Distance to street light	Other comments
Low Petergate / Duncombe Place junc	Sheff stands	12	6	good, plastic peeling	No	<5m	Massively over-subscribed, overlooked by passers-by
Blake Street - Assembly Rooms side	Sheff stand - toastrack	24	12	Good	No	12m	Very well used, overlooked by passers-by
Blake Street - Fruit Shop side	Sheff stand - toastrack	30	15	Good but paint flaking	No	<5m	Very well used, overlooked by passers-by
Blake Street - opp Red House	Sheff stands	10	5	V.good	No	<5m	Very well used, overlooked by passers-by
Davygate - side of church	Sheff stands	20	10	Good, paint flaked off	Yes	<5m	Well used especially by unconventional bikes & mopeds, galv racks
Davygate - outside JJB	Sheff stands	28	14	Most going rusty - 4 galv ones OK	Yes	7m	Very well used, overlooked by passers-by, space for removed one to be replaced
Davygate - near New Street junc	Sheff stands	24	12	Good but plastic coming off	Yes	10m	Very well used, overlooked by passers-by
St Sampson's Square - north of toilet	Butterfly wheel grips	10	10	Good	Yes	10m	Very well used, overlooked by passers-by
St Sampson's Square - south of toilet	Butterfly wheel grips	5	5	Good	No	10m	Very well used, overlooked by passers-by
Parliament Street - north of fountain	Sheff stands	52	26	Rusty but metal still sound	No	<5m	Very well used, overlooked by passers-by
Parliament Street - south of fountain	Sheff stands	46	23	Rusty but metal still sound	No	<5m	Very well used, overlooked by passers-by
Whip-ma-whop-ma-gate - Halifax side	Sheff stands	12	6	Rusty but metal still sound	No	10m	Very well used, overlooked by passers-by
Whip-ma-whop-ma-gate - church side	Sheff stands	24	12	Rusty but metal still sound	Yes	<5m	Well used, overlooked by passers-by
Goodramgate mid section	Sheff stands	4	2	V. good	Barely	<5m	Very well used, overlooked by passers-by

ANNEX C

Site	Type	Spaces	Racks	Condition	CCTV?	Distance to street light	Other comments
St Andrewgate	Sheff stands	58	29	Rusty but metal still sound	No	5m	Very well used, less overlooked by passers-by
Stonebow - adj Fibbers stairs	Sheff stands	8	4	Good	No	20m	Not used, virtually out of view of public and not overlooked
Stonebow - nr Black Horse Passage	Butterfly wheel grips	2	2	Good	No	10m	Well used, overlooked by bus queue
Piccadilly - nr Multiyork shop	Sheff stands	12	6	Rusty but metal still sound	Yes	15m	Well used, overlooked by bus queue
Piccadilly - opp car park	Sheff stands	4	2	Rusty but metal still sound	Yes	15m	3 racks appear to have been cut off, was this done on purpose?
Merchantgate	Sheff stands	36	18	Very Rusty but metal still sound	No	10m	Well used, overlooked by bus queue
Walmgate / Merchantgate junc	Sheff stands	4	2	Good	No	10m	Fairly well used, overlooked by adjacent shops
Walmgate shops 1	Butterfly wheel grips	8	8	Good	No	<5m	Not very well used, despite being overlooked by shops
Walmgate shops 2?	Butterfly wheel grips	5	5	Good	No	<5m	Not very well used, despite being overlooked by shops
Walmgate shops 3?	Butterfly wheel grips	5	5	Good	No	<5m	Not very well used, despite being overlooked by shops
Walmgate / Huby Court shops 1	Butterfly wheel grips	5	5	Good	No	<5m	Not very well used, despite being overlooked by shops
Walmgate / Huby Court shops 2	Butterfly wheel grips	8	8	Good	No	<5m	Not very well used, despite being overlooked by shops
Barbican - adj swimming pool	Sheff stands	38	19	Very Rusty but metal still sound	No	15m	Not used, not overlooked
Barbican - entrance left	Sheff stands	4	2	Rusty but metal still sound	No	20m	Would be used if centre was open

ANNEX C

Site	Type	Spaces	Racks	Condition	CCTV?	Distance to street light	Other comments
Barbican - entrance right	Sheff stands	24	12	Rusty but metal still sound	No	10m	Would be used if centre was open
Tower Gardens	Sheff stands	10	5	V.good	No	10m	Well used during day
Castle Car Park / Fairfax House	Butterfly wheel grips	25	25	Good	Yes	5m	Three batches, 8 + 9 + 8
Friargate / Friends Meeting House	Sheff stands	20	10	good, plastic peeling	No	10m	Well used
Clifford Street o/s job centre	Sheff stands	14	7	1 loose, others a bit rusty	No	<5m	Not so well used, not a very inviting location
Cumberland Street	Sheff stands	16	8	good, plastic peeling	No	<5m	Well used
King's Staith - nr Lowther PH	Sheff stands	10	5	good, plastic peeling	Barely	10m	Well used
South Esplanade - nr boat hire	Sheff stands	24	12	V.good	Barely	<5m	Well used in tourist season when overlooked by boat hire
Queen's Staith	Sheff stands	40	20	V.good (galv)	Yes	<5m	Hardly used at all, looks a bit isolated
The Priory - junc North St / Micklegate	Sheff stands	12	6	good, plastic peeling	Barely	10m	Fairly well used, overlooked by passers-by
Micklegate - o/s Blakehead bookshop	Sheff stands	10	5	Good	Barely	15m	Very well used, overlooked by adjacent shops
Rougier Street - o/s Macmillans (BPM)	Sheff stands	18	9	good, plastic peeling	Yes - not CYC	7m	Fairly well used, overlooked by bus queue
Tanner's Moat - opp The Maltings	Sheff stands	38	19	good, plastic peeling	No	7m	Very well used, overlooked by passers-by
Tanner's Moat - opp Norwich Union	Sheff stand - toastrack	8	4	Good but base plate bent	No	10m	A bit secluded at night when less through traffic

ANNEX C

Site	Type	Spaces	Racks	Condition	CCTV?	Distance to street light	Other comments
Esplanade - nr Rowing Club	Sheff stand - toastrack	16	8	Good	No	<5m	A bit secluded at night when less through traffic
Station - nr Tea Room Square	Sheff stands	8	4	V.good	No	<5m	Over-subscribed
Station - on platform	Sheff stands	370	185	Old ones OK, new ones v.good	Yes	5m	Very well used, several abandoned bikes need dealing with to free up spare capacity for others
Museum Gardens	Sheff stands	8	4	Good	No	8m	Usually overlooked by adjacent Park & Ride queue but a bit secluded
Library - left of main door	Sheff stands	14	7	Good	No	20m	Very well used by library and finance centre customers
Library - right of main door	Sheff stands	12	6	Good	No	20m	Very well used by library and finance centre customers

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TYPES OF CYCLE PARKING AVAILABLE IN THE CITY CENTRE



Sheffield Stands



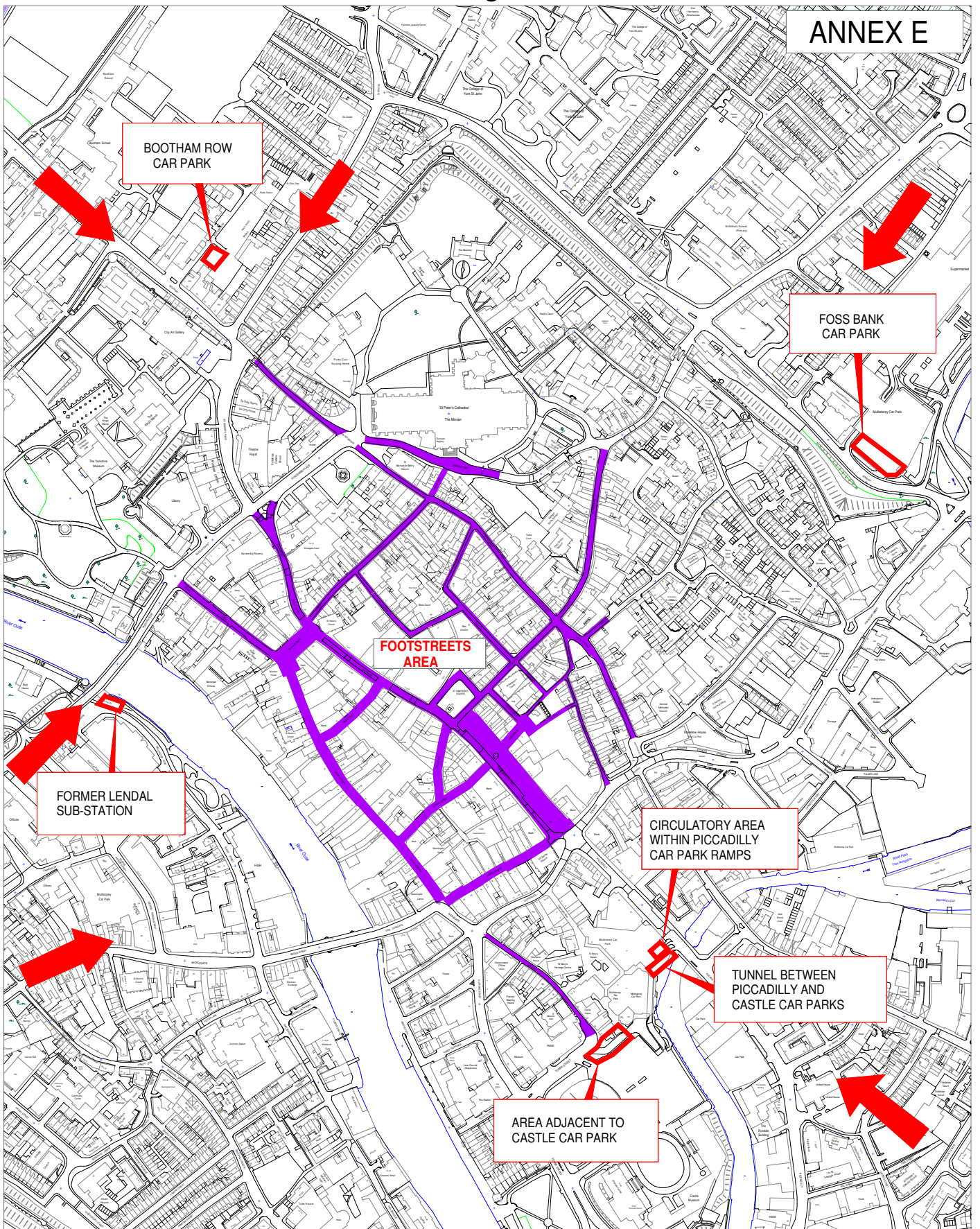
Butterfly Wheel Grippers



Wall Bar

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ANNEX E



Potential Sites for Secure Cycle Parks

SCALE: 1:5000

DRAWN BY: AV

DATE 25/6/2007

Originating Group:

Organisation

Drawing No.

SECCYPRK.ECW



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Meeting of Executive Members for City Strategy and Advisory Panel

16 July 2007

Report of the Director of City Strategy

YORKSHIRE HIGHWAYS & UTILITIES COMMITTEE (YHAUC)

CHARTER FOR WORKS IN THE STREET

Summary

1. This report briefs Members on an initiative by YHAUC to improve service standards for Utilities and Highway works through a voluntary charter entered into by highway authorities and utilities throughout Yorkshire.
2. Members are asked to approve the recommendation that the City of York Council is a co-signatory to the Charter.

Background

3. The City of York Council, as Highway Authority, sit on the regional Highway and Utilities Committee (YHAUC) covering the whole of Yorkshire: YHAUC meets at 3 monthly intervals to implement national and local legislation and seeks initiatives to help minimise disruption on the highway, by managing street and highway works.
4. The City of York Council, as Highway Authority, have a statutory duty under the New Roads and Streetworks Act 1991 (NRSWA) to regulate, monitor, inspect and co-ordinate all works liable to impact on the highway. To this end notices are served electronically and the utilities pay a set fee to have 33% of their work inspected every year.
5. The number of electronic notices received in a 12 month period is approximately 6,000.
6. Powers under the NRSWA include giving directions as to the timing of works, restricting works after resurfacing, co-ordinating works, varying the length of time excavations are open, issuing of licences to work on the highway, measuring the performance of utilities and the power to charge for over-running of works.
7. As part of YHAUC's long-term vision of attaining Charter Mark Status the charter for works in the street has been drawn up to drive improvements in the way authorities, utilities and their partners or contractors work on the highway by setting out a series of commitments that can be measured and monitored by YHAUC.

8. Briefly, the Charter is aimed at the utilities and highways working 'in the spirit of mutual trust and co-operation' in the interests of:
 - minimising disruption;
 - providing effective consultation and co-ordination in respect of works on the street;
 - safety, health and the environment;
 - protecting the value of our assets; and
 - achieving high quality and sustainable standards together with continually improving standards and service commitments.
9. City of York Council has been working with utilities to improve overall measurable performance, which has shown gradual results in signing, guarding and reinstatement quality.
10. It is hoped the Charter will act as a catalyst, to drive forward improvements in the service that both utilities and highway authorities provide to road users.

Consultation

11. Every Highway Authority and major utility company working within the boundaries of Yorkshire has been consulted and it is hoped that most, if not all, will be willing to be co-signators to the charter.

Options

12. Option 1

Signing the Charter by the City of York Council.

13. Option 2

Non-signature of the charter.

