

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

To: Councillor Levene
Date: Monday, 13 October 2014
Time: 4.15 pm
Venue: The Auden Room - Ground Floor, West Offices (G047)

AGENDA

Notice to Members - Calling In:

Members are reminded that, should they wish to call in any item* on this agenda, notice must be given to Democracy Support Group by **4:00 pm on Wednesday 15th October 2014.**

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

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

1. Declarations of Interest

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

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

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

- 2. Minutes** (Pages 1 - 4)
To approve and sign the minutes of the meeting held on 7th August 2014.

- 3. Public Participation**
At this point in the meeting, members of the public who have registered their wish to speak at the meeting can do so. The deadline for registering is **5:00pm on Friday 10th October 2014**.

Members of the public may speak on:

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

Filming or Recording Meetings

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

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

It can be viewed at

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

- 4. Public Rights of Way - Proposal to restrict public rights over the alleyway between Nunmill Street and Bishopthorpe Road in Micklegate Ward, York using Gating Order legislation** (Pages 5 - 66)

The Cabinet Member is asked to determine whether or not to seal and make operative the draft Gating Order in respect of the alleyway between Nunmill Street and Bishopthorpe Road.

5. City and Environmental Services Capital Programme - 2014/15 Consolidated Report (Pages 67 - 108)

This report identifies the proposed changes to the 2014/15 City and Environmental Services Capital Programme to take account of carryover funding from 2013/14. The report also proposes adjustments to scheme allocations to align with the latest cost estimates and delivery projections, and provides details of the 2013/14 City and Environmental Services Capital Programme outturn.

6. Urgent Business

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

Democracy Officer:

Name: Laura Bootland

Contact Details:

- Telephone – (01904) 552062
- Email – laura.bootland@york.gov.uk

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

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

Contact details are set out above.

This information can be provided in your own language.

我們也用您們的語言提供這個信息 (Cantonese)

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

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

Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)

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

 (01904) 551550

City of York Council

Committee Minutes

Meeting	Decision Session - Cabinet Member for Transport
Date	7 August 2014
Present	Councillor Levene
In Attendance	Councillor D'Agorne

6. **Declarations of Interest**

At this point in the meeting, the Cabinet Member is asked to declare any personal, prejudicial or pecuniary interests he may have in the business on the agenda. None were declared.

7. **Minutes**

Resolved: That the minutes of the decision session held on 29th May be approved and signed by the Cabinet Member as a correct record.

8. **Public Participation - Decision Session**

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

9. **Burdyke Avenue Improvement Scheme**

Consideration was given to a report which outlined the details of a petition submitted by residents for improvements to Burdyke Avenue.

Officers outlined the report, the key points were as follows:

- Burdyke Avenue carries high volumes of traffic in relation to its width and kerbside development due to being on the route of two bus services and being a through route between Burton Green and Water Lane.
- Buses are frequently held up, residents complain about parked cars and vans being struck and grass verges are being damaged.

- A 103 signature petition had been submitted by residents requesting action and the bus companies had also identified Burdyke Avenue as area where services are experiencing delays.

The Cabinet Member commented that he was happy to agree the recommendations to enable officers to commence work on an improvement scheme.

Resolved: That the Cabinet Member:

- i. Approved the addition of the Burdyke Avenue Improvement Scheme to the Capital Programme and vests delegated powers in City of York Council (CYC) Sustainable Transport Officers to commence work on the scheme.

Reason: To enable officers to commence design and consultation on the scheme with a view to delivering it within the current financial year.

- ii. Agreed to a further report be brought to him, Cabinet Member for Transport, after consultation.

Reason: To recommend and agree a final design.

10. Proposed University Road Pedestrian Crossing Improvements and Cycle Route.

Consideration was given to a report which discussed the outcome of detailed design work and public consultation on proposals to improve facilities for pedestrians crossing University Road by the implementation of a number of safety measures

The Cabinet Member was pleased to see the scheme coming forward which would address traffic calming issues and especially in terms of the safety improvements.

The Cabinet Member noted the comments made via email from the organisers of the York Marathon and agreed that Officers should work with the organisers to ensure minimal disruption to participants and spectators.

Resolved: That the Cabinet Member:

Approved the revised scheme shown in Annex B for implementation, including the making of a Traffic Regulation Order covering the 20mph Zone. This is subject to the University of York giving a firm commitment to install an additional set of steps on the Market Square side of University Road as a second phase of works to be undertaken in 2015.

Reason: Officers consider that the scheme will improve the safety of pedestrians, in particular university students crossing University Road. The revised proposals in Annex B include some key changes in response to consultation and detailed design. These include a reduction in the number of speed cushions, and the provision of additional steps to the Library footbridge (to be delivered by the University as a second phase) to offer a more desirable access to the bridge from the bus stops.

Cllr D Levene, Cabinet Member
[The meeting started at 5.30 pm and finished at 5.40 pm].

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**Decision Session – Cabinet Member for
Transport**

13 October 2014

Report of the Director of City and Environmental Services

Public Rights of Way – Proposal to restrict public rights over the alleyway between Nunmill Street and Bishopthorpe Road in Micklegate Ward, York using Gating Order legislation

Summary

1. This Gating Order has been requested by local residents, North Yorkshire Police, Safer York Partnership (SYP) and Councillors in order to help prevent crime and anti-social behaviour (ASB) associated with it. In addition to a petition raised by residents in 2012 requesting alleygates, two informal consultations have been carried out in 2013 and 2014. A decision is requested as to whether or not to seal and make operative the draft Gating Order under Section 129A of the Highways Act 1980, to restrict access along this alleyway.

Recommendation

2. The Cabinet Member approves:
Option 1: Sealing and making operative the draft Gating Order (Annex 1).

Reasons:

3. a) The council has a duty under Section 17 of the Crime and Disorder Act 1998 to implement crime reduction strategies in an effort to reduce overall crime in their administrative area. This gating scheme will support that obligation.
b) Two formal objections to the draft Gating Order have been received however, at the previous informal consultation stage the majority of residents who responded were in support of the scheme (see Annex 2).
c) With due regard to the Public Sector Equality Duty (PSED) under section 149 of the Equality Act 2010, the Council has identified that there is one positive and six negative impacts of this gating scheme which involve mobility and access issues (Annex 3 - Community Impact

Assessment). Some of the negative impacts can be mitigated by design and installation options. Gating Orders may also be reviewed on a yearly basis, or on demand, which can accommodate any change in local circumstance. The positive impact of additional security to residents, increasing peace of mind and providing a safe area to the rear of properties justifies the negative impacts.

Background

4. Delegated Authority exists for officers in consultation with the Cabinet Member for Transport to seal Gating Orders however due to the significant public interest in this draft Gating Order, along with four other Gating Orders made on the 4 alleyways running parallel to this one, which have already been sealed, the Cabinet Member has determined to take the decision in respect of this scheme.
5. Informal consultations for this gating scheme have been carried out (Annex 2).
6. Waste collection arrangements for this street have changed from rear to front of property since these informal consultations were carried out. Therefore, should alleygates be installed, waste collection will not be affected.
7. Statistics provided by SYP (Annex 4) show that in the 12 months between July 2013/2014 there were 3 crimes and 4 incidents of ASB recorded for the properties adjacent to this back lane. The crime and ASB statistics in the 12 months between August 2012/2013 show that the alleyway was not subject to any recorded incidents of crime or ASB during that 12 month period. However between June 2011/2012 it experienced a relatively high number of burglaries in particular leading to a petition requesting alley gates being raised by residents early in 2012. However, it was not possible to take the scheme forward at the time, as funding was not available.
8. Taking the levels of crime and ASB for the other 4 alleyways which run parallel to this one (for which Gating Orders have already been made), along with Nunmill Street / Bishopthorpe Road, this group of 5 alleyways, rank the highest on the SYP alley-gating priority list.
9. Despite the above, at the OIC meeting held on 26 September 2013, SYP advised against taking this scheme forward due to the divisive nature of the consultation responses.
10. The Council, as highway authority has powers available to it, under section 129A of the Highways Act 1980, to make a Gating Order. Once an

Order is made it can be reviewed and either varied or revoked (s129F(2) or (3)). Annex 5 summarises the requirements of this legislation along with details of the Home Office Guidance on the use and life of a Gating Order.