Analysis

14. Option 1

This would commit the Council to the commitment and service standards included in the Charter. It would strengthen City of York Council's position when dealing with utilities as well as fulfilling several of the Corporate Priorities.

15. Option 2

Non-signature of the charter would leave City of York Council isolated and in a weakened position when dealing with the larger utilities.

Corporate Priorities

16. Corporate Aim 1: (Environment)

The service and standards embed specific aims to help us in corporate priorities.

Specific priorities:

1. Commitment to reduce and/or recycle extracted materials.
2. Minimise disruption by managing works more effectively.
3. Protecting the environment from excessive noise, fumes, dust and monitoring the safety of the works.

17. Corporate Aim 3: (Economy)

Specific priorities:

1. To make York's roads safer for all types of user.
2. Keep traffic delays to a minimum.

18. Corporate Aim 8: (Corporate Health)

Specifically:

1. Manage the Council's and Utilities assets and property on behalf of York residents.
2. Safe, healthy and sustainable environment, providing customers, especially pedestrians and people with disabilities, with a safe journey through our works.

Implications

Financial

19. There are no identifiable financial implications.

Human Resources (HR)

20. There are no human resource implications.

Equalities

21. There are no equality implications.

Legal

22. The Charter is a voluntary code, there are no legal implications.

Crime and Disorder

23. There are no crime and disorder implications.

Information Technology (IT)

24. There are no IT implications.

Property

- 25. There are no property implications.

Other

- 26. If this is approved, then Neighbourhood Services will need to be informed so that the Charter can be included in any future partnership working.

Risk Management

- 27. In compliance with the Council's Risk Management Strategy, the main risks that have been identified in this report are risks arising from hazards to assets and people (physical), those which could lead to financial loss (financial) and non-compliance with legislation (legal and regulatory).
- 28. 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 the report.

Recommendations

- 29. That the Advisory Panel advise the Executive Member for City Strategy to:
 - 1. Approve the adoption of the YHAUC Charter and nominate the Executive Member for City Strategy to sign on behalf of City of York Council.

Reason: To continue to assist with, and improve, the working relationship with utilities for the benefit of highway users and the highway asset itself.

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Chief Officer Responsible for the report:

Damon Copperthwaite
Assistant Director
(City Development & Transport)

Report Approved

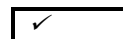


Date 03/07/07

Specialist Implications Officer(s) none

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

All



For further information please contact the author of the report

Background Papers:

There are no background papers.

Annexes

Annex 1 – YHAUC Charter

Yorkshire Highways and Utilities Committee (YHAUC) Charter for Works in the Street



The Yorkshire Highway Authorities and Utilities Committee, is one of the regional Highway Authorities & Utilities Committees established throughout the UK.

Our aim is to work together to implement continuous improvement solutions and minimise disruption by effectively managing street and highway works

About the Charter

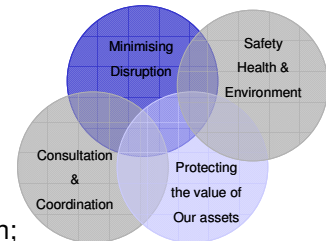
This Charter covering works in the street will help you understand the Commitments and Service Standards that members of YHAUC have agreed to provide to its Customers (users of the highway) together with an insight into how our standards are measured.

We recognise that we have a wide range of Customers within Yorkshire necessitating all members of YHAUC and their respective organisations to work in the spirit of mutual trust and cooperation in the interests of:

- ❖ Minimising Disruption;
- ❖ Providing effective consultation and coordination in respect of works in the street;
- ❖ Safety, Health and the Environment;
- ❖ Protecting the value of our assets;

and

- ❖ Achieving high quality and sustainable standards together with;
- ❖ Continually improving Standards and Service Commitments.



Commitments and Service Standards

1. To Minimise Disruption

Roads and footways are essential to modern day society carrying not only people and goods but also essential services, such as water, gas, electricity and tele-communications. We recognise that our Customers expect to have reliable travel times with minimal disruption to their journey. Essential maintenance and improvement works to roads, footways and utility services can lead to delays. As part of our commitments we will endeavour to minimise this disruption by influencing our respective organisation's to manage work activities with regard to this basic Customer expectation.

Service Standards

We will:

- Monitor the duration of works in the street and set reasonable duration periods for completion. We will monitor the number of works which take longer than necessary and the percentage of works completed on time.
- Aim to carry out works at a time which minimises disruption.
- Influence our respective organisations in developing and implementing new construction techniques or best industry practice to minimise the impact of our works on our Customers. We will gather information about these techniques and demonstrate their impact in reducing the time to complete works.
- Encourage adoption of a **Right First Time Approach** and monitor levels of success by establishing performance measures to monitor the quality of works and the percentage of permanent reinstatements which will avoid the need to return at a later date.

2. Consultation and Coordination

We recognise that works in the street, should be undertaken in a way that meets the approval of the local community. We are therefore committed to ensuring that works in the street are coordinated effectively and carried out in consultation with our customers.

Service Standards

We will:

- Coordinate the increasing and often conflicting demands to maintain and improve roads, footways and utility services for the community in the most timely and effective manner. This can be achieved by each organisation providing advance information regarding works in the street which allows consideration to be given of the likely impact on the local community.
- Aim to ensure that our work programmes are flexible but at the same time ensuring customer preferences and the regulatory and investment priorities of each organisation are met.
- Endeavour to measure customer satisfaction through questionnaires and surveys which will be used to establish a benchmark from which performance improvement can be measured.
- Promote involvement and consultation with key stakeholders and customers.
- Ensure that information regarding works in the street is recorded appropriately and meets regulatory requirements.

3. Safety, Health and the Environment

We are fully committed to ensuring a safe, healthy and sustainable environment. This will include providing Customers, especially pedestrians and people with disabilities, with a safe journey through our works; protecting the environment from excessive noise, fumes and dust and monitoring the safety of those undertaking the works. With ever reducing natural

resources and an increased need to protect the environment for future generations we are committed to reducing, reusing and/or recycling materials we have excavated.

Service Standards

We will:

- Ensure people are appropriately trained and qualified for the role they occupy.
- Ensure people have the correct equipment to carry out their activities effectively and safely.
- Ensure minimum standards with signing, lighting and guarding are achieved.
- Ensure quality issues in respect of workmanship are addressed quickly and works are monitored to ensure that they are completed on time.
- Contribute to developing and identifying best practice to provide a safe, healthy and sustainable environment and strive towards implementing best practice ideas in all organisations.
- Ensure our service providers maintain high standards.
- Monitor compliance against our CARE initiative. The CARE initiative has been established to improve the quality of signing and guarding at sites. CARE stands for **C**arry enough equipment, **A**chieve first time results, **R**egularly maintain sites, **E**nsure speedy closure of works.
- Promote the use of recycled materials.

4. Protecting the value of our assets

Highway and Utility assets have been built up over many years. This significant investment needs to be protected by ensuring that damage to these assets is minimised during works in the street.

Service Standards

We will:

- Endeavour to ensure that all works are carried out to the highest standard.
- Influence our respective organisations to deploy new technologies with the aim of protecting the assets.
- Investigate the quality of reinstatements by using tests to establish whether regulatory standards have been met.
- Work together to develop new initiatives and share best practice for the benefit of our Customers.

Providing Evidence

Evidence to demonstrate compliance with this Charter will be disseminated to key stakeholders, people within each of YHAUC's individual organisations and our Customers.

Key documents, such as the YHAUC Business Plan, best practice procedures, meeting minutes and action points will be published on the YHAUC web-site. The YHAUC secretary will have the responsibility for ensuring timely provision of information / data published on the web-site.

The Key Performance Indicators set out in Appendix 1 are based on the principle that they will contribute to a culture of improvement. They are designed to measure performance in all the key areas of the Charter. Reports will be produced and verified on a quarterly basis with reviews at YHAUC to ensure understanding of the previous and current position. The process will also require a review and where appropriate setting of future performance targets.



Charter
Dashboard.xls

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Meeting of Executive Members for City Strategy and Advisory Panel

16 July 2007

Report of the Director of City Strategy

PETITION FROM THE RESIDENTS OF CHAUCER STREET REQUESTING THE RETENTION OF FLAGSTONES

Summary

1. This report advises Members of the receipt of a petition in the form of a question and tick box answer survey, presented by Councillor Ruth Potter.
2. The petitioners object to the Council replacing the existing defective precast concrete paving slabs with a new bituminous surfacing.
3. A copy of the petition is attached as Annex 1.
4. Members are asked to consider the options outlined in the report and approve the recommendation to include this section of footway in our 2007/08 Resurfacing and Reconstruction Programme (R&R Programme).
5. A plan showing the area to be resurfaced is attached as Annex 2.

Background

6. Members will be aware that officers undertake a variety of highway inspections, including an annual inspection each June of all the roads and footways within the Council's area.
7. This inspection together with all the safety inspection reports and other Council inspection reports is used as a database which shows the general condition of the Council's roads and footways.
8. All those roads found to be in a poor condition from these inspection reports are subsequently reassessed in October and November to prioritise our planned programmes of work for the forthcoming financial year.
9. The June 2006 Condition Survey identified the condition of the footway in Chaucer Street as being a Grade 3 (poor condition).
10. This footway was included on the Council's provisional list of streets to be inspected last October and November with a view to forming part of our 2007/08 R&R Programme.

11. Following the October/November assessment when all the factors are taken into consideration this footway scored high enough to make the actual programme.
12. As a result members approved at the March Emap Committee to carry out the scheme in accordance with the Council's paving policy and in line with the current advice given by the department for transport in respect of footways being resurfaced which are directly adjacent to carriageways.
13. In accordance with our current policy, following approval for the scheme by Members, letters were sent out and informing residents that the Council intended to replace the defective flagstones with a bituminous surfacing. They were further advised that if they were content with this they need do nothing but if they would like to retain the flagstones this could be a possibility if the extra over cost for providing same, on an enhanced foundation, could be funded by the ward committee.

Consultation

14. Councillor Pierce's view is that funding of the extra over works is unlikely to be supported by residents at large and he would like to see the existing paving remain. At the time of writing Councillor Cregan had not made his views known. They will be reported at the meeting if any are forthcoming.

Options

15. Option 1

Continue with the scheme as designed in accordance with the current paving policy.

16. Option 2

Leave the street as it is in order to comply with the residents wishes and carry out minor works scheme to replace broken flags.

17. Option 3

Refer it to the ward committee for the extra over funding to provide and lay thicker precast concrete flagstones on an enhanced foundation.

Analysis

18. Option 1

This option is in line with the Council's established paving policy and complies with the latest Department for Transport guidelines on giving best value in highway maintenance. It will also ensure that this years programme for resurfacing works can continue on target and enable the Council to inherit a safe and sustainable walking surface in Chaucer Street.

19. Option 2

This option will clearly please the residents but will also mean the Council will continue to have a walking surface that presents a potential risk to its residents, which is not the case with either of the other options. The Council will have to carry out a basic maintenance works scheme now with further works required for the foreseeable future in order to manage the risk of potential third party highway accident claims which may result from an uneven walking surface.

20. Option 3

Refer the issue to the ward members to see if the ward committee wish to fund the extra over costs to retain the concrete paving slabs.

Corporate Priorities

Maintenance of the public highway has a direct impact on several of the Council's corporate aims and priorities:

21. Corporate Aim 1: (Environment)

Take pride in the City by improving quality and sustainability, creating a clean and safe environment.

Specific priorities:

- 1.1 Increase resident satisfaction and pride with their local neighbourhoods.
- 1.2 Protect and enhance the built and green environment that makes York unique.
- 1.3 Make getting around York easier, more reliable and less damaging to the environment.

22. Corporate Aim 3: (Economy)

Strengthen and diversify York's economy and improve employment opportunities for residents.

Not directly relevant to any of the specific priorities, but good quality highway infrastructure is vital to the local economy.

23. Corporate Aim 4: (Safer City)

Create a safe City through transparent partnership working with other agencies and the local community.

Specific priority:

- 4.7 Make York's roads safer for all types of user.

24. Corporate Aim 8: (Corporate Health)

Transform City of York Council into an excellent customer-focused "can do" authority.

Specific priority:

- 8.9 Manage the Council's property, IT and other assets on behalf of York residents.

Implications

Financial

25. Option 1

Should members decide to continue with the scheme as designed, then there will be no additional financial implications other than the direct cost of £13,000 for carrying out the scheme budgeted for in this years Capital Programme.

26. Option 2

Should members choose option 2 the initial minor works scheme would cost in the order of.£1000 with a further ongoing maintenance commitment.

27. Option 3

Option 3 would cost £23,500, £13,000, from this years footway Capital Programme, and the remainder £10,500 would have to come from the ward committee.

Human Resources (HR)

28. Option 1

There are no human resource implications in respect of this option as the scheme has already been designed and awaiting implementation.

29. Option 2

Option 2 would probably lead to increased reports of hazardous paving and increased maintenance costs and possibly having to deal with a third party claim all of which would tie up an inspector for a period of time.

30. Option 3

The implications of this option are that the scheme would have to be redesigned by a member of our Neighbourhood Services staff as Neighbourhood Services now manage and build footway schemes for City Strategy.

Equalities

31. There are no equality implications.

Legal

32. The City of York Council in its capacity as the local highway authority has a statutory duty under Section 41 of the Highways Act 1980 to maintain the public highway.

Crime and Disorder

33. There are no crime and disorder implications.

Information Technology (IT)

34. There are no IT implications.

Property

35. There are no property implications.

Other

36. There are no other implications.

Risk Management

37. In compliance with the Council's Risk Management Strategy, the main risks associated have been identified in this report as risks arising from hazards to assets and people. (Physical) those which could lead to financial loss (financial), and non-compliance with legislation (Legal and regulatory).
38. Measured in terms of impact the likelihood of risk, the score if option 1 or 3 are chosen have been assessed at less than 16, this means that at this point the risk need only be monitored as they do not provide a real risk to the achievements of the objectives of this report.
39. Should Members choose option 2 then the risk score would rise to 16 meaning precautionary measures would have to be put in hand to reduce the risk. This would take the form of increased frequencies of inspections which would result in basic maintenance works as and when required.

Recommendations

40. That the Advisory Panel advise the Executive Member for City Strategy to:
- (i) Note the receipt of the petition
 - (i) Consider approval of Option 1 in paragraph 15.
 - (ii) Advise the lead petitioner of the decision taken by Members.

Reason: to comply with current Council policy and ensure that the highway maintenance budgets are expended in the most cost effective way based on the Council's assessed priorities.

Contact Details

Author:

Fred Isles
Maintenance Manager
Highway Infrastructure
Tel No.01904 551444

Chief Officer Responsible for the report:

Damon Copperthwaite
Assistant Director (City Development and
Transport)

Report Approved

Date 03/07/07

Specialist Implications Officer(s) Report Author

Wards Affected: Hull Road

All

For further information please contact the author of the report

Background Papers: none

Annexes

Residents Petition Annex 1

Plan of Area Annex 2

Dear Fred,

Please find enclosed 10 responses to a letter that I circulated in Chancer Street following receipt of your letter about footpath resolutions.

There are 20 houses and 10 have responded. All the responses say that they do not want to be changed and they would prefer the street to remain the same.

The only cracked flags are at the junction with Nicholas Street.

Is it possible to look at this issue again.

Please note this is the street on which I live.

Many thanks
Russ Potter

Dear Neighbours,

Footpath resurfacing work in Chaucer Street.

I would be grateful if you would fill in the following questions to see who in our street wants to keep the pathway as it is and who would want it repaired with tarmac or with York stone flags.

I have to say that I prefer the flagstones we have to the tarmac.

I look forward to hearing from you.

Best wishes,
Ruth Potter,
18 Chaucer Street

	Yes	No
Do you want the tarmac as suggested in the letter instead of the flagstones that we currently have?		
Do you want to keep the street as it is?	✓	
Do you want to apply to the Ward Committee for replacement York stones flags?		

Name.....JUSTIAN CRAY.....

Address.....5 CHAUCER ST.....

.....

Dear Neighbours,

Footpath resurfacing work in Chaucer Street.

I would be grateful if you would fill in the following questions to see who in our street wants to keep the pathway as it is and who would want it repaired with tarmac or with York stone flags.

I have to say that I prefer the flagstones we have to the tarmac.

I look forward to hearing from you.

Best wishes,
Ruth Potter,
18 Chaucer Street

	Yes	No
Do you want the tarmac as suggested in the letter instead of the flagstones that we currently have?		✓
Do you want to keep the street as it is?	✓	
Do you want to apply to the Ward Committee for replacement York stones flags?	✓	

Name Tom and Hisano Rendai - Mundy

Address 4 Chaucer St, York, YO10

BEH

Dear Neighbours,

Footpath resurfacing work in Chaucer Street.

I would be grateful if you would fill in the following questions to see who in our street wants to keep the pathway as it is and who would want it repaired with tarmac or with York stone flags.

I have to say that I prefer the flagstones we have to the tarmac.

I look forward to hearing from you.

Best wishes,
Ruth Potter,
18 Chaucer Street

	Yes	No
Do you want the tarmac as suggested in the letter instead of the flagstones that we currently have?		X
Do you want to keep the street as it is?	X	
Do you want to apply to the Ward Committee for replacement York stones flags?	X	

Name... DAVID WILSON

Address... 3 CHAUCER ST.

.....

Dear Neighbours,

Footpath resurfacing work in Chaucer Street.

I would be grateful if you would fill in the following questions to see who in our street wants to keep the pathway as it is and who would want it repaired with tarmac or with York stone flags.

I have to say that I prefer the flagstones we have to the tarmac.

I look forward to hearing from you.

Best wishes,
Ruth Potter,
18 Chaucer Street

	Yes	No
Do you want the tarmac as suggested in the letter instead of the flagstones that we currently have?		<input checked="" type="checkbox"/>
Do you want to keep the street as it is?	<input checked="" type="checkbox"/>	
Do you want to apply to the Ward Committee for replacement York stones flags?		<input checked="" type="checkbox"/>

Name... Krystyna Grybas

Address... 14 Chaucer Street

.....

Dear Neighbours,

Footpath resurfacing work in Chaucer Street.

I would be grateful if you would fill in the following questions to see who in our street wants to keep the pathway as it is and who would want it repaired with tarmac or with York stone flags.

I have to say that I prefer the flagstones we have to the tarmac.

I look forward to hearing from you.

Best wishes,
Ruth Potter,
18 Chaucer Street

	Yes	No
Do you want the tarmac as suggested in the letter instead of the flagstones that we currently have?		✓
Do you want to keep the street as it is?		
Do you want to apply to the Ward Committee for replacement York stones flags?	✓	

Name... RUTH + TOM

Address... 1A CHAUCER STREET

.....

Dear Neighbours,

Footpath resurfacing work in Chaucer Street.

I would be grateful if you would fill in the following questions to see who in our street wants to keep the pathway as it is and who would want it repaired with tarmac or with York stone flags.

I have to say that I prefer the flagstones we have to the tarmac.

I look forward to hearing from you.

Best wishes,
Ruth Potter,
18 Chaucer Street

	Yes	No
Do you want the tarmac as suggested in the letter instead of the flagstones that we currently have?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Do you want to keep the street as it is?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Do you want to apply to the Ward Committee for replacement York stones flags?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Name MISS B LAKE

Address 10, CHAUCER STREET,

LAWRENCE STREET, YORK, YO10-3EH

Dear Neighbours,

Footpath resurfacing work in Chaucer Street.

I would be grateful if you would fill in the following questions to see who in our street wants to keep the pathway as it is and who would want it repaired with tarmac or with York stone flags.

I have to say that I prefer the flagstones we have to the tarmac.

I look forward to hearing from you.

Best wishes,
Ruth Potter,
18 Chaucer Street

	Yes	No
Do you want the tarmac as suggested in the letter instead of the flagstones that we currently have?		<input checked="" type="checkbox"/>
Do you want to keep the street as it is?	<input checked="" type="checkbox"/>	
Do you want to apply to the Ward Committee for replacement York stones flags?		

↳ If this is the only option then yes however if we can keep it as it is then I would apply for that.

Name Korhya A. Williams

Address 15 Chaucer St

.....

Dear Neighbours,

Footpath resurfacing work in Chaucer Street.

I would be grateful if you would fill in the following questions to see who in our street wants to keep the pathway as it is and who would want it repaired with tarmac or with York stone flags.

I have to say that I prefer the flagstones we have to the tarmac.

I look forward to hearing from you.

Best wishes,
Ruth Potter,
18 Chaucer Street

	Yes	No
Do you want the tarmac as suggested in the letter instead of the flagstones that we currently have?		<input checked="" type="checkbox"/>
Do you want to keep the street as it is?	<input checked="" type="checkbox"/>	
Do you want to apply to the Ward Committee for replacement York stones flags?		<input checked="" type="checkbox"/>

Name ALLEN KENTISH - BARNES

Address 6 CHAUCER STREET

York YO10 - 3EH

Dear Neighbours,

Footpath resurfacing work in Chaucer Street.

I would be grateful if you would fill in the following questions to see who in our street wants to keep the pathway as it is and who would want it repaired with tarmac or with York stone flags.

I have to say that I prefer the flagstones we have to the tarmac.

I look forward to hearing from you.

Best wishes,
Ruth Potter,
18 Chaucer Street

	Yes	No
Do you want the tarmac as suggested in the letter instead of the flagstones that we currently have?		
Do you want to keep the street as it is?	<input checked="" type="checkbox"/>	
Do you want to apply to the Ward Committee for replacement York stones flags?		

Name JOHN WILLIAM JEFFERY

Address 16 CHAUCEER ST

Nothing has been spent on maintaining the flagstones since I have lived here in 1971. → so why go to the totally unnecessary expense and upheaval.

J W Jeffery

Dear Neighbours,

Footpath resurfacing work in Chaucer Street.

I would be grateful if you would fill in the following questions to see who in our street wants to keep the pathway as it is and who would want it repaired with tarmac or with York stone flags.

I have to say that I prefer the flagstones we have to the tarmac.

I look forward to hearing from you.

Best wishes,
Ruth Potter,
18 Chaucer Street

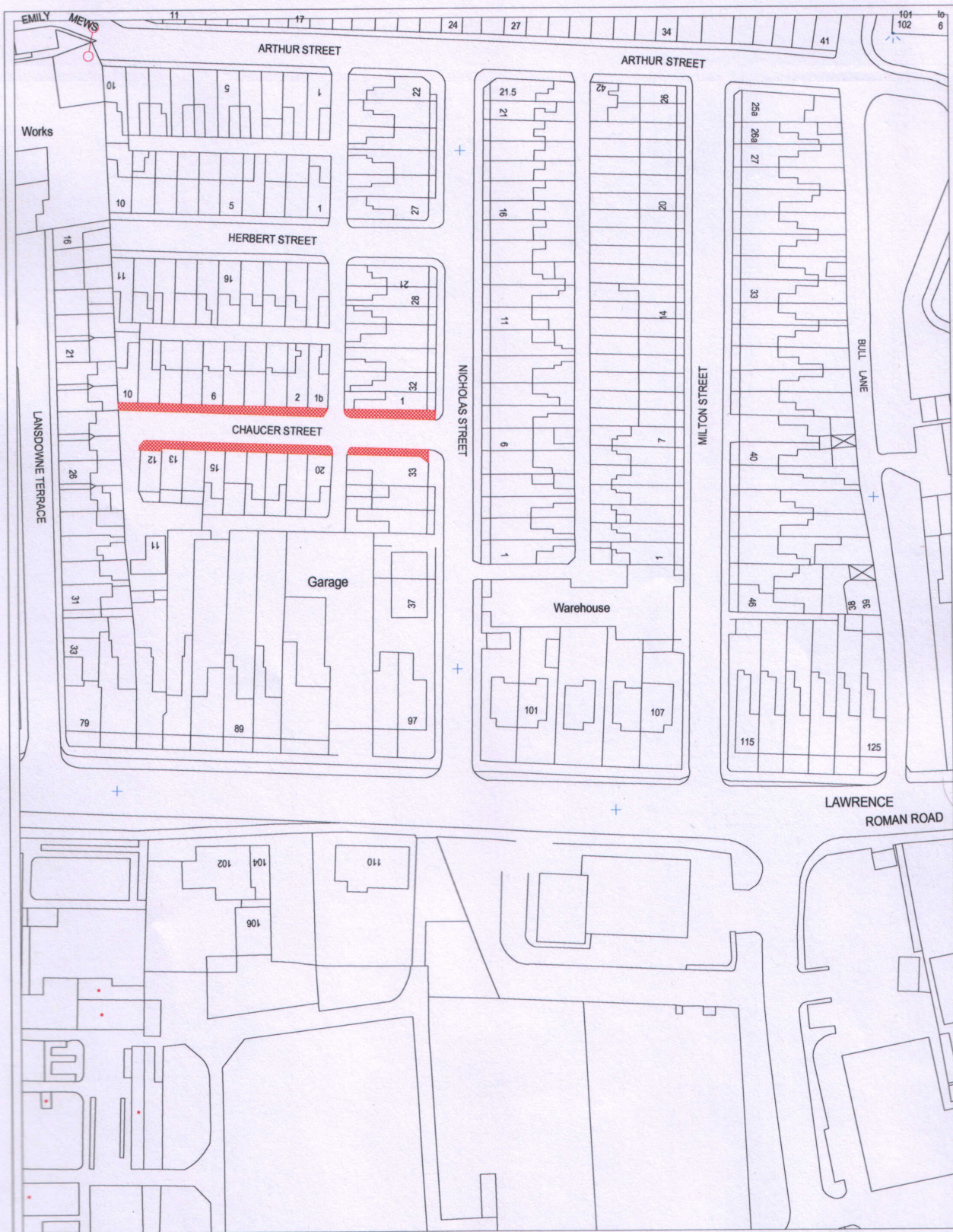
	Yes	No
Do you want the tarmac as suggested in the letter instead of the flagstones that we currently have?		
Do you want to keep the street as it is?	✓	
Do you want to apply to the Ward Committee for replacement York stones flags?		

Name..... *Ruth Potter*

Address.....

.....

ANNEX 2



Chaucer Street, Hull Road

SCALE 1:1000

DRAWN BY DRowntree

DATE 31/3/2007

GRID REF.

Drawing No. R&R 07/08 FW-23



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City Of York Council LA 1997.



Meeting of Executive Members for City Strategy and the Advisory Panel

16th July 2007

Report of the Director of City Strategy

HEWORTH GREEN TRAFFIC REGULATION ORDER OBJECTIONS

Summary

1. This report brings to the attention of the Advisory Panel the receipt of objections to proposed changes to the waiting restrictions on Heworth Green and seeks approval to overturn the objections and implement the restrictions.