11. In making a decision to make such an Order, the decision maker must have regard to the Public Sector Equality Duty (PSED) referred to in paragraph 2(c) of this report. This requires the decision maker to have due regard to the need to eliminate unlawful discrimination, harassment, victimisation and other conduct prohibited by the Equality Act 2010; advance equality of opportunity between people who share a protected characteristic and those who do not and; and foster good relations between people who share a protected characteristic and those who do not. The protected characteristics include age, disability, pregnancy and maternity and race.
12. All political party spokespersons and affected Ward Members have been consulted. No comments have been received.

Consultation

13. There are 68 properties affected by this proposal. Two informal consultations were carried out. Overall, of those who responded, 23 residents were in support of the scheme and 10 residents objected (Annex 2).
14. In addition to the above 2 formal objections have been received (Annex 6).
15. Reasons for not wanting alleygates include:
 - i. The need for daily vehicular access to garages;
 - ii. The fact that the lane provides the only level access without steps to some properties;
 - iii. The added inconvenience of getting in and out of cars to open and close the gates;
 - iv. Concern that the installation of gates will make access to the properties on Bishopthorpe Road much more difficult for those who are infirm or disabled;
 - v. The change in refuse collection from rear of property to the front (this has already taken place) and that the consultation has been undermined by the change in waste collection ahead of the decision whether or not to make the gating order operative;
 - vi. The issues faced by Bishopthorpe Road residents are different and more serious than those for Nunmill Street residents and it

is unreasonable to give the “voice” of the latter equal weighting to that of the former.

The above comments are considered in the Analysis below.

Options

16. Option 1: Seal the draft Gating Order
Option 2: Do not seal the draft Gating Order

Analysis

Option 1

17. If the draft Gating Order is sealed, the alleyway will be gated at all times. Only those residents living in properties which are adjacent to or adjoining the restricted route will be given a Personal Identification Number (PIN) with which to access the gates, along with emergency services and utilities that may need to access their apparatus.
18. The Order will then be reviewed after 3 years, or before if necessary, by conducting a full consultation with residents. Depending on the outcome, the gates could either remain in situ; the conditions by which they remain in situ could be changed; or, they could be removed altogether.
19. *In response to the objections raised:*
This alley is of similar width (at just over 3m) to other vehicular width alleys in the city which have already been gated and which are used to access garages. The council has not been made aware of any problems experienced by residents getting in and out of vehicles to open and close the gates. The standard width of a UK parking space is 2.5m and the width between alley gates when open for access is kept to 2.5m minimum to allow vehicles to drive through safely.
20. The proposed position of the gates has been discussed by officers, with residents onsite to ensure that if gates are installed, there will be no difference in the way vehicles are manoeuvred around the corners of the alley.
21. A Community Impact Assessment has been carried out (Annex 3) and the summary is at paragraph 3.c. After all previous consultation with residents the Council is not aware of any resident, at this point in time, who may have difficulties in accessing the gates because of a protected characteristic under the Equality Act 2010 (e.g. due to age or disability). However, the gates will present an extra obstacle to those who access the alleyway using a vehicle, as they will be required to get in and out of their vehicles to open and then close the gates.

22. The change of refuse collection from rear to front of property has already been implemented. Waste Services have advised that the changes were made for operational reasons, ie to bring waste collection in line with the other 4 adjacent alleyways which have been gated and also with recycling that is already collected from front of property. The change in collection would have been put, and will remain in place whether the Order is made operative or not. Anyone who has physical difficulty in presenting their bagged waste to the pavement may opt to register for an assisted collection.
23. With regards to it being unreasonable to give the 'voice' of the residents of Nunmill Street greater weighting over the residents of Bishopthorpe Road; informal consultation responses indicate that on the Nunmill Street side of the alleyway 11 residents support gating and 4 do not. On the Bishopthorpe Road side 12 residents support gating, 1 is neutral and 6 are against. The number of residents who support gating on Nunmill Street is not therefore significantly more than those on Bishopthorpe Road.

Option 2

24. This option would leave the alleyway open for use by the public and the incidents of crime and ASB are therefore likely to continue at previous levels. Notwithstanding this, gating this alleyway may be revisited in the future.
25. There is the perception that because Gating Orders have been made on the 4 alleyways adjacent to this one, this would displace the crime and ASB that is currently associated with those alleyways to the Nunmill Street / Bishopthorpe Road alleyway. Safer York Partnership have advised *"large schemes within the city, Clifton, Groves, or Leeman Road have not shown a displacement of crime but it is accepted that these studies have only looked at crime and not the fear of crime, and that residents without a gate may "fear" being a victim of crime more than a resident who has a gate. It is felt that the benefits of gates will be greater if the whole of the community has, and accepts the introduction of gates. As crime and ASB in this area is in the majority "opportunistic", it may have the ability to displace but this could or could not be proven until gates are introduced. Safer York feels the introduction of gates is the best long-term method of crime reduction within this area"*.

Council Plan 2011 – 2015

26. The gating of the alleyway would support the Council Plan priority to *'Build Stronger Communities'*.

“Safer inclusive communities –

To tackle crime and increase community safety, we will raise the community profile of the Safer York Partnership and establish an annual crime summit. We will also work with the Safer York Partnership to engage residents in tackling antisocial behaviour in our neighbourhoods”.

Implications

27. The following implications have been considered:

- (a) **Financial** - Capital funding has been secured for the scheme through the Council and SYP. To supply and fit a double (vehicle) gate with lock is approximately £1,175. The estimated cost for this scheme is in the region of £3350. The authority is responsible for the maintenance of gates installed using Gating Orders.
- (b) **Human Resources (HR)** – To be delivered using existing staffing resources.
- (c) **Equalities** – The implications are summarised at paragraph 3.c and referred to in the main body of the report.
- (d) **Legal** – Section 129A of the Highways Act 1980 enables the Council to make a Gating Order restricting access to an alleyway which is a public highway where the Council is satisfied that (a) adjoining or adjacent premises are affected by anti social behaviour and/or crime and that (b) the existence of the highway is facilitating the persistent commission of criminal offences or anti social behaviour and that (c) in all the circumstances it is expedient to make the order for the purpose of reducing crime or ASB. Before making such an Order the Council must also consider the likely effect of the Order on adjoining and adjacent owners and other persons in the locality. Where the highway constitutes a through route the Council must consider the availability of a reasonably convenient alternative route.

Gating Order legislation will be replaced on 20 October 2014 by Public Spaces Protection Orders when the regulations for the Anti Social Behaviour, Crime and Policing Act 2014 (2014 Act) are published. Any Draft Gating Orders that have not been sealed before this time will have to go through the consultation process again as the legislative requirements of the 2014 Act are different.

(e) **Crime and Disorder** – This report is based on tackling crime and disorder issues as set out in the main body of the report and Annexes.

(f) **Information Technology (IT)** – None.

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

(h) **Communities and Neighbourhoods (Waste Services)** – Other than those discussed in the main body of the report, there are no other Communities and Neighbourhoods implications.

Risk Management

28. The implementation of a Gating Order is a power of the authority, not a duty. There are no rights of appeal should a decision not to progress with a Gating Order be made. However, Crime and ASB levels local to the area are likely to continue should a Gating Order not be pursued.
29. A person may apply to the High Court for the purpose of questioning the validity of a Gating Order if they believe that the council had no power to make it, or any requirement under this Part was not complied with in relation to it.

Contact Details

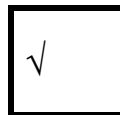
Author:

Emily Tones
Rights of Way
Transport Service
Tel No. (01904) 551481

Chief Officer Responsible for the report:

Neil Ferris
Assistant Director, Transport, Highways and
Waste

**Report
Approved**



Date 3 October 2014

Specialist Implications Officer(s)

Wards Affected: Micklegate Ward

For further information please contact the author of the report

Background Papers

- Highways Act 1980 (as amended), section 129
- Crime and Disorder Act 1998
- Countryside and Rights of Way Act 2000
- Clean Neighbourhoods and Environment Act 2005 & Home Office Guidance relating to the making of Gating Orders 2006
- Highways Act 1980 (Gating Orders) (England) Regulations 2006 (SI 2006 No 537)
- City of York Council Gating Order Policy Document
- A step-by-step guide to gating problem alleys: Section 2 of the Clean Neighbourhoods and Environment Act 2005 (Home Office – October 2008)
- Equalities Act 2010
- Officer Decision – 26 September 2013: Public Rights of Way – Proposal to restrict public rights over five alleyways in Micklegate Ward, York using Gating Order legislation
- Officer Decision – 4 December 2013: Public Rights of Way – Proposal to restrict public rights over five alleyways in Micklegate Ward, York using Gating Order legislation – Update to previous OIC Report (26th September 2013)
- Officer Decision – 13 February 2014: Public Rights of Way – Proposal to restrict public rights over the alleyway between Nunmill Street and Bishopthorpe Road, Micklegate Ward, York using Gating Order legislation – Update to previous OIC Report (4th December 2013)
- Decision Session: Cabinet Member for Transport – 29 May 2014: Public Rights of Way – Proposal to restrict public rights over five alleyways in Micklegate Ward, York using Gating Order legislation

Annexes

Annex 1: Nunmill Street / Bishopthorpe Road Draft Gating Order and Plan

Annex 2: 1st and 2nd Informal Consultation responses

Annex 3: Community Impact Assessment

Annex 4: Crime and Anti-Social Behaviour Statistics

Annex 5: Legislation

Annex 6: Formal Objections

**NOTICE OF INTENTION TO MAKE A GATING ORDER
HIGHWAYS ACT, 1980 SECTION 129A
THE COUNCIL OF THE CITY OF YORK**

The Council of the City of York as highway authority for the highway indicated in paragraph number I of the Schedule below, hereby gives notice of its intention to make a Gating Order in respect of the highway under the Highways Act, 1980 Section 129A. The draft text of each order is as follows:

- (a) the requirements of Section 129A(3) in respect of the said highway are satisfied; and
- (b) that it is expedient for the purposes of preventing or reducing crime and/or anti-social behaviour that public use of the said highway be restricted as this Order provides.

BY THIS ORDER

1. The public use of the highway indicated in paragraph I of the Schedule below is restricted;
2. Such restriction shall apply at all times;
3. Such restriction shall not apply to the occupiers of premises adjoining or adjacent to the highway so indicated;
4. The alternative to the restricted highway is as indicated in paragraph II of the Schedule below;
5. There is authorised the installation of a gate at each end of the highway identified in paragraph I of the Schedule whose maintenance is the responsibility of the Assistant Director (Transport, Highways and Waste), West Offices, Station Rise, York, YO1 6GA.

Copies of the Draft Order and map may be inspected free of charge at the Council Offices, West Offices, Station Rise, York, YO1 6GA between 09:00 and 17:00 Monday to Friday of any working week. Copies of the Draft Order and map may be bought there at a price of £1.50p or it can be viewed on the Council's website www.york.gov.uk free of charge.

Any representations as to whether or not the proposed order should be made may be sent in writing to the Rights of Way Officer, Transport Service, Council of the City of York, West Offices, Station Rise, York, YO1 6GA, not later than **Monday 8th September 2014**. Please state the grounds on which they are made.

If no such representations or objections are duly made, or if any so made are withdrawn, the Council may make the Order. If any such representations or objections are not withdrawn, the Council may still make the Order if it is appropriate for it to do so.

NUNMILL STREET / BISHOPTHORPE ROAD GATING ORDER 2014

THE SCHEDULE

- I. The route to be restricted (A-B) commences at Point A on the Order map (Grid Reference SE6010 5087) to the rear of No 14 Nunmill Street, continuing in a southerly direction for 117 metres and then in an easterly direction for 11 metres to Point B on the Order map (Grid Reference SE6009 5075) at the side of No 64 Nunmill Street, as shown by a bold continuous line on the Order map.
- II. The alternative route is along Nunmill Street, Scarcroft Road, Bishopthorpe Road and Southlands Road, as shown by a bold broken line on the map.

Dated: 8 August 2014

Assistant Director Governance & ICT
Council of the City of York

**HIGHWAYS ACT, 1980 SECTION 129A
DRAFT GATING ORDER FOR A CERTAIN HIGHWAY FOR THE PURPOSES OF
PREVENTING CRIME AND/OR ANTI-SOCIAL BEHAVIOUR**

**THE COUNCIL OF THE CITY OF YORK
NUNMILL STREET / BISHOPTHORPE ROAD GATING ORDER 2014**

This Order is made by the Council of the City of York, under the Highways Act 1980, Section 129A (“the Act”) as highway authority for the highway indicated below because it appears that:-

- (a) the requirements of Section 129A(3) in respect of the said highway are satisfied; and
- (b) that it is expedient for the purposes of preventing or reducing crime and/or anti-social behaviour that public use of the said highway be restricted as this Order provides.

BY THIS ORDER

- 1. The public use of the highway indicated in paragraph I of the Schedule below is restricted;
- 2. Such restriction shall apply at all times;
- 3. Such restriction shall not apply to the occupiers of premises adjoining or adjacent to the highway so indicated;
- 4. The alternative to the restricted highway is as indicated in paragraph II of the Schedule below;
- 5. There is authorised the installation of a gate at each end of the highway identified in paragraph I of the Schedule whose maintenance is the responsibility of the Assistant Director (Transport, Highways and Waste), West Offices, Station Rise, York, YO1 6GA.

THE SCHEDULE

- I. The route to be restricted (A-B) commences at Point A on the Order map (Grid Reference SE6010 5087) to the rear of No 14 Nunmill Street, continuing in a southerly direction for 117 metres and then in an easterly direction for 11 metres to Point B on the Order map (Grid Reference SE6009 5075) at the side of No 64 Nunmill Street, as shown by a bold continuous line on the Order map.
- II. The alternative route is along Nunmill Street, Scarcroft Road, Bishopthorpe Road and Southlands Road, as shown by a bold broken line on the map.