Background

2. During the planning approval for three large developments off Heworth Green, improvements to the existing highway were also agreed for inclusion in a section 278 agreement (signalised junction, central islands/refuges, relocated bus stops, right turn lanes, etc.). The planning applications also identified that changes to the existing waiting restrictions would be necessary for the introduction of the improvements. It was clear at that stage that this would result in the loss of a number of residents parking spaces. Whilst it is always regrettable when there is a loss of on street parking opportunity, the primary purpose of a highway is for movement, not parking, and the Traffic Management Act makes it a statutory duty for highway authorities to take this into account when making decisions on highway use.
3. A set of proposed changes to the Traffic Regulation Order (see below and plan in Annex A) were put forward for approval to advertise at an Officer in Consultation meeting. These were in line with the plans previously seen and discussed by the Planning Committee, but included additional measures to reduce the impact on local residents parking needs.
 - A. Convert the No waiting 8am to 6pm restrictions on the NW side of Heworth Green between the roundabout and a point 10m NE of Villa Grove to No waiting at any time.
 - B. Convert the residents parking bays on the SE side of Heworth Green between the roundabout and Villa Grove to No waiting at any time.
 - C. Convert the existing No waiting 8am to 6pm restrictions on the remainder of the SE side of Heworth Green up to the Mill Lane junction to No waiting at any time.
 - D. Convert the existing residents parking bays opposite 11 to 22 Huntington Road for use by R8, R24 and R25 permit holders as well as the existing R26 permit holders and Pay and Display.
4. Prior to supporting the Planning Applications officer observations clearly identified that the two parking areas affected were seldom used. Two surveys have subsequently been carried out to determine the extent of parking. The results of the surveys are shown in Annex B and confirm that parking levels are low in all the residents parking bays. Hence the removal of two of the four bays

and the re-designation of the bay on Huntington Road (which is also under used) for use by R8, R24 and R25 permit holders will not lead to a reduction in parking availability as is claimed by the objectors.

Consultation

5. In line with legal requirements and City Council policy the Traffic Regulation Order proposals have been advertised in the local press, notices put up on street and details delivered to the properties adjacent to the proposals.
6. Six representations were made against the proposals and they are summarised in Annex C along with officer's comments. The main issue raised and officers comments are:

The restrictions will remove the parking available for visitors.

Parking will still be available to meet the actual surveyed needs and some additional parking opportunity will be made available on Huntington Road. The overall parking impact will therefore be neutral.

Options and Analysis

7. The options available are set out below:
 - A. Uphold the objections and take no action.

This is not the recommended action as the highway improvements are necessary to allow the efficient use of the highway once the new developments are up and running.
 - B. Implement a reduced set of restrictions than those advertised.

This is not the recommended action for the same reasons as in option A above.
 - C. Implement the restrictions as advertised.

This is the recommended action for the reasons outlined above.

Corporate Priorities

8. Considering this matter is part of our focus on the needs of customers and residents in designing and providing services.

Implications

9. There are no Financial, Human Resource, Equality, Legal, Crime and Disorder, IT, Property or other implications associated with the recommendations in this report.

Risk Management

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

Recommendations

11. That the Executive Member for City Strategy be advised to Implement the proposals as advertised and inform the objectors of this decision.

Reason: Because the road space is required for the introduction of the improvements that form part of the section 278 agreements related to the new developments.

Contact Details

Author:

Alistair Briggs
Traffic Engineer
Network Management
Tel No. 01904 551368

Chief Officer Responsible for the report:

Damon Copperthwaite
Assistant Director (City Development and Transport)

Report Approved

Date 3/7/2007

Wards Affected: Heworth

All

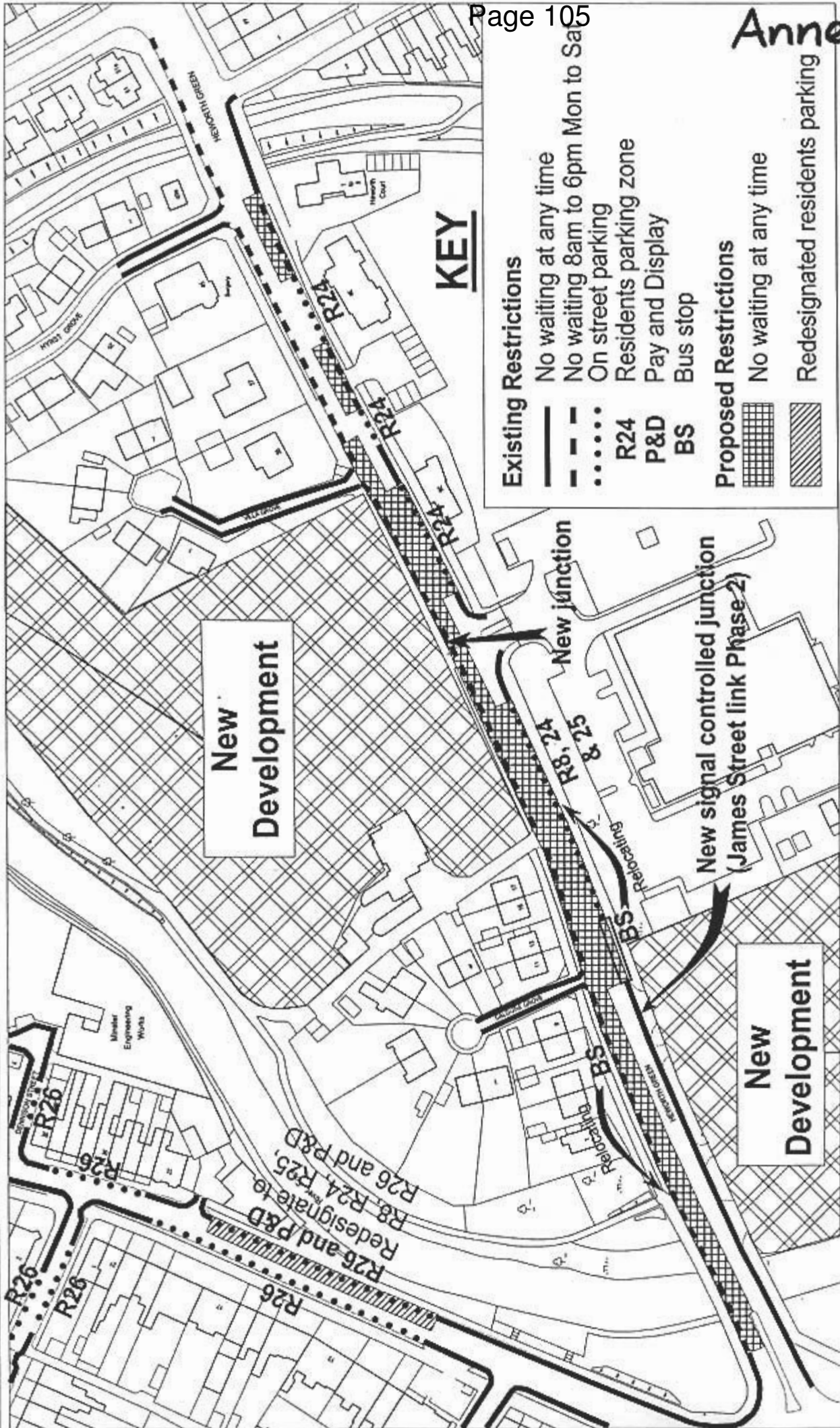
For further information please contact the author of the report

Background Papers: None.

Annexes:

- Annex A – Plan of the proposed restrictions.
- Annex B – Parking survey results.
- Annex C - Précis of the objections to the proposals.

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Heworth Green Waiting Restrictions

DATE: 01/2007
 Drawing No: _____
 SCALE: 1:150
 DRAWN BY: User Name
 Organisation: _____



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Annex B

Heworth Green Parking Surveys

29th June 2007

	Huntington Road	Bay 1*	Bay 2*	Bay 3*	Bay 4*
Capacity	12	12	5	3	5
1pm	5				
1.30pm	6				
2pm	4		1		
2.30pm	6		1		
3pm	6				
3.30pm	5	1			
4pm	4				1
4.30pm	4				
5pm	3				
5.30pm	5		1		

Ad hoc surveys 26th and 27th June

	Huntington Road	Bay 1*	Bay 2*	Bay 3*	Bay 4*
Capacity	12	12	5	3	5
3.30pm	8				2
8.30pm	3				
9am	6			2	1
10am	5				
11.30am	4				
Noon	2				
1pm	3	1			

*

Bay 1 is opposite Dalguise Grove
 Bay 2 is outside No. 29 Heworth Green
 Bay 3 is opposite No. 35 Heworth Green
 Bay 4 is outside No. 36 Heworth Green

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Objections to the Proposals

Address	Representation	Officer's response
Councillor Ruth Potter On behalf of residents of Heworth Green	Residents in this area have very little parking as it is and displaced parking already occurs on Dalguise Grove, Villa Grove and Hyrst Grove. There is a doctors surgery and a children's day nursery on Heworth Green that will have problems with these changes.	Concerns are noted, but there is no scope to retain the parking bays on Heworth Green with the new junction arrangements for the new developments.
Heworth Green	Strongly opposes the proposal to remove the parking. This will prevent parents from dropping off children at their nursery and will affect their business.	The parking bays on Heworth Green are not well used and parking for 6 to 7 will remain between 20 and 75m from the nursery.
Hurst Grove	The proposals will exacerbate the existing parking situation in Hurst Grove. Opportunist parkers already treat the street as a long stay car park. Would be less inclined to object if the council fast tracked a residents parking scheme for the area.	Concerns are noted, but there is no scope to retain the parking bays on Heworth Green with the new junction arrangements for the new developments. Residents parking schemes have to be initiated by local residents demonstrating that there is a strong demand for such a scheme. Information will be sent to the resident on how they could initiate a scheme.
Hurst Grove	Concerned about where the cars will park if the parking bays are removed. Already have problems with cars blocking the road and driveways.	Concerns are noted, but there is no scope to retain the parking bays on Heworth Green with the new junction arrangements for the new developments.
Heworth Green	Concerned about loss of parking bays that are used by visitors to the surgery.	See above.
Heworth Green	Concerned about: 1/ Where friends and family will park when visiting. 2/ The high number of students in the area will park in the side streets and block driveways. 3/ This matter should have been discussed before plans were produced.	Alternative residents parking will be available in Huntington Road. The parking on Heworth Green is under used and some parking bays will remain. These proposals are in line with the planning approvals for the new developments

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Meeting of the Executive Members for City Strategy and the Advisory Panel

16th July 2007

Joint Report of the Chief Executive and the Director of City Strategy

PUBLIC PLACES AND FOOTSTREETS

Summary

1. This report seeks Member approval for a proposed review of the City's footstreets as previously outlined in the council's second Local Transport Plan (LTP2).
2. Possible changes to the footstreets may include varying the current use of the footstreet in Goodramgate, which could see this street being physically closed to all traffic during footstreet hours in the same way that some other footstreets such as Petergate operate, and an extension of the existing footstreets to include Fossgate. Local retailers have previously proposed both of these proposals. Any such changes would however have much wider implications and the review therefore proposes to look at these wider issues as set out within this report.
3. The report also raises the issue of a review of the city centre public realm and in particular a proposal by the Dean and Chapter of York Minster to improve the area of Deangate adjacent to the south transept. The proposal if taken forward would create a significantly improved public space in the form of a public piazza and is currently included in a wider bid by the Minster to the Heritage Lottery Fund.
4. The report therefore also seeks Member approval for support in principal for the Minster bid to the Heritage Lottery Fund for a number of linked improvement projects but in particular for the creation of a piazza outside the south transept.

Future Review of the Footstreets - Analysis

5. The footstreets were first introduced in 1987 and still remain one of the largest pedestrian priority zones in Northern Europe. They cover over thirty streets and their importance in creating a high quality environment within the central shopping area is well understood. This in turn has a very positive impact on York's role as a major tourist destination and therefore plays a significant part in the continuing success of our economy. In more recent years the footstreets have also allowed the extension of a continental style café environment that

again adds to the attractiveness and quality of the city centre offer. The footstreets also have an important role in joining up York's public spaces and attractions thus allowing residents and visitors alike to move about the city centre in a continuous quality environment. However there is now growing pressure from a number of sectors to review the current arrangements.