THE COMMON SEAL of the)
Council of the City of York was)
this day of 2014)
hereto affixed in the presence of:-)

Assistant Director Governance & ICT

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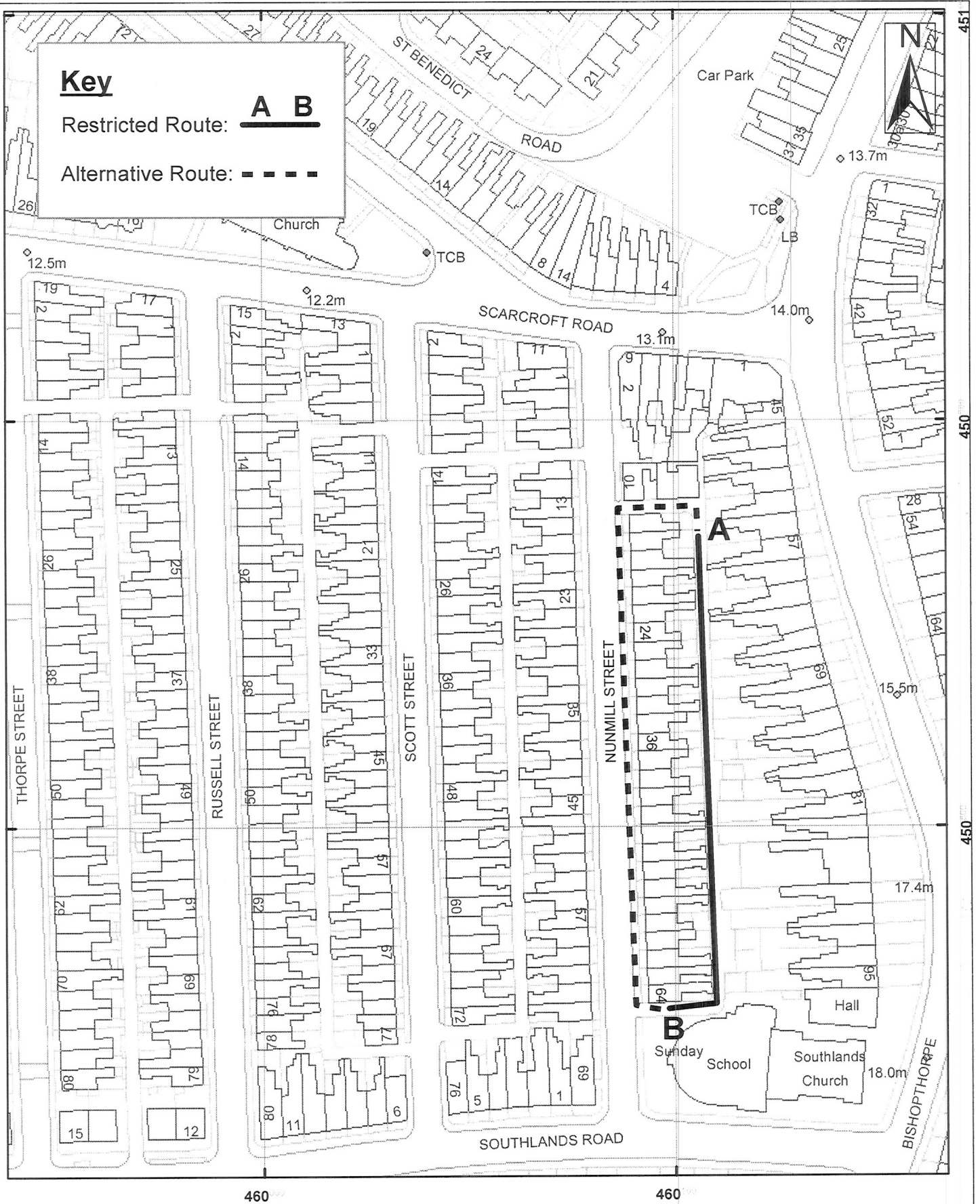
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451

Key

Restricted Route: **A B**

Alternative Route: - - - -



460

460



West Offices, Station Rise
 York, YO1 6GA
 Telephone: 01904 551550

Highways Act 1980 s129A
Nunmill Street / Bishopthorpe Road Gating Order 2014

Scale 1:1,250

Drawn By: E.T.

Date: 09/07/14

Public Rights of Way

Grid Ref: SE 601 508

Drawing No.

Contains Ordnance Survey data © Crown copyright and database right 2012

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Annex 2 - 1st and 2nd informal consultation for Nunmill Street / Bishopthorpe Road: Residents' comments

Nunmill Street / Bishopthorpe Road (68 properties)

First Informal consultation (18 x Yes: 10 x No)				Second Informal Consultation (15 x Yes: 7 x No)			
Log No.	Yes	No	Comments	Log No.	Yes	No	Comments
1		1	The alleyways in this area are a quick way of getting around. They are part of the history of this area. It is difficult storing rubbish now so this would make it messy on the main street. These are public rights of way and should not be blocked. This would be an expensive exercise. It would be better to spend money on the bad roads. Hence we don't agree.			1	These open ways are part of the charm of this area. Easy access to and from the different areas. Also rubbish collected from the front would look dreadful. It is bad enough along the road for recycling. These rights of way are the history of our area. Gating everywhere would make it like a prison. I'm sure in the end will do what you want as usual
23 & 18	1		Our back gate is currently outside the gating area although 50% of our back wall is within. We need to renew our back gate and deal with an issue with the wall. We believe that it will be better to relocate our gate to within the gating area. As a result it will mean the alley gate will go across the door whilst open. I am prepared to accept this. Before gating starts it is important myself and the council agree the exact gating location. I would prefer waste to be collected at the front in Bishopthorpe Road. Also, see email dated 26th June - met on site on 11th July to discuss.	1			
29	1		I spoke to Emily Tones today about vehicular access and, based on our conversation, am pleased to support the proposed gating. Thank you.	1			(Received 27 March 2014)
24		1	I have enclosed the copy of the proposed gate locations. The areas that I have highlighted I feel gates would be totally inappropriate for this community. The alkways/thoroughfares between streets are important as			1	

			<p>safe passageways as we constantly walk with children (with bikes and scooters and pushchairs) to and from friend's houses as well as park and schools. They are also frequently used by cars and cyclists. If the residents of Scott St, Russell St, Thorpe St would like the alleyway behind their properties gated, that's fine but I consider the walkways/alleys road to road to be an important access way. The alley behind my property..... is a busy and well used lane. Many properties have vehicles and garages but I am a small business and need access. My shopping is considerable; builders, staff, window cleaners and sometimes guests need to use my gate. Where is the security when so many people would need to know the access code?? I simply cannot carry the volume of shopping up the alley by hand; I must be able to drive up the lane. The other issue is the waste, it simply isn't practical for some residents to carry the waste to the top or bottom of the alley, block the lane and I can't imagine the properties at the bottom of the alley are gonna be too pleased with 50/60 black bags by their doors.</p>			
13	1		<p>On balance I agree with this. The back alley allows access to anyone. We've been burgled (2009) via back alley as have our next-door neighbours more recently.</p>			
14	1		<p>The gate at the end of Nunmill Street / Bishopthorpe Road next to the Methodist Church would be fine. However, the gate at the bottom end is being proposed to be around the corner (back of 12/14 Nunmill Street). This proposal is not such a good suggestion because being concealed from the main street will make it less secure (a burglar can climb it away from the glare of passing pedestrians). I realise that there was historical opposition to the gate from the "Stables" project building, however I now understand this is being converted to flats. Please can you look into this and see if it's possible to have a gate "on-view" like all the other gates. If it's not possible, we are still in favour of the gates because some gates will be better than none.</p>	1		<p>We have strong feelings in favour of the gates being installed and for the change in refuse as we do not wish to be the only alley unsecured in this area. We also feel that it is a shame that from the council letter accompanying this survey that vehicular access appears to have more significance than the number of residents in favour of the gates. This is particularly strange as access for pedestrians and cyclists was an issue for some residents on the other streets in the scheme yet this has not stopped those streets moving to formal consultation. We also do not understand why residents outside of the proposed gating area are allowed to vote on this issue - the votes of the residents at 45, 47, 49 and 51 Bishopthorpe Road should not be included in the totals. (Previous</p>

							information stated out of 68 properties when only 47 properties are involved in the proposal).
19	1		(See email dated 26th June. Support gating as long as vehicle access is not impeded.)				
15	1		We are happy for the gates to be put in place ONLY providing that we can still drive around the back of our house for access. The "corners" at each end are very difficult to negotiate and so any structure may impede this access further.				
35				1			
2		1	We are opposed to the proposal to alley gate our lane. We consider it to be unnecessary expense at a time when budgets are tight.			1	My wife and I are strongly opposed to the proposal to "alley gate" the lane between Nunmill St and Bishopthorpe Road for the following reasons:- We require daily vehicular access to our garage at the rear of our property (two or more times a day). Most of the properties on Bishopthorpe Road are set back from the road with many steps - level access is only available via the rear for the disabled/infirm/young families with pushchairs - why make this access route more difficult! Disabled people in cars will be particularly disadvantaged. Waste of public money: No evidence has been presented to justify the expense (and no information regarding cost provided). Why is this necessary? What will it achieve? Will it save money? Waste and refuse bags:- these would need to be taken through the house to the front of the property down many steps then onto a footpath that is a principle route into the city centre for many residents. This makes no sense when there is a perfectly functional rear lane offering better access and less congestion/mess! The lane has been open for over 100 years – we are told crime rates are dropping - spend money elsewhere!
3		1	I'm not in favour of alleygating the back lane and do not like the idea of the alternative suggestion regarding the refuse collection i.e. Black sacks left out at the front of our			1	

			properties or a central collection point. This could be a problem with people over filling their black sacks and rubbish spilling out on to the street. Nobody will be responsible for clearing the mess up, at least if the mess is outside their back gates they are aware of it and 9 out of 10 will be responsible people and clear it up....				
25		1	<p>We do not agree with the gating order for the following reasons: -</p> <p>1. the gates will prevent vehicular access to garages & parking spaces at the rear of our property & to our neighbours. This would put pressure on the already acute lack of parking spaces on Nunmill St & Bishopthorpe Rd. (our side of Bishopthorpe Rd has double yellow lines). We use our car all the time which is parked in the garage at the rear/accessible only via the alley. On the plans, the gates are positioned very close to the bends. This would not allow space to turn the corner in our opinion. They would need to be set back at least 1 car-length from each corner.</p> <p>2. the imposition of wheelie bins would also block access (vehicular) at each end of the alley where they would be parked before collection. The alley has a very steep slope and is not gritted during bad weather, therefore pushing a wheelie bin to the collection points as well as retrieving it afterwards, could be difficult even for able-bodied people like ourselves. There are several elderly residents living on our street and Nunmill. Further note: We would ONLY be in favour of ally gates (we like the principle) IF the gates were set much further back from each corner bend AND if the black bag collections remained (no wheelie bins).</p>		1		<p>We objected to the original proposal but we are now in favour for the following reasons:</p> <p>1) Continuation of black bin bags.</p> <p>2) Moving the position of the alley gates to allow vehicular access at both ends of the alley. We are glad the council has listened to residents' feedback and we now hope the alley gates will be put in place in the new revised positions away from the apex of each corner.</p>
33						1	<p>Having recently moved to this house I was not part of the original consultation. Having the alley gates is a benefit BUT, to my mind, it is outweighed by the possibility that householders would increase the amount of rubbish stored at the front of their houses. Some houses already have rather</p>

							untidy collections of recycling materials at the front.
26	1		We are in agreement to the alleyway being gated providing vehicular access will remain.				
27	?	?	<p>We have mixed views about this proposal, and have therefore not voted for or against the scheme. However, we would like to make the following comments:</p> <p>1. The gates should not make it more difficult to get a vehicle round the corners in the alley, which is already awkward.</p> <p>2. There should be space outside the gated area to stop a vehicle off the road while opening or closing the gates.</p> <p>3. We would prefer refuse collected from the front of the properties on Bishopthorpe Rd (as with the existing recycling collections), rather than from outside the gated area at the back. Leaving rubbish outside the gates will mean a long walk for some residents, and will block either the pavement, the alley or the road.</p>				
16	1		Our property was burgled in 2011. Following the burglary myself and [my neighbour] spoke to local residents and submitted a petition showing strong support for the alley gates. I have copies if required.	1			Please note, we are one of the 5 properties that have parking behind our property and are fully in favour for the alley gates. We believe they will reduce crime in the area as we were burgled via the rear of the property.
17	1		Early in 2012, myself and my neighbour presented at several council meetings the alleygating proposal for Bishopthorpe Rd / Nunmill Street. We had petitioned all of the impacted households and the vast majority were in favour of the proposal. We are extremely pleased that the proposal is being tabled again, and I would be happy to actively support it in any way that I can. Please let me know if you would like a copy of the petition mentioned above.	1			I would like to make it clear that there are only a handful of residents who use their garages to store a vehicle in. There are only about 5 residents therefore who need to drive along the alleyway (and therefore leave their car to open and close the gates). I don't agree that this is a significant number to be used as a reason to not go ahead with the proposal, particularly as the vast majority of these car-using residents are in favour of the proposal. I don't understand why the decision was made not to have central refuse collection points as used by other streets. Please could you provide more information on this reasoning? As you may be aware, myself and my neighbour canvassed opinion on this subject

							and feeling was overwhelmingly strong towards the alley gate proposal. We still have a copy of this petition as does Sandy Fraser.
31				1			
28		1	<p>The lane between Bishopthorpe Road and Nunmill St is very different to the nearby alleyways which you are also proposing to gate. Unlike the other proposals, it is not simply an “alleyway” that may be used by the occasional pedestrian. Instead, it a lane or drive specifically designed to provide vehicular access to the garages and homes of a considerable number of local Bishopthorpe Road residents. As such it plays a key role in our daily lives and is used by many of us several times a day. Given the cumulative impact gating would have on the quality and, indeed, scope, of the access we currently have to our homes, I regret that we must object to this element of the total package</p> <p>1. Any proposal that reduces the width of car that can use the lane or increases the risk of damage to the car negotiating the reduced width is an unacceptable constraint on current access and on the maximum width of car that we or future freeholders can own. (The alternative is an increase in insecure, on-street parking, increasing the risk of theft, vandalism etc and much worse access.) A number of us have invested considerable sums to improve access with automatic doors on our garages so that we do not have to waste time and suffer the inconvenience of getting out of the car. This isn't simple laziness – as some of us get older and frailer, getting in and out of a car is an increasingly fraught and difficult procedure to be reduced to the absolute minimum! If the proposal is for a simple gate to be provided as elsewhere, then it reintroduces these access difficulties. As we understand it, the process of taking a car through the gate would be (in all weathers):-</p> <p>1. Get out of car. 2. Walk to gate. 3. Enter code. 4. Open gate. 5. Walk back to and get back into car. 6. Drive</p>		1	<p>The lane between Bishopthorpe Road and Nunmill St is very different to the nearby alleyways which you are also proposing to gate. Unlike the other proposals, it is not simply an “alleyway” that may be used by the occasional pedestrian. Instead, it a lane or drive specifically designed to provide vehicular access to the garages and homes of a considerable number of local Bishopthorpe Road residents. As such it plays a key role in our daily lives and is used by many of us several times a day. Given the cumulative impact gating would have on the quality and, indeed, scope, of the access we currently have to our homes, I regret that we must object to this element of the total package.</p> <p>1. Vehicular access: Any proposal that reduces the width of car that can use the lane or increases the risk of damage to the car negotiating the reduced width is an unacceptable constraint on current access and on the maximum width of car that we or future freeholders can own. (The alternative is an increase in insecure, on-street parking, increasing the risk of theft, vandalism etc and much worse access.) A number of us have invested considerable sums to improve access with automatic doors on our garages so that we do not have to waste time and suffer the inconvenience of getting out of the car. This isn't simple laziness – as some of us get older and frailer, getting in and out of a car is an increasingly fraught and difficult procedure to be reduced to the absolute minimum! If the proposal is for a simple gate to be provided as elsewhere, then it reintroduces these access difficulties. As we understand it, the process of taking a car through the gate would be (in all weathers):-</p> <p>1. Get out of car. 2. Walk to gate. 3. Enter code. 4. Open gate. 5. Walk back to and get back into car. 6. Drive through gate. 7. Get out of car and walk between the car and the wall in order to get back to</p>	