6. In recognising the need to review both the extent and use of the city's footstreets the council's second local transport plan (LTP2) includes a proposal to carry out such a review. York is one of the very few towns and cities where the level of pedestrian activity is increasing, and the quality of the pedestrian areas is almost certainly a contributory factor. In addition York's tourism business is growing with over 4million visitors spending over £300 million in our economy last year. LTP2 therefore contains a specific commitment for the period 2006 to 2011 to look at the expansion of the footstreet zone in Fossgate and Goodramgate with other further expansions possible in 2011 to 2016.
7. There have also been a number of requests from sections of the retail sector. These have suggested extending the area of the footstreets in the belief that the environmental improvements referred to above, would help to generate an improvement in the trade and viability of retailers in the peripheral retail streets. Examples of suggested extensions are changes to the designation of Goodramgate and the inclusion of Fossgate. This would see these streets changing to the more continental flavour achieved elsewhere, with pavement cafes and other attractions that would encourage people to linger and shop, rather than just pass through.
8. Clearly any potential changes to the footstreets would have wider implications than those outlined above and it is therefore proposed to carry out significant consultation across a broad range of interests. It is proposed to consult with the following stakeholders to ensure that a broad spectrum of opinion as possible is obtained which will highlight the important issues for each group:
 - Pedestrians
 - People with mobility difficulties
 - Elderly people
 - Young people
 - Traders
 - Tourist attractions
 - Servicing companies
 - Cyclists
 - Taxi operators
 - Market traders
 - Emergency services
 - City centre partnership
9. The review will also look at the operational issues relating to the zone including:
 - Access permit scheme (green badge)
 - Statutory exemptions

- Access and parking control
 - Provision for cyclists
 - Safety
 - Effectiveness of the TROs / Enforcement
 - City centre activities and events
 - Paving
 - Signing
10. The review will be expected to investigate and make recommendations on:
- The Boundary of the zone and whether any of the surrounding streets would be suitable for inclusion
 - Linkages between the public spaces in the city centre and how the footstreets can improve these
 - Disabled access
 - Cycle access
 - Taxi access / provision
 - Servicing arrangements for businesses
 - Abuse of the zone and restrictions
11. If Members approve the proposals then the review will take place from August/September and it is envisaged that the overall work will take around 6 months to enable all the consultation and survey work to be undertaken and analysed and recommendations made. It is proposed that the review will be done externally and that upon completion the findings will be reported back to EMAP

Background to the improvement of the city's public spaces

12. The city centre public spaces are another important factor in providing a quality environment in the city centre and they also provide the opportunity for entertainment activities which in turn adds to the attractiveness and vitality of the city.
13. In 2005 the council submitted a proposal under the "Big Lottery Bid" initiative with a bid titled "Songlines". The key objective of the 'Songlines' proposal was to better link the key routes, attractions and areas of public space within the historic centre of York to enhance the 'experience' of the city centre for visitors and residents alike. A key part of that bid was improving the links between Museum Gardens and the Yorkshire Museum with the Minster and other key focal points for activity within the city centre such as the Eye of York, the Castle Museum and Cliffords Tower. The "Songlines" were the sequences of high quality links, nodes and spaces along this path which in themselves would 'tell the story of York'. Proposals to enhance the quality of the civic space around the Minster and also improving its pedestrian linkages with the rest of the historic centre were a fundamental part of the bid.
14. The national bidding was intense and our bid was unsuccessful. However the preparation of the bid greatly enhanced partnership working and there remains

strong support for the actual proposals and a desire to implement them. Any proposals for enhancing the area around the Minster and creating better public space are complementary to and would help to deliver this wider initiative.

15. Subsequent to the “Big Lottery” bid there is now a further piece of work being undertaken looking into a Cultural Quarter for York. The York@Large cultural partnership, one of the key partnerships under the Without Walls Local Strategic Partnership, has commissioned consultants to look at developing the concept of a Cultural Quarter in York. This would stretch from the National Railway Museum to Museum Gardens and across to the Minster. Within this area there is a critical mass of nationally important tourist attractions. One of the key initiatives identified by the consultants was the need to enhance the public realm and the attractiveness of the links between these attractions. Again any proposals to improve the footstreets and to enhance the public space outside the Minster, would be entirely complementary to, and would be a key component in kickstarting this initiative.
16. The recently published Future York Group (FYG) report into York’s economy recognised the importance of both tourism and retail in terms of the recent past/present economic success and in terms of the future success. In the report’s section on the visitor economy it states *“City of York Council should give priority to improving the quality of the public realm across the historic city, including paving, lighting, signage and public spaces.”* This is further emphasised in the report’s key recommendation E4.

Proposed Minster Piazza - Analysis

17. There is currently an opportunity to make a significant impact on the requirement to improve the city’s public space offer by a proposal to radically transform the area outside the south transept of the Minster.
18. The Dean and Chapter of York Minster recently submitted a bid to the Heritage Lottery Fund (HLF) for £10,000,000. The bid, which is titled “York Minster Revealed”, covers a number of linked projects that could see, if successful, a significant contribution from the HLF towards the current restoration work, together with other improvements to the Minster and its immediate environment. One of the outcomes of such improvements would be a substantial enhancement of the tourist offer in and around the Minster. In particular a major improvement in access to the Undercroft, substantial improvements in the interpretation of the Minster story and in particular the story of the East Window and its major restoration works. The bid also proposes a new piazza immediately outside the south transept, which would be a new public space on what is currently Deangate, at a cost of approximately £1,200,000. This latter proposal would provide the opportunity for creating a quality environment for the thousands of tourists who visit the Minster each year. A place where people can linger in a quality environment and one that would properly respect being adjacent to York’s most important building.

19. The business case to support the overall bid shows the following benefits:
- An extra 100,000 visitors per year adding £9,400,000 per year to the local economy
 - This equates to around £47,000,000 over the life of the “Minster Revealed” project
 - Sustainable tourism through improving and developing the Minster as a successful attraction, making the Minster a place of repeat visits through continuing innovation in interpretation and the presentation of conservation.
 - Quality of place and product and in particular developing the Minster as a place of family destination. (This was identified especially by BME groups in audience research)
20. Draft proposals have already been drawn up for the new piazza as part of this Heritage Lottery Fund bid. It is envisaged that this new civic space would be created by the use of quality natural materials that would complement the Minster and the other adjacent historic buildings. The new piazza would have seating and a much improved disabled access into the Minster by means of a permanent stone ramp to the South entrance. Deangate is of course an important cycle route across the city and any new proposal would have to accommodate this as a continuing requirement.
21. This proposed new piazza would fit very well with the wider aspirations for the city centre and would perfectly compliment the previous and current initiatives which are outlined in the paragraphs above.

Proposals

22. The footstreets have helped to provide an outstanding environment to the heart of the historic city since their introduction in 1987. There is now increasing pressure to review their use in certain areas and a programme of wide-spread consultation needs to be drawn up to ascertain public opinion. It is therefore proposed to carry out this consultation with the stakeholders set out in paragraph 8. The review will:
- (i) look at the operational issues relating to the zone as outlined in paragraph 9
 - (ii) Investigate and make recommendations on the issues in paragraph 10 and in particular -
 - (iii) report whether the designation of the existing footstreet in Goodramgate should be changed to prohibit traffic entering the street during footstreet hours and
 - (iv) whether the extent of the footstreets should be increased to include Fossgate.

23. The need for enhanced and improved public space in the city centre has been recognised by the council for a number of years and in particular the prospect of creating a public piazza in Deangate has previously been considered. This need has been further emphasised in the recent Future York Group report. The current proposals by the Dean and Chapter of York Minster contained in their HLF bid offers an opportunity to realise significant economic benefits for the city including the creation of a much needed quality new public space. As with all such bids its success may well depend on support from partners and HLF representatives have recently indicated that support from the council and Yorkshire Forward would not only strengthen the bid but could also be crucial to a fully successful outcome.
24. As a result of this advice high level discussions have taken place with the Chief Executive of Yorkshire Forward who indicated that he would consider matching any funding that the council may be prepared to contribute up to a maximum of £500,000. The outcome of this consideration will be reported verbally to Members of EMAP at the meeting.
25. There is therefore a significant opportunity to attract considerable external investment of the order of around £10,000,000, which would have widespread benefits to both the economic well-being and transport aspirations of the city. It is therefore proposed that:
- The Executive Member supports the HLF bid including the creation of a new piazza in Deangate outside the south transept of the Minster
 - Subject to the success of the HLF bid a sum of up to £250,000 be allocated from the LTP2 capital programmes for 2008/09/10 with further justification of the detailed transport benefits being established within the capital programmes for those years.
 - The Executive Member recommends to the council's Executive that a further £250,000 be allocated from the council's reserves from the 2006/07 underspend, recognising the significant economic benefits to the city of this proposal.
 - The proposed funding allocated to this proposal is wholly dependant on the success of the HLF bid

Options

26. The council has the option of:
1. Reviewing the footstreets as proposed in paragraph 22
 2. Reviewing the footstreets in a different way to that proposed
 3. Not Reviewing the footstreets
 4. Supporting the Minster's HLF bid with the funding proposed in paragraph 25

5. Supporting the Minster's HLF bid with a different level of funding than that proposed
6. Not supporting the Minster's HLF bid

Corporate Priorities

27. The quality and success of the footstreets and public spaces is a major factor in the success of York's economy and is recognised in the recently published Future York Group report in key recommendation E4.
28. The *hierarchy of transport users* is firmly embedded within the second Local Transport Plan (LTP2), with pedestrians and cyclists being given priority when considering travel choice. Extension of the footstreets and the improvement to public spaces will encourage pedestrian activity both of local residents and visitors which fits soundly within Council transport policy. The encouragement of travel by sustainable modes also corresponds with other 'wider quality of life objectives' as contained in the Community Strategy, such as those relating to health and also ties in with Objective 1.3 to: *Make getting around York easier, more reliable and less damaging to the environment.*

Implications

- **Financial**

29. The cost of the footstreet's review is already included in the approved budget to deliver the transport capital programme for 2007/08 Any subsequent proposals to change the footstreets would be covered in a future report with specific costed proposals.
30. The cost implications of supporting the Minster's HLF bid and in particular the proposed Deangate piazza as set out above, would be that a total sum of £250,000 would be allocated from the 2008/9/10 LTP2 budgets with a full review of the transport benefits of the scheme within those years. Additionally and dependant on the decision of the Executive a further total of £250,000 would be allocated from the council reserves recognising the 2006/07 revenue underspend. The Council had £8.1m of general/DLO reserves at 31/3/07, but committed £1.5m to carry forward requests, £1.3m to support the 2007/8 budget and £0.2m for Chief Executive's and CPA expenditure. Thus the Council would have £5.1m reserves, to which can be added £0.3m related to the Bellwin reserve transfer making £5.4m available. The government advised limit for CPA purposes is about £5.2m, therefore the Council can just about afford to agree this amount without going below the advised CPA limit. This does of course mean that there are very limited resources for any other discretionary one-off spend. Although in addition to this the Council does still have the Venture Fund

- **Human Resources (HR)**

31. There are no HR implications.

- **Equalities**

32. Any improvements to the footstreets or the creation of a piazza outside the Minster would include measures that would improve disabled access to meet all current standards.

- **Legal**

33. Any proposals that come forward in future reports will identify any specific legal requirements to comply with relevant highways and traffic acts.

- **Crime and Disorder**

34. In creating or improving any city centre public spaces due consideration will need to be given to crime and disorder issues and this would be covered in detail in future reports containing specific proposals.

- **Information Technology (IT)**

35. There are no IT implications.

- **Property**

36. There are no property implications.

- **Other**

37. There are no other implications.

Risk Management

38. In compliance with the Council's Risk Management Strategy. There are no risks associated with the recommendations of this report.

Recommendations

39. It is recommended that the Advisory Panel advise the Executive Members to approve the proposals in options 1 and 4 as set out in paragraphs in paragraphs 22 and 25 above.

Reason

The reason for making this decision is that the footstreets and public places provide the necessary quality environment to support the York economy and promote sustainable transport and their proposed improvement will help to ensure continued success in this area.

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Bill Woolley
Director of City Strategy

Report Approved **Date** 05.07.07

Wards Affected:

All

Guildhall Ward

Specialist Implications Officers:

Finance : Simon Wiles

Other : Report Authors

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Background Papers: None

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Meeting of Executive Members for City 16 July 2007 Strategy and Advisory Panel

Report of the Director of City Strategy

CITY STRATEGY CAPITAL PROGRAMME 2007/08 – CONSOLIDATED REPORT

Summary

1. The purpose of this report is to consolidate the 2007/08 City Strategy Capital Programme to include the carryover schemes that were not completed in 2006/07, and to make adjustments to schemes and blocks to reflect individual underspends and overspends within the programme. The report asks the Executive Member for City Strategy to approve the amendments to the 2007/08 budget as set out below.

Background

2. The City Strategy Capital Programme budget for 2007/08 of **£8,777k** was agreed by the Executive Member in March 2007, and includes the Local Transport Plan Capital Programme allocation of **£5,560k**, and other elements allocated funds through the Council's budget process. These figures do not include overprogramming, which was set at **£269k** in the 2007/08 budget report.
3. The 2006/07 capital programme contained a level of overprogramming of £2,883k at the consolidated report stage of 2006/07 to give some flexibility in the programme should slippage in some schemes occur. Following minor revisions at the Monitor 1 stage, the full programme agreed by Members at the Monitor 2 report in December 2006 was £10,710k (£19,765k including the ecoDepot) with a budget of £10,508k (£19,563k including the ecoDepot). There was therefore £202k worth of work outstanding that could not have been funded by the LTP in 2006/07.
4. For this reason it was necessary when planning the 2007/08 programme in early 2007 to take account of schemes that would slip from 2006/07 due to budget constraints.
5. As reported to Members in June, the outturn for the 2006/07 capital programme was £9,914k (£19,252k including the ecoDepot). This represents an underspend of £594k against the budget of £10,508k. Following the use of £125k to pay back part of the venture loan used to set up the Street

Environment Service, there was £469k of funding available to carry forward into 2007/08.

6. The carryover and new schemes that have been added to the 2007/08 programme are detailed below, along with budget alterations for existing schemes where changes to the scheme cost have been identified. It is proposed to fund schemes by using the carried over funds from 2006-07, the introduction of new funds or increasing the level of overprogramming.
7. The key changes included in this report are summarised in Annex 1, and the current and proposed budgets for each scheme are shown in Annex 2.

City Strategy Capital Programme

8. Moor Lane Roundabout (OR01/06) - £3,000k. As this scheme is progressing faster than originally anticipated, it is proposed to increase the allocation for this scheme in 2007/08 to £3,150k by bringing forward £150k of the £193k 2008/09 budget allocation for this scheme. The total scheme budget over three years remains unchanged at £3,500k.
9. Works commenced on 30th April, and the site has been substantially cleared and the site compound set up. Good progress has been made on the initial works to the east of the A1237 including the formation for the new Moor Lane link.
10. Hopgrove Roundabout (OR01/05). It is proposed to allocate £482.7k of Section 106 funding for this scheme, made up of £76.7k of carryover Section 106 funding from 2006/07, and £406k of Section 106 funds which have been received from developments in the Foss Basin Masterplan area. These contributions are being used to 'payback' the LTP which was used to part fund the James St. Link Road. As reported to Members in March, the Highways Agency improvements at the A64 Hopgrove Roundabout have been delayed due to increased scheme costs, which may require the scheme to be assessed at a national rather than regional level if the scheme cannot be redesigned to reduce costs. This allocation will ensure that funding for the CYC contribution to this scheme is available if the scheme is progressed in 2007/08.
11. James St Link Road Phases 1 and 2 (JS01/04 & JS01/07) - £70k. It is proposed to fund these schemes through the use of carryover Section 106 funding, and remove the LTP allocation currently in the programme for these schemes.
12. Fulford Road Multi-Modal Scheme (PT04/06) - £25k. It is proposed to reduce the LTP allocation for this scheme to £5k and fund the remaining budget through the use of carryover Section 106 funding.
13. Coach Study (TM08/07) - £7k. It is proposed to fund this scheme through the use of carryover Section 106 funding, and remove the LTP allocation currently in the programme for this scheme.
14. P&R Site Upgrades (PR03/07) - £50k. It is proposed to increase the allocation for this scheme by £9k in order to fund the remaining costs of the Rawcliffe Bar

lighting scheme from 2006/07, which was not completed in 2006/07 due to delays in the connection of the controls for the system.

15. Station Frontage (RL02/02). This scheme was completed in 2005/06, however, an allocation of £18k is required in the 2007/08 programme for the payment of the retention to the contractor.
16. Minor Pedestrian Schemes (PE04/07) - £25k. It is proposed to increase the allocation for this scheme by £5k for an one-off payment to the 'Shopmobility' scheme to fund the purchase of two mobility scooters.
17. Heslington Lane Cycle Route (CY09/03a) - £50k. Construction of this scheme started in March 2007, with completion planned for early 2007/08. There was an underspend against the 2006/07 budget due to the later than expected start on site, and it is proposed to increase the budget allocation by £23k to include this underspend and an allowance for feasibility work on Phase 2 of the scheme (from the end of Phase 1 to the existing pedestrian crossing near Holmefield Lane).
18. Anti-Skid Surfacing (CY01/06). It is proposed to add an allocation to the programme for the treatment of the remaining sites on the off-road cycle route network with anti-skid surfacing.
19. Hob Moor Link (CY08/03). The cycle link was completed in 2006/07, however three of the new barriers at the entrances to the moor were not completed in 2006/07. These three outstanding barriers have now been installed, and it is proposed to fund the cost of the barrier installation through Sustrans grant funding, which has been carried forward from 2006/07. The installation of an additional lighting column at the west end of the Hob Moor subway is to be funded through the Cycle Minor Schemes block.
20. A166/Murton Lane Junction (LS20/04) - £150k. The allocation for this scheme has been increased to £276k as agreed at the Officer in Consultation with the Executive Member meeting in May. The increase is funded by the carry over of an underspend of £29k from 2006/07, and an allocation increase of £97k. The budget increase was required due to addition utility diversion costs and an increase in the scope of the scheme since first estimated.
21. When the 2007/08 Budget Report was prepared, details of the Local Safety Schemes had not yet been determined and an indicative allocation of £80k was included in the programme. Following the identification of the Local Safety Schemes it is proposed to reduce the overall allocation to £58k as the cost of the schemes was lower than expected. Details of the 2007/08 Local Safety Schemes are included in Annex 3.
22. It is proposed to increase the Local Safety Schemes block funding by £36k to fund the construction of the Wigginton Road/Fountayne St local safety scheme, which was carried over from 2006/07, and to fund completion works for the York Road Dunnington traffic signals and Wheldrake Lane/A19 traffic signals schemes.

23. School Cycle Parking - £53k. Following the completion of feasibility work on the school cycle parking programme, it is proposed to revise the budget allocations for Headlands, Heworth and Park Grove schools in accordance with the latest scheme cost estimates.
24. Headlands School have requested additional cycle parking spaces (40 spaces rather than the 20 spaces proposed), and have offered to part-fund the extra spaces through their School Travel Plan funding. It is proposed to increase the allocation for this scheme by £5.5k to fund the remaining cost of the extra spaces. Heworth School have also agreed to contribute travel plan funding towards their cycle parking, which has reduced the LTP allocation required for the scheme.
25. The feasibility work carried out in 2006/07 has shown that the cycle parking scheme proposed for Park Grove school will cost more than the preliminary estimate, and it is proposed to increase the allocation for the Park Grove cycle parking scheme to cover this increase in costs.
26. The feasibility work for cycle parking at Ralph Butterfield and Haxby Road schools has been completed, but implementation has been deferred until the schools have completed a School Travel Plan, which is a requirement for the installation of cycle parking at schools.
27. St Oswald's SSZ (SR26/04b) - £5k. It is proposed to increase the allocation for this scheme to £10k to cover the increased cost of the scheme completion work in 2007/08.
28. The 2007/08 Budget Report did not include details of the structural maintenance schemes in the capital programme, as the Annual Highway Maintenance Report was approved at the same EMAP meeting. The details of the 2007/08 capital maintenance schemes have now been added to the programme. In addition, it is proposed to include the carryover schemes listed below.
29. Stamford Bridge Road (PL02/07) - £220k. The Stamford Bridge Road resurfacing works in the 2006/07 capital programme were started at the end of 2006/07, in order for the work to be carried out while the bridge in Stamford Bridge was closed for repairs. An underspend of £93k has been carried forward into 2007/08 to fund the remaining works, and has been added to the allocation for the Stamford Bridge Road maintenance scheme in 2007/08.
30. A1237, A59 towards A19 (RR14/06). This scheme was deferred in 2006/07 to avoid clashing with other works in the area, mainly on the A19. It is proposed to allocate £92k in order for this scheme to be completed in 2007/08.
31. Oakdale Road Laybys (RR10/06). The resurfacing of Oakdale Road was completed in 2006/07, however due to time constraints it was not possible to resurface the laybys on Oakdale Road as part of this scheme. It is proposed to use some of the carryover funding from 2006/07 to carry out this work.

32. Additional Items. It is proposed to use some of the underspend from 2006/07 to fund the resurfacing of Elm Park View and the refreshing of road markings across the city. Both of these schemes were included in the Additional Items block in the 2006/07 programme, but were not carried out during the year.
33. Leake Street Footway (FR23/06). The resurfacing of Leake Street was deferred in 2006/07 due to development issues, and it is proposed to add this scheme to the 2007/08 programme and fund through the carryover CYC funding from 2006/07.
34. CYC Footway – Reserve Schemes. It is proposed to remove the funding allocation for these schemes, as they are to be funded through efficiency savings in Neighbourhood Services, so no capital programme funding will be required. This will reduce the overprogramming in the Structural Maintenance block to £9k.
35. City Walls Schemes - £172k. As mentioned in the 2007/08 budget report, it is proposed to use the £112k of carryover funding from the 2006/07 City Walls schemes underspend to increase the allocations for these three schemes. The majority of the funding will be used to refurbish Robin Hood's Tower which commenced in May.

Consultation

36. Consultation was undertaken on the LTP strategy, and detailed consultation is undertaken on each scheme where appropriate during the design period and before construction.

Options

37. Members have been presented with a number of amendments to the capital programme for approval, which are required to ensure the schemes are deliverable within funding constraints while enabling the objectives of the approved Local Transport Plan to be met.

Analysis

38. The new items within the programme have been proposed to cover the consequences of any slippage from 2006/07, including those schemes that were not completed at the end of the year, and to adjust the budgets for schemes where a change to the cost of the scheme is known.
39. If the proposed changes are accepted, the total value of the City Strategy Capital Programme for 2007/08 would be £10,285k. The overprogramming would increase from £269k to £633k (compared to £2,903k at this stage in 2006/07), which is considered to be a reasonable level considering the certainty of delivery of major schemes in the programme such as Moor Lane Roundabout.

Corporate Priorities

40. The City Strategy Capital Programme supports the sustainable city element of the Corporate Strategy.

Increase the use of public and other environmentally friendly modes of transport

Implications

41. The Financial Implications of the report are identified in a separate section below.
- **Financial** – See below
 - **Human Resources (HR)** – There are no HR implications
 - **Equalities** – There are no equalities implications
 - **Legal** – There are no legal implications
 - **Crime and Disorder** – There are no crime and disorder implications
 - **Information Technology (IT)** – There are no IT implications
 - **Property** – There are no property implications
 - **Other** – There are no other implications

Financial Implications

42. The LTP allocation for 2007/08 was confirmed by the Government Office for Yorkshire and the Humber on 18 December 2006. The City Strategy Capital Programme budget was agreed by the Budget Council as part of the overall CYC Capital Programme on 21 February 2007, and was funded as follows:

	£000s
LTP Settlement	5,560
De-Trunked Road Capital Grant	750
Road Safety Grant	45
Developer Contributions	500
CYC Resources	1,422
CYC Prudential Borrowing	500
Total	8,777

43. The proposed changes set out above would take the value of the City Strategy Capital Programme to **£9,652k**, and would be funded as follows:

	Carry Over £000s	Increase £000s	Total £000s
LTP Settlement			5,560
De-Trunked Road Capital Grant			750
Road Safety Grant			45
Developer Contributions	174	406	1080
CYC Resources	277		1,699
CYC Prudential Borrowing			500
Government Grants	18		18

Total	469	875	9,652
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Risk Management

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

Recommendations

45. The Executive Member for City Strategy is recommended to:

- Approve the carryover schemes and adjustments set out in Annexes 1 and 2
- Approve the increase to the 2007/08 City Strategy Capital budget subject to the approval of the Executive.

Reason: To manage the Capital Programme efficiently

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Report Approved **Date** 03/07/07

Specialist Implications Officer(s) Report Author

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

All

For further information please contact the author of the report

Background Papers

City Strategy Capital Programme 2006/07 – Second Monitor Report – 11 December 2006

Proposed 2007/08 City Strategy Capital Programme – 26 March 2007

City Strategy Capital Programme 2006/07 – Outturn Report – 6 June 2007

Annexes

Annex 1: Summary of Proposed Changes

Annex 2: Current and Proposed Budgets for 2007/08 Capital Programme

Annex 3: 2007/08 Local Safety Schemes

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Recommended variations to LTP Programme (changes to overprogramming only)

Scheme	Change	Budget Change
		£1,000's
Moor Lane Roundabout	Increase budget due to work progressing faster than anticipated	150.0
James St Link Road	Fund through carryover s106	-50.0
James St Link Road Phase 2	Fund through carryover s106	-20.0
Fulford Road Multi-Modal Scheme	Part-fund through carryover s106	-20.1
Coach Study	Fund through carryover s106	-7.0
Park & Ride Site Upgrades	Additional funding for Rawcliffe Bar lighting scheme completion	9.0
Station Frontage	Cost of retention payment	18.0
Minor Pedestrian Schemes	Increase budget to fund purchase of scooters for 'Shopmobility'	5.0
Heslington Lane Cycle Route	Increase budget to include underspend from 2006/07 and cost of Phase 2 feasibility work	23.0
Anti-Skid Surfacing	Completion of work deferred in 2006/07	13.0
A166/Murton Lane Junction	Increase cost of scheme due to increase in scope and additional utility diversions	81.0
Local Safety Schemes	Lower cost of schemes included in programme	-22.5
Wigginton Road/Fountayne St mini-roundabout	Scheme not constructed in 2006/07	7.0
York Road Dunnington Traffic Signals	Cost of scheme completion works	16.0
Wheldrake Lane/A19 Traffic Signals	Cost of scheme completion works	13.0
Headlands Primary Cycle Parking	Increased scheme requirements	5.5
Heworth Primary Cycle Parking	Reduced scheme cost	-4.0
St Lawrence's Primary Cycle Parking	Increased scheme cost	2.5
Park Grove Primary Cycle Parking	Increased scheme cost	3.5
Ralph Butterfield Primary Cycle Parking	Implementation deferred pending production of travel plan by school	-6.0
Haxby Road Primary Cycle Parking	Implementation deferred pending production of travel plan by school	-6.0
St Oswald's SSZ	Increased cost of scheme completion works	5.0
Stamford Bridge Road	2006/07 carryover scheme	5.1
A1237, A59 towards A19	2006/07 carryover scheme	92.0

TOTAL

313.0

Grant Funding

Hob Moor Cycle Link	Fund through carryover Sustrans grant	18.4
A166/Murton Lane Junction	Part-fund through Road Safety Grant capital funding)	45.0