		<p>through gate. 7. Get out of car and walk between the car and the wall in order to get back to gate. 8. Close gate. 9. Walk back to car, again between the wall and the car. 10. Drive on. Apart from the obvious time and inconvenience caused, we'd suggest that, given the space available, every opening of the car door and each getting in and out of the car may be difficult and perhaps even impossible especially for people with restricted mobility / larger frames / larger cars / less precise driving(!). This issue also applies, of course, in stages 7 and 9 when it will be necessary to squeeze between car and wall. In short, because this is not a typical "alleyway" we fear that the practicalities have not yet been fully thought through.</p> <p>2. Far from deterring vandalism etc, the proposal introduces additional risks to people and property. In trying to negotiate the above process, people will inevitably leave the engine running and the car unlocked, probably with the door as open as it can be. While the car is on the "public" side of the gate and unoccupied it will be particularly vulnerable to being stolen, particularly given the "blind" nature of the exits onto Nunmill Street. However, this risk exists on both sides of the gate as does the possibility of both planned and opportunistic raids on cars' contents. With the exception of some minor graffiti, we perceive the level of criminality associated with the back lane nowadays to be very low, not least thanks to the CCTV on Southlands Chapel. If any does occur it is, naturally, when there is no-one around. By contrast, the proposal creates the potential for crime precisely when a member of the public (the driver) is nearby, putting them at risk of assault particularly if they try to intervene or resist. For what it's worth, the above process will take so long that the gate will actually be open quite long enough for someone of criminal intent to get through it. In the meantime, if there is a vandalism etc problem, then we would suggest that, following the precedent set by Southlands Chapel, more CCTV and some suitable "Smile you're on TV"- type signs are provided. We suspect that this may be not very</p>		<p>gate. 8. Close gate. 9. Walk back to car, again between the wall and the car. 10. Drive on. Apart from the obvious time and inconvenience caused, we'd suggest that, given the space available, every opening of the car door and each getting in and out of the car may be difficult and perhaps even impossible especially for people with restricted mobility / larger frames / larger cars / less precise driving(!). This issue also applies, of course, in stages 7 and 9 when it will be necessary to squeeze between car and wall. In short, because this is not a typical "alleyway" we fear that the practicalities have not yet been fully thought through. Further, we believe that the particular impact on the ease of access for the mobility-impaired is likely to fall foul of what we believe is a statutory duty to protect and, indeed, where possible, to enhance access to premises etc. for both existing and future users with impaired mobility.</p> <p>2. Far from deterring vandalism etc, the proposal introduces additional risks to people and property. In trying to negotiate the above process, people will inevitably leave the engine running and the car unlocked, probably with the door as open as it can be. While the car is on the "public" side of the gate and unoccupied it will be particularly vulnerable to being stolen, particularly given the "blind" nature of the exits onto Nunmill Street. However, this risk exists on both sides of the gate as does the possibility of both planned and opportunistic raids on cars' contents. With the exception of some minor graffiti, we perceive the level of criminality associated with the back lane nowadays to be very low, not least thanks to the CCTV on Southlands Chapel. If any does occur it is, naturally, when there is no-one around. By contrast, the proposal creates the potential for crime. Precisely when a member of the public (the driver) is nearby, putting them at risk of assault particularly if they try to intervene or resist. Further, the process to get through the gate will take so long that the gate will actually be open quite long enough for someone of criminal intent to get through it. In the meantime, if there is a vandalism etc problem, then we would suggest that, following the precedent set by Southlands Chapel, more CCTV and</p>
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			<p>different in cost to gating and may, indeed, be considerably cheaper.</p> <p>3. Among the reasons why our refuse is collected from the back lane rather than from the front is that, when it was proposed to change, CYC concluded that negotiating the steep steps at the front represented an unacceptable Health and Safety risk to (trained) refuse collectors. It naturally followed that it was an equally unacceptable risk for (untrained) residents to be carrying the stuff down the steps. The present arrangement also has the value of avoiding having to carry the rubbish through the house itself. It follows that rubbish would still have to be collected from the rear, but, if refuse collectors can't come into the lane (though we don't understand why they couldn't), where would we have to take the rubbish before they arrived? It can't be left within the lane itself as that would prevent residents driving their cars in and out. We believe that, if nothing-else, this consultation is deficient without the practical detail and its implications on this issue.</p>			<p>some suitable "Smile you're on TV"-type signs are provided. We suspect that this may be not very different in cost to gating and may, indeed, be considerably cheaper.</p> <p>3. Refuse collection. We note the consultation statement that collection would move from the rear to the front of our homes in Bishopthorpe Road. However, among the reasons why our refuse is collected from the back lane rather than from the front is that, when it was proposed to change, CYC concluded that negotiating the steep steps at the front represented an unacceptable Health and Safety risk to (trained) refuse collectors. It naturally followed that it was an equally unacceptable risk for (untrained) residents to be carrying the stuff down the steps and as a result the collection remained at the rear. The current proposal should therefore be rejected on the same health and safety grounds alone, though it may also be noted that the disproportionate impact this would have on the mobility-impaired again falls foul of the need to maintain and enhance their quality of access. We therefore believe that, given all the above and on the balance of advantage and disadvantage to local residents (the disadvantage, to some, being potentially very considerable), the specific proposal to gate the way between Bishopthorpe Road and Nunmill Street should be rejected. It is a very particular case and rejecting its gating need not invalidate gating other back-lanes in the area. Finally, we welcome CYC's recognition in the consultation letter that "strong support from residents is essential for a gating scheme to be successful".</p>
20	1		<p>1. The proposed gate is directly at the back of my property. I would not want the gate to have any negative effect on my walls, eg the gate fixings would not be attached to my wall.</p> <p>2. I am concerned about household waste - I would definitely NOT want the collection point to be at the side of my property - 12 Nunmill Street. THIS WOULD CAUSE MY STRONG OPPOSITION TO THE ALLEYWAY BEING GATED. As well as the obvious smell, unsightliness of lots of waste bags it would cause increased noise at collection</p>			

			time. Also, the access to my yard is from this side alley. If refuse collection is from the front of properties I would agree to the alleyway being gated. This would be more fair I think.				
21		1	Don't want to carry rubbish through the house - that's why the back gates were designed like that. No proof that they will reduce an (already very low) crime rate. Would prefer to see the money spent in ways more beneficial to the local community.				
4	1						
30		1	I strongly disagree with the proposed alleygating. I believe it will change the feel of living here. On a practical level it means difficulty for bicycle & car users, bringing rubbish to a collection point could prove difficult for some. I use the alley almost daily. It means I check it & let neighbours know if I see things that need attention. I have spoken with my landlord who also does not agree with the proposal.				
5	1		I think it is a very good idea				
32					1		
6	1				1		I strongly agree with the gating proposals as in the recent past I have been a victim of burglary where access was gained to my property via the back alleyway. Having gates installed to minimise access to the alley would certainly detour thieves & help to lower crime rates.
7	1		Absolutely brilliant. Hope most agree to the scheme		1		Absolutely! If all the remaining alleys are gated, any problems will automatically end up in the alley Nunmill St / Bish. Road! NOT many houses on Bish. Rd use the alley as vehicular access. Hope our insurance will NOT rise due to vulnerability. I understand most people will not want to take refuse to the front - but we do it for recycling - what's the difference?