TOTAL

63.4

CYC Carryovers

Stamford Bridge Road	Fund from CYC underspend in 2006/07	87.9
Oakdale Road Laybys	Fund from CYC underspend in 2006/07	12.0
Additional Items - Elm Park View	Fund from CYC underspend in 2006/07	40.0
Additional Items - Lining	Fund from CYC underspend in 2006/07	13.0
Leake St Footway	Fund from CYC underspend in 2006/07	12.0
City Walls	Fund from CYC underspend in 2006/07	112.0

TOTAL

276.9

Section 106 Funding

Hopgrove Roundabout	Funding from Foss Basin s106	406.0
Hopgrove Roundabout	Carryover s106 funding from 2006/07 programme	76.7
James St Link Road	Carryover s106 funding from 2006/07 programme	50.0
James St Link Road Phase 2	Carryover s106 funding from 2006/07 programme	20.0
Fulford Road Multi-Modal Scheme	Carryover s106 funding from 2006/07 programme	20.1
Coach Study	Fund through carryover s106	7.0

TOTAL

579.8

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Scheme Ref	07/08 City Strategy Capital Programme	Cost Centre	07/08 Programme (Total)	07/08 Programme (LTP)	07/08 Consolidated Programme (Total)	07/08 Consolidated Programme (LTP)	Implementation/ In Preparation/ Reserve	Consolidated Report Comments
			£1000s	£1000s	£1000s	£1000s		
OR01/06	Moor Lane Roundabout	G789	3,000.00	3,000.00	3,150.00	3,150.00	Implementation	£150k of £193k 2008/09 Budget allocation brought forward owing to faster than anticipated delivery programme. Total scheme budget remains at £3,500k
OR01/05	Hopgrove Roundabout	K745	0.00	0.00	482.70	0.00	Implementation	Carryover funding (£76.7k s106) plus £406k to 'repay' LTP from Foss Basin Masterplan s106
OR01/04	Strensall Roundabout Left Turn Lane	Q746	250.00	250.00	250.00	250.00	Implementation	
JS01/04	James St Link Road	J731	50.00	50.00	50.00	0.00	Implementation	Proposed to use carried over s106 funding
JS01/07	James St. Link Road Phase 2	L709	20.00	20.00	20.00	0.00	In preparation	Proposed to use carried over s106 funding

Outer Ring Road & James St Link Road Programme Total

	3,320.00	3,320.00	3,952.70	3,400.00
Overprogramming	0.00	0.00	150.00	150.00
Budget	3,320.00	3,320.00	3,802.70	3,250.00

Overprogramming increased

Multi-Modal Schemes								
PT04/06	Fulford Road Multi-Modal Scheme	K707	25.00	25.00	25.00	4.90	In preparation	Proposed to use carried over s106 funding
PT07/06	Blossom St Multi-Modal Scheme	J706	25.00	21.00	25.00	21.00	In preparation	

Multi-Modal Schemes Total

	50.00	46.00	50.00	25.90
Overprogramming	0.00	0.00	0.00	0.00
Budget	50.00	46.00	50.00	25.90

Air Quality, Congestion & Traffic Management								
TM01/07	TCMS - All Schemes	Q781						
TM01/07	TCMS - Commence migration of UTM equipment from GPRS to Wi-Fi	Q781	5.00	5.00	5.00	5.00	Implementation	
TM02/07	TCMS - Provide Car Park Counting at Monks Cross Park & Ride	Q781	5.00	5.00	5.00	5.00	Implementation	
TM03/07	TCMS - Public Access to TCMS and BLISS	Q781	20.00	20.00	20.00	20.00	Implementation	
TM04/07	TCMS - Enhance Dynamic web pages	Q781	10.00	10.00	10.00	10.00	Implementation	
TM05/07	Air Quality Action Plan	K726	20.00	20.00	20.00	20.00	Implementation	
TM01/06	Lorry Signage	J719	1.00	1.00	1.00	1.00	Implementation	
TM06/07	Tadcaster Road Widening at Sim Balk Lane Junction	G723	10.00	10.00	10.00	10.00	Implementation	
TM07/07	Regional Scheme Development and Strategy Modelling	J702	50.00	0.00	50.00	0.00	In preparation	
TM08/07	Coach Study	J784	7.00	7.00	7.00	0.00	In preparation	Proposed to use carried over s106 funding
-	TCMS - Install 2 additional Outer Ring Road counter sites	Q781	0.00	0.00	0.00	0.00	Reserve Scheme	
-	TCMS - Start installation of Web quality CCTV on the Outer Ring Road	Q781	0.00	0.00	0.00	0.00	Reserve Scheme	
-	TCMS - Publish City Centre traffic CCTV images on the web	Q781	0.00	0.00	0.00	0.00	Reserve Scheme	

Air Quality, Congestion & Traffic Management Total

	128.00	78.00	128.00	71.00
Overprogramming	0.00	0.00	0.00	0.00
Budget	128.00	78.00	128.00	71.00

Park & Ride								
PR01/07	Designer Outlet P&R Office	G761	60.00	0.00	60.00	0.00	Implementation	
PR02/07	P&R City Centre Bus Stop Upgrades	G739	45.00	45.00	45.00	45.00	Implementation	
PR03/07	P&R Site Upgrades for re-launch of service	G730	50.00	50.00	59.00	59.00	Implementation	Additional funding required for completion of Rawcliffe Bar lighting scheme
PR02/05	Askham Bar P&R Extension	G737	5.00	5.00	5.00	5.00	In preparation	
-	Shipton Road Rising Bollard	G730	0.00	0.00	0.00	0.00	Reserve Scheme	

Park & Ride Total

	160.00	100.00	169.00	109.00
Overprogramming	0.00	0.00	9.00	9.00
Budget	160.00	100.00	160.00	100.00

Overprogramming increased

Public Transport Improvements								
PT01/07	BLISS - Extend BLISS to remainder of First services	K757	60.00	60.00	60.00	60.00	Implementation	
PT02/07	BLISS - Extend BLISS to EYMS Services 746 and 747	K757	20.00	20.00	20.00	20.00	Implementation	
PT03/07	BLISS - SMS Text Messaging System - Bus Stop Flags upgrade	K757	40.00	40.00	40.00	40.00	Implementation	
PT01/04	Stonebow Bus Stops	K706	15.00	15.00	15.00	15.00	Implementation	
PT04/07	Bus Timetable Installation	G786	20.00	20.00	20.00	20.00	Implementation	
PT05/07	BLISS - Procure Smart Column for City Centre interchange point	K757	20.00	20.00	20.00	20.00	Implementation	
PT06/07	BLISS - Transponders for L&BIA Coach	K757	14.00	14.00	14.00	14.00	Implementation	
PT07/07	Leeds-Bradford Airport Coach	J738	20.00	20.00	20.00	20.00	Implementation	
PT08/07	Kassel Kerbs to Route 1	J742	40.00	40.00	40.00	40.00	Implementation	
PT09/07	Bus Stop and Shelter Programme (inc. Minor Bus Stop Improvements)	M740	45.00	45.00	45.00	45.00	Implementation	
PT10/07	BLISS - Roll out LCD Smart Panels for bus stops	K757	70.00	70.00	70.00	70.00	Implementation	
PT11/07	A59/Beckfield Lane Junction Improvements	J747	150.00	0.00	150.00	0.00	Implementation	
PT05/06	Orbital Bus Routes - Service 6 Extension	J704	20.00	20.00	20.00	20.00	In preparation	
PT03/06	A59 Bus Priority Study	J778	10.00	5.00	10.00	5.00	In preparation	
PT12/07	Integrated Ticketing	J725	5.00	5.00	5.00	5.00	In preparation	
PT13/07	Tram-Train Study	J748	25.00	25.00	25.00	25.00	In preparation	
PT14/07	City Centre Interchange for Tram-Train Study	J734	15.00	15.00	15.00	15.00	In preparation	

Carryover Schemes

RL02/02	Station Frontage	J756	0.00	0.00	18.00	18.00	06/07 Costs	Additional funding required for payment of retention
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Public Transport Improvements Total

	589.00	434.00	607.00	452.00
Overprogramming	70.00	70.00	88.00	88.00
Budget	519.00	364.00	519.00	364.00

Overprogramming increased

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			£1000s	£1000s	£1000s	£1000s		

Walking								
PE01/07	Dropped Kerbs	L753	30.00	30.00	30.00	30.00	Implementation	
PE02/04a	Lendal Bridge Route (Station-City Centre)	J715	130.00	130.00	130.00	130.00	Implementation	
PE02/07	Melrosegate/Fourth Ave Pelican Crossing	G765	20.00	20.00	20.00	20.00	Implementation	
PE09/06	Fordlands Road Pedestrian Crossing	G793	20.00	20.00	20.00	20.00	Implementation	
PE03/07	Shipton Road Footpath Extension	G782	25.00	25.00	25.00	25.00	Implementation	
PE04/07	Minor Pedestrian Schemes Budget	J707	25.00	25.00	30.00	30.00	Implementation	Propose to increase allocation to fund purchase of 'Shopmobility' scooters
PE04/06	Green Lane Rawcliffe Footway	K750	16.00	16.00	16.00	16.00	Implementation	
PE05/05	Melrosegate/Tang Hall Lane Pedestrian Refuges	K750	17.00	17.00	17.00	17.00	Implementation	
PE05/07	Pedestrian Audits Work	K750	50.00	50.00	50.00	50.00	Implementation	
	Haxby Road		0.00	0.00	0.00	0.00		
	Huntington Road		0.00	0.00	0.00	0.00		
	Shipton Road		0.00	0.00	0.00	0.00		
PE02/02c	Coppergate Pelican improvements	L731	10.00	10.00	10.00	10.00	Implementation	
PE06/06	Footstreets Review & Potential Expansion	L758	10.00	10.00	10.00	10.00	In preparation	
PE05/06	Haxby Village Pedestrian Audit	K750	5.00	5.00	5.00	5.00	In preparation	
PE06/07	ORR Crossing Issues	G758	5.00	5.00	5.00	5.00	In preparation	
PE07/07	Temple Lane Copmanthorpe Footpath	J733	3.00	3.00	3.00	3.00	In preparation	
-	Walmgate Bar Improvements	J740	0.00	0.00	0.00	0.00	Reserve Scheme	

Walking Total		366.00	366.00	371.00	371.00		
Overprogramming		75.00	75.00	80.00	80.00		
Budget		291.00	291.00	291.00	291.00		

		366.00	366.00	371.00	371.00
		75.00	75.00	80.00	80.00
		291.00	291.00	291.00	291.00

Overprogramming increased

Cycling								
CY09/03a	Heslington Lane Cycle Route	Q793	50.00	50.00	73.00	73.00	Implementation	Propose to increase allocation to include underspend from 06/07 & cost of Phase 2 feasibility work
CY01/07	Links to Cycle Route through hospital grounds	L762	80.00	80.00	80.00	80.00	Implementation	
CY02/07	City Centre Cycle Parking - Secure Parking	J730	70.00	70.00	70.00	70.00	Implementation	
CY03/07	Cycle Route Signing	G728	25.00	25.00	25.00	25.00	Implementation	
CY04/07	Archbishop Holgate's SRS	Q757	112.00	82.00	112.00	82.00	Implementation	
CY06/02c	Haxby to York - Nestle Northern Access	G741	20.00	20.00	20.00	20.00	Implementation	
CY05/07	Cycle Minor Schemes	J708	25.00	25.00	25.00	25.00	Implementation	
CY10/04	Clifton Bridge (Water End to Clifton Green)	J763	20.00	20.00	20.00	20.00	In preparation	
CY07/04	St Oswald's Rd to Landing Lane	J763	5.00	5.00	5.00	5.00	In preparation	
CY04/05	Green Lane Acomb	G721	10.00	10.00	10.00	10.00	In preparation	
CY06/07	Outer Ring Road - Haxby to Clifton Moor	G759	10.00	10.00	10.00	10.00	In preparation	
CY04/04	A166 Crossing (NCN Route 66)	G781	5.00	5.00	5.00	5.00	In preparation	
Carryover Schemes								
CY01/06	Anti-skid Surfacing	G729	0.00	0.00	13.00	13.00	Implementation	Additional funding required for completion of outstanding sites on cycle network
CY08/03	Hob Moor Link	Q780	0.00	0.00	18.40	0.00	Implementation	Proposed to use carried over grant funding for completion of barriers

Cycling Total		432.00	402.00	486.40	438.00
Overprogramming		70.00	70.00	106.00	106.00
Budget		362.00	332.00	380.40	332.00

		432.00	402.00	486.40	438.00
		70.00	70.00	106.00	106.00
		362.00	332.00	380.40	332.00

Overprogramming increased

Development Linked Schemes								
PE06/04	Barbican to St Georges Field route (210)	G766	123.00	0.00	123.00	0.00	Implementation	
DL01/07	Realignment of mini-roundabout at Earswick Village/Strensall Rd junction (216)	K705	2.00	0.00	2.00	0.00	Implementation	
DL02/07	Bus stop improvements on Audax Road Clifton (198)	K701	4.00	0.00	4.00	0.00	Implementation	
DL03/07	Cycle track to the south of Woodlands Chase, Water Lane, Clifton (138)	J779	7.50	0.00	7.50	0.00	Implementation	
DL04/07	Kerbing and street lighting, Water Lane (138)	J775	4.00	0.00	4.00	0.00	Implementation	
DL05/07	Study to develop the local pedestrian and cycle network in the Monks Cross area (111)	J764	8.00	0.00	8.00	0.00	Implementation	
DL06/07	Study of traffic measures for North Lane Huntington (111)	J757	7.00	0.00	7.00	0.00	Implementation	
DL07/07	Bus stop improvements (Blossom Street) (99)	J770	10.00	0.00	10.00	0.00	Implementation	
DL08/07	Link between Hungate and Morrisons development (FBMP)	J785	5.00	0.00	5.00	0.00	In preparation	
DL09/07	Monks Cross - New Development Links (MXMP)	J761	5.00	0.00	5.00	0.00	In preparation	