8	1		<p>I'm all in favour of the gates, but I don't like the refuse collecting scheme. If the Council are still going to be able to use the lane, why can't they collect the rubbish as usual? After all I have seen it done for 45 years. It doesn't take a man long to throw the bags in a large wheelie bin to take up or down the lane to be picked up. It takes him 2 trips down and 2 trips up and takes a matter of 5 minutes. This is my only objection, as for the gates it's a brilliant idea. If I</p> <p>were you I would send out a voting slip to each resident and ask them to tick whether they want rubbish pick up or gates. It has to be one or the other this will give you the answer. Unless collections can carry on with the gates being put up. (The facts I've given you are correct as I've watched and timed the collection process.)</p>		1		<p>I have been in this house 45 years and agree this is the BEST thing that could happen. As lots of people use our back lane for whatever reason. So please get it done. Thank you.</p>
34					1		
9	1		<p>I'm very pleased about this proposal. We occasionally suffer "spikes" in burglaries in this area so this should help reduce the risk in future. Thank you.</p>		1		
10		1			1		<p>On numerous occasions, youths have congregated in the Nunmill/Bishopthorpe alleyway. They gather at the rear of 50-52 Nunmill St where they can hide from view. This is often late at night and drink (alcohol) is certainly involved. There have been acts of vandalism (graffiti). As a property owner with a young family I do feel vulnerable from the rear of our property. The introduction of gates would certainly act as a deterrent. The argument that gates will be left open is very weak. If they can get out of their car to open the gate then they should be able to close it. I am assuming that they get their cars out of their own garages! I agree that gates would give security. I want the gates, however do not want people leaving lots of rubbish bags at the front of their houses - think rented houses may do this more. Would rather bin bags to be stored in sheds at the back then having to carry them to the</p>

							front at the agreed times for collection. I am for this proposal however I would not want the big green & black bins to be provided as this would totally spoil the look of these streets as some may leave them at the front.
22		1	Do not wish to be enclosed at either end of Nunmill Street. Furthermore, perplexed by reasons for gating the street as there have been no recent issues around anti-social behaviour. If indeed behaviour such as above re-occurs then the issue of PERPETRATORS should be addressed and NOT the victims freedom to be free in their own homes!! If burglars/thieves are desperate enough to enter a premises, they will do so regardless of gates!!				
11	1				1		We believe that either all the alleyways should be gated or none. The original survey we believed set out these two options. Subsequently the outcome was to gate most alleyways but not Nunmill Street. If this happens, with only Nunmill Street left ungated, then it is likely to leave Nunmill Street a target for break-ins. We do not understand the observation that those with garages will not have access because "of the difficulty some may have getting in and out of their vehicles". This does not seem to be a reasonable objection.
12- same address, different people/ votes	1						
						1	I think it best to have the back lane ungated due to the reasons put forward regarding freer residents access to what is quite a well used route to the rear of our properties. I remain in general pro alley gates. Having recently moved here from East Mount Road (South Side) where gating helped to reduce anti-social use. I have also discussed the

							<p>Nunmill/Bishopthorpe situation with Sandy Fraser who put me in the picture with the council's decision. Other than having twenty-four hour manned look-out posts with guard dogs floodlights etc. (somewhat expensive) we residents can only hope not to be too troubled by miss-use of back lane. With thanks.</p>
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Annex 3

SECTION 1: CIA SUMMARY



Community Impact Assessment: Summary

1. Name of service, policy, function or criteria being assessed:

Nunmill Street / Bishopthorpe Road Alley-gating Scheme 2014

2. What are the main objectives or aims of the service/policy/function/criteria?

Gating Orders allow alleyways to be closed to the public to help prevent crime and anti-social behaviour associated with them. This recommendation proposes the closure of the alleyway between Nunmill Street and Bishopthorpe Road in the Micklegate Ward.

3. Name and Job Title of person completing assessment:

Emily Tones, Assistant Rights of Way Officer

4. Have any impacts been Identified? (Yes/No)

Yes

Community of Identity affected:

Age; Disability,
Carers

Summary of impact:

One positive and six negative impacts have been identified involving mobility and access issues. One of the negative issues is seen as critical (design of locks / handles etc). This is mitigated by design / installation and alternative access options. Alleygates are reviewed regularly and/or on demand which accommodates any change in circumstances.

The positive impact of additional security to residents, increasing peace of mind and providing a safe area to the rear of their properties justifies the negative impacts.

5. Date CIA completed:**6. Signed off by:**

7. I am satisfied that this service/policy/function has been successfully impact assessed.

Name:

Position:		
Date:		
8. Decision-making body: Decision Session – Cabinet Member for Transport (in public)	Date: 16 October 2014	Decision Details:
<p>Send the completed signed off document to ciasubmission@york.gov.uk. It will be published on the intranet, as well as on the council website.</p> <p>Actions arising from the Assessments will be logged on Verto and progress updates will be required</p>		

Community Impact Assessment (CIA)

Community Impact Assessment Title:
Nunmill Street / Bishopthorpe Road Alley-gating Scheme 2014

What evidence is available to suggest that the proposed service, policy, function or criteria could have a negative (N), positive (P) or no (None) effect on quality of life outcomes? (Refer to guidance for further details)

Can negative impacts be justified? **For example: improving community cohesion; complying with other legislation or enforcement duties; taking positive action to address imbalances or under-representation; needing to target a particular community or group e.g. older people.** NB. Lack of financial resources alone is NOT justification!