Development Linked Schemes Total		175.50	0.00	175.50	0.00
Overprogramming		0.00	0.00	0.00	0.00
Budget		175.50	0.00	175.50	0.00

		175.50	0.00	175.50	0.00
		0.00	0.00	0.00	0.00
		175.50	0.00	175.50	0.00

Safety Schemes								
LS20/04	A166/Murton Lane Junction	G726	150.00	150.00	276.00	231.00	Implementation	Carryover underspend of £29k from 2006/07. Add £97k agreed at OIG in May.
VS10/04	Holtby/A166 junction	G794	40.00	40.00	40.00	40.00	Implementation	
VS19/04	Rufforth Speed Management Scheme	G794	40.00	40.00	40.00	40.00	Implementation	
SM03/06	Vehicle Activated Signs	J709	16.00	16.00	16.00	16.00	Implementation	
	Bootham Level Crossing VAS		0.00	0.00	0.00	0.00	Implementation	
LS06/05	Acomb Triangle LSS	G726	25.00	25.00	25.00	25.00	Implementation	
DR03/06	Copmanthorpe LSS (Various Minor Measures)	J794	23.00	23.00	23.00	23.00	Implementation	
SM01/05	A1079 Grimston Bar to Kexby - Speed Management	J755	10.00	10.00	10.00	10.00	Implementation	
DR04/06	Hodgson Lane/A59 Junction (Poppleton)	J794	5.00	5.00	5.00	5.00	Implementation	
DR05/06	Alness Drive, Acomb Wood Drive, Bellhouse Way	J794	5.00	5.00	5.00	5.00	Implementation	

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			£1000s	£1000s	£1000s	£1000s		
Local Roads								
LR01/07	York Road Acomb (part)	Q730	51.00	0.00	51.00	51.00	Acomb	
LR02/07	Moor Lane Woodthorpe (part)	Q730	96.00	0.00	96.00	96.00	Dringhouses & Woodthorpe	
RR01/06	Carr Lane (part)	Q730	20.00	0.00	20.00	20.00	Acomb	
LR03/07	Church Lane Wheldrake	Q730	82.00	0.00	82.00	82.00	Wheldrake	
Local Roads Total			249.00	0.00	249.00	249.00		
Minor Urban Surfacing								
YY01/07	Alcuin Ave (part)	K780	25.00	0.00	25.00	25.00	Hull Road	
YY02/07	Walmgate (part)	K780	53.00	0.00	53.00	33.90	Guildhall	
RR09/06	Manor Lane (part)	K780	78.00	0.00	78.00	0.00	Skelton, Rawcliffe & Clifton W/O	
Minor Urban Surfacing Total			156.00	0.00	156.00	58.90		
Street Lighting								
LI01/07	Street Lighting	J786	80.00	0.00	80.00	80.00	City-wide	
Street Lighting Total			80.00	0.00	80.00	80.00		
Bridges Structural Maintenance								
BR01/07	Clifton Bridge	M719	300.00	0.00	300.00	11.00	Clifton; Holgate	
BR02/07	St Helen's Road Bridge	M733	50.00	0.00	50.00	0.00	Dringhouses & Woodthorpe	
Bridges Structural Maintenance Total			350.00	0.00	350.00	11.00		
CYC Carriageway								
RR01/07	Haxby Road (part)	M763	94.00	0.00	94.00	0.00	New Earswick	
RR02/07	Millfield Lane	M763	115.00	0.00	115.00	0.00	Upper Poppleton	
RR03/07	Halifax Way	M763	6.00	0.00	6.00	0.00	Elvington	
RR04/07	Hamilton Drive East/Hamilton Drive	M763	82.00	0.00	82.00	0.00	Holgate	
RR05/07	Moorcroft Road	M763	66.00	0.00	66.00	0.00	Dringhouses & Woodthorpe	
Carryover Schemes								
RR14/06	A1237, A59 towards A19	M763	0.00	0.00	92.00	92.00	Skelton, Rawcliffe & Clifton W/O, Rural West York	Implementation of scheme deferred from 06/07
RR10/06	Oakdale Road Laybys	M763	0.00	0.00	12.00	0.00	Skelton, Rawcliffe & Clifton W/O	Addition of carryover CYC funding from 06/07
	Additional Items - Elm Park View C/W		0.00	0.00	40.00	0.00	Heworth Without	Addition of carryover CYC funding from 06/07
	Additional Items - Lining		0.00	0.00	13.00	0.00	City-wide	Addition of carryover CYC funding from 06/07
CYC Carriageway Total			363.00	0.00	520.00	92.00		Budget increased
CYC Footway								
FR01/07	Heslington Lane (part)	Q700	23.00	0.00	23.00	0.00	Fulford	
FR02/07	Ganton Place	Q700	24.00	0.00	24.00	0.00	Dringhouses & Woodthorpe	
FR03/07	St Peter's Grove	Q700	34.00	0.00	34.00	0.00	Clifton	Addition of carryover CYC funding from 06/07
FR04/07	Cranbrook Road (part)	Q700	98.00	0.00	98.00	0.00	Acomb	
FR05/07	Ostman Road (N/S)	Q700	115.00	0.00	115.00	0.00	Acomb	
FR06/07	Dodsworth Ave	Q700	97.00	0.00	97.00	0.00	Heworth	
FR07/07	Burdyke Ave	Q700	93.00	0.00	93.00	0.00	Clifton	
FR08/07	Elmfield Ave	Q700	71.00	0.00	71.00	0.00	Heworth	
FR09/07	Millfield Lane	Q700	70.00	0.00	70.00	0.00	Upper Poppleton	
FR10/07	Almsford Road (part)	Q700	105.00	0.00	105.00	0.00	Acomb	
FR11/07	Chelwood Walk	Q700	17.00	0.00	17.00	0.00	Holgate	
FR12/07	Beech Ave	Q700	24.00	0.00	24.00	0.00	Holgate	
FR13/07	Horseman Close	Q700	18.00	0.00	18.00	0.00	Copmanthorpe	
FR14/07	Sixth Ave (part)	Q700	11.00	0.00	11.00	0.00	Heworth	
FR15/07	Central Area - Resurfacing	Q700	26.00	0.00	26.00	0.00	Guildhall	
FR16/07	Ouseacres	Q700	25.00	0.00	25.00	0.00	Holgate	
Carryover Schemes								
FR23/06	Leake Street	Q700	0.00	0.00	12.00	0.00	Guildhall	Implementation of scheme deferred from 06/07
CYC Footway Total			851.00	0.00	863.00	0.00		
CYC Footway - Reserve Schemes								
FR17/07	Thorn Nook	Q700	5.00	0.00	0.00	0.00	Heworth	Scheme to be funded from efficiency savings on Neighbourhood Services schemes
FR18/07	Shipton Road Service Road	Q700	18.00	0.00	0.00	0.00	Skelton, Rawcliffe & Clifton W/O	Scheme to be funded from efficiency savings on Neighbourhood Services schemes
FR19/07	Farmlands Road	Q700	5.00	0.00	0.00	0.00	Dringhouses & Woodthorpe	Scheme to be funded from efficiency savings on Neighbourhood Services schemes
FR20/07	Maple Grove (part)	Q700	34.00	0.00	0.00	0.00	Bishopthorpe	Scheme to be funded from efficiency savings on Neighbourhood Services schemes
FR21/07	Chaucer Street	Q700	13.00	0.00	0.00	0.00	Hull Road	Scheme to be funded from efficiency savings on Neighbourhood Services schemes
CYC Footway - Reserve Schemes Total			75.00	0.00	0.00	0.00		Budget Removed

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			£1000s	£1000s	£1000s	£1000s		
Drainage Works								
DR01/07	Flaxton Road	L785	30.00	0.00	30.00	0.00	Strensall	
DR02/07	Selby Road	L757	20.00	0.00	20.00	0.00	Fulford	
DR03/07	Main St Askham Bryan	L766	15.00	0.00	15.00	0.00	Askham Bryan	
DR04/07	Mill Lane Askham Richard	L789	10.00	0.00	10.00	0.00	Askham Richard	
DR05/07	Various Locations	M748	25.00	0.00	25.00	0.00	City-wide	
Drainage Works Total			100.00	0.00	100.00	0.00		
City Walls								
CW01/07	City Walls Repair	J717	67.00	0.00	111.00	0.00	Implementation	Addition of carried over CYC funding
CW02/07	Robin Hood Tower Roof	J718	85.00	0.00	147.00	0.00	Implementation	Addition of carried over CYC funding
CW03/07	City Walls Railings	K744	20.00	0.00	26.00	0.00	Implementation	Addition of carried over CYC funding
City Walls Total			172.00	0.00	284.00	0.00		Budget increased
Total Structural Maintenance Programme			3,129.00	0.00	3,428.00	1,204.00		
Overprogramming			84.00	0.00	9.00	9.00		Overprogramming reduced
Total Structural Maintenance Budget			3,045.00	0.00	3,419.00	1,195.00		
Total City Strategy Programme			9,129.50	5,526.00	10,285.10	6,943.40		
Total Overprogramming			353.00	269.00	633.50	633.50		Overprogramming increased
Total City Strategy Budget			8,776.50	5,257.00	9,651.60	6,309.90		

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2007/08 Local Safety Schemes

The sites are ranked on their predicted First Year Rate of Return (FYRR) values. This looks at the cost effectiveness of the proposed measures by comparing the initial cost of the scheme against the predicted accident saving benefit.

The minimum cost of a personal injury accident is currently calculated at £ 89,820.

(Source: Table 4a. - Department for Transport – Highways Economic Note No.1: 2005 Valuation of the Benefits of Prevention of Road Accidents and Casualties. Issued January 2007)

SITE LOCATION	3 Year Accident Total	ISSUES TO BE ADDRESSED/ PROPOSED ACTIONS	Estimated cost	3 Year Predicted Accident Reduction No. of accidents saved (% of total)	Estimated value of first year Savings	First Year Rate of Return (%)	Comments
Bootham/ Bootham Terrace/ Grosvenor Terrace Junction	9	6/9 accidents involve VRU's. PTW's involved in 4/9 accidents. Poor channelisation of traffic on Bootham. Street lighting and surfacing to be checked.	£2,000	0.75 accidents (8%)	£22,455	1,122%	Centreline marking to be added from Burton Stone Lane to Grosvenor Terrace.
Monkgate/Penleys Grove Junction	4	3 of 4 accidents involved vehicles right turning into Penleys Grove from Monkgate.	£2,500	0.75 accidents (18.75%)	£22,455	898%	Add staggered 'keep clear' marking to give improved sight line for right turners.
A59/ Northfield Lane	5	Significant problem of collisions involving right turners from Northfield Lane	£1,500	0.375 accidents (7.5%)	£11,227	748%	More prominent advance direction sign warning of staggered junction ahead.
Link Road/ Haxby Road	5	High proportion of wet accidents. Advance warning of roundabout should be improved.	£3,000	0.375 accidents (7.5%)	£11,227	374%	Improve advance warning signing for the junction and check quality of road surfacing.

SITE LOCATION	3 Year Accident Total	ISSUES TO BE ADDRESSED/ PROPOSED ACTIONS	Estimated cost	3 Year Predicted Accident Reduction No. of accidents saved (% of total)	Estimated value of first year Savings	First Year Rate of Return (%)	Comments
University Road/ Green Dykes Lane/ Thief Lane	4	No obvious patterns in accidents. Junction congested in peaks. Improving sight lines would be beneficial.	£3,000	0.375 accidents (9.0%)	£11,227	374%	Lay 'keep clear' road markings in the northbound lane to improve sight lines in times of congestion.
Moor Lane/ Tadcaster Road Roundabout	8	High proportion of accidents involving cyclists.	£7,500	0.75 accidents (9.0%)	£22,455	300%	Provide connectors from on-road advisory cycle lanes to off-road cycle system where appropriate.
Peckitt Street/ Tower Street/ Clifford Street	5	High proportion of accidents involving southbound cyclists.	£10,000	0.75 accidents (15.0%)	£22,455	224%	Remove dedicated left turn lane southbound on Clifford Street, build out footway and add southbound advisory cycle lane.
Boroughbridge Road/ Poppleton Road/ Water End	6	High proportion of dark accidents. Better channelisation and positioning of right turners in the signalised junction required.	£3,000	0.75 accidents (12.5%)	£22,455	748%	Additional right turning pockets within the signalised junction.

SITE LOCATION	3 Year Accident Total	ISSUES TO BE ADDRESSED/ PROPOSED ACTIONS	Estimated cost	3 Year Predicted Accident Reduction No. of accidents saved (% of total)	Estimated value of first year Savings	First Year Rate of Return (%)	Comments
Clifton Moorgate/ Water Lane	5	40mph road. High proportion of accidents involving right turners from Clifton Moorgate into Water Lane.	£25,000	0.75 accidents (15.0%)	£22,455	90%	Amend method of control to separately control right turn from Clifton Moorgate into Water Lane. Relocate crossing and refuge island on Clifton Moorgate to improve right turn reservoir.

TOTAL ESTIMATED COST

£57,500

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