Community of Identity: Age

Evidence	Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
Informal and formal consultation has been undertaken with all affected residents and statutory bodies (Police, emergency services, utility companies, Ramblers Assn.)	Physical security; Standard of living Access to services; Individual, family and social life	Positive & Negative	None
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer
Positive: A Gating Order may be made in respect of a highway that is experiencing or	Yes	<ul style="list-style-type: none"> As a proportionate means to achieve a legitimate aim 	Completion Date

<p>facilitating high and persistent levels of crime and/or anti-social behaviour which adversely affect local residents or businesses. There is a generally agreed perception that older people are more fearful of crime so the installation of gates to reduce crime and to deter groups of ‘undesirables’ gathering in alleyways would have a beneficial effect. People who live adjacent to the alleyways subject to a gating order will particularly benefit from reduced anti-social behaviour for example, drinking in the passages, graffiti, urination etc. A Gating Order gives additional security to residents, increasing peace of mind and providing a safe area to the rear of their properties.</p> <p>Negative: Restricting the use of the highway can have a negative impact on specific age groups.</p> <p>Older people/under 17s: Non-drivers are less likely use a car, therefore more likely to regularly use alleyways to access local shops, bus stops, schools etc. Older people and under 17s are likely to be non-drivers. People who have mobility</p>		<ul style="list-style-type: none"> • In support of improving community cohesion • There are alternative pavement routes that can be safely used with only reasonable increases in walking distances. • Waste services offer additional assistance to customers meeting set criteria. • A small number of consultation responses indicated customers were of age and would have difficulty. We will proactively signpost these residents to this service. • The letter confirming the gating order will also signpost residents to this service. 	<p>E Tones</p> <p>E Tones</p>	<p>When gating orders confirmed</p> <p>When gating orders confirmed</p>
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<p>problems welcome short-cuts and walks that are away from busy traffic and may be hesitant or unable to use alternative routes to essential services.</p> <p>Children: Parents with young children use alleyway routes to take them to school. Older children going to school on their own may use alleyway routes to arrive at school safely</p> <p>When Gating Orders are made and gates installed, it is necessary for refuse to be collected from the front of properties instead of from the back lane. This means that in most cases, refuse bags will have to be carried through the home to present it on the public highway at the front. This could have a negative impact on older people who may be unable to lift and carry due to mobility issues/frailty.</p>				
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Community of Identity: Carers of Older or Disabled People

Evidence	Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
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Informal and formal consultation has been undertaken with all affected residents and statutory bodies (Police, emergency services, utility companies, Ramblers Assn.)		Access to services; Standard of living; Individual, family and social life	Negative	None
Details of Impact	Can negative impacts be justified?	Reason/Action	Lead Officer	Completion Date
Residents are able to provide independent access to carers once the alleygates are installed. Carers may wish to change working hours to facilitate refuse disposal (as detailed above) but this is optional and dependant on personal preference.	Yes	<ul style="list-style-type: none"> As a proportionate means to achieve a legitimate aim Waste services offer additional assistance to customers meeting set criteria. Residents have the choice of using this service instead of changing carers' working patterns. 	E Tones	When gating orders confirmed

Community of Identity: Disability

Evidence	Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)	
Informal and formal consultation has been undertaken with all affected residents and statutory bodies (Police, emergency services, utility companies, Ramblers Assn.)	Access to services; Standard of living; Individual, family and social life	Negative	None	
Details of Impact	Can negative impacts be	Reason/Action	Lead Officer	Completion Date

	<i>justified?</i>			
<p>Some alleyways are used by drivers to access garages at the rear of properties. People with impaired mobility may rely on this access as their most convenient way to access their property. A gate may impede this access or impact on the ease with which access is currently enjoyed.</p> <p>Restrictions to the highway can have a negative impact on disabled people. Some properties have stepped access to their frontages. Wheelchair users and people with impaired mobility may rely on the back entrances to their properties and alleyways as the most convenient, or possibly their only, means of accessing their property.</p> <p>The design of the gates is critical. Width and height of locks and handles must provide ease of use for wheelchair users and people with dexterity issues e.g. people with arthritis.</p>	Yes	<ul style="list-style-type: none"> • As a proportionate means to achieve a legitimate aim • Only reasonable additional effort is involved in using the gates. • Results from the consultations to date show no current residents have indicated they have mobility issues. Legislation operational October 2014 requires alleygates to be reviewed at least every three years or earlier, on request, if necessary. Any changes in customer mobility would be considered in this review with gates removed if necessary. • Installation of gates does not impede access to the rear of the property as access codes are given to all residents. • Care is taken on the installation of individual gates to ensure ease of access to the locking mechanism. • All locks on this scheme will be fitted with a key override facility. This allows 	E Tones	When gating orders confirmed and at subsequent reviews

		<p>gates to be opened without the need to turn a handle. Keys are provided free of charge on request.</p> <ul style="list-style-type: none"> The letter confirming the gating order will also signpost residents to this service. 		
--	--	--	--	--

Community of Identity: Gender

Evidence		Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
Not applicable		Not applicable	None	None
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date
There is not expected to be either a positive or negative impact on this community of identity group.				

Community of Identity: Gender Reassignment

Evidence		Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
Not applicable		Not applicable	None	None

Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date
There is not expected to be either a positive or negative impact on this community of identity group.				

Community of Identity: Marriage & Civil Partnership

Evidence	Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)	
Not applicable	Not applicable	None	None	
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date
There is not expected to be either a positive or negative impact on this community of identity group.				

Community of Identity: Pregnancy / Maternity

Evidence		Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
Not applicable		Not applicable	None	None
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date
There is not expected to be either a positive or negative impact on this community of identity group.				

Community of Identity: Race

Evidence		Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
Not applicable		Not applicable	None	None
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date
There is not expected to be either a positive or negative impact on this community of				

identity group.				
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Community of Identity: Religion / Spirituality / Belief

Evidence		Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
Not applicable		Not applicable	None	None
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date
There is not expected to be either a positive or negative impact on this community of identity group.				

Community of Identity: Sexual Orientation

Evidence		Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
Not applicable		Not applicable	None	None
Details of Impact	<i>Can negative impacts be</i>	Reason/Action	Lead Officer	Completion Date

	<i>justified?</i>			
There is not expected to be either a positive or negative impact on this community of identity group.				

Annex 4 - Crime and Anti-Social Behaviour Statistics

Nunmill Street - Bishopthorpe Road Study Area

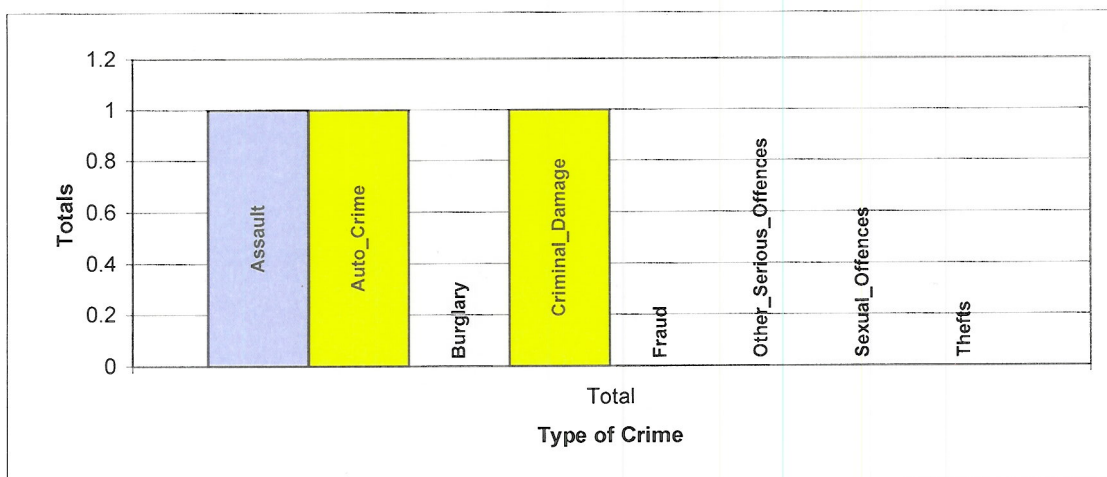
Pg 1 of 3

Crime Statistics

Crime Analysis Study Area:	=	Nunmill Street - Bishopthorpe Road Study Area
Size of Study Area from Application	=	Please see map
Study Period Start:	=	01/07/2013
Study Period End:	=	30/06/2014
Date Study Completed	=	26/08/2014
Number of Months in Study Period	=	12
Geocoding Accuracy Rate	=	95%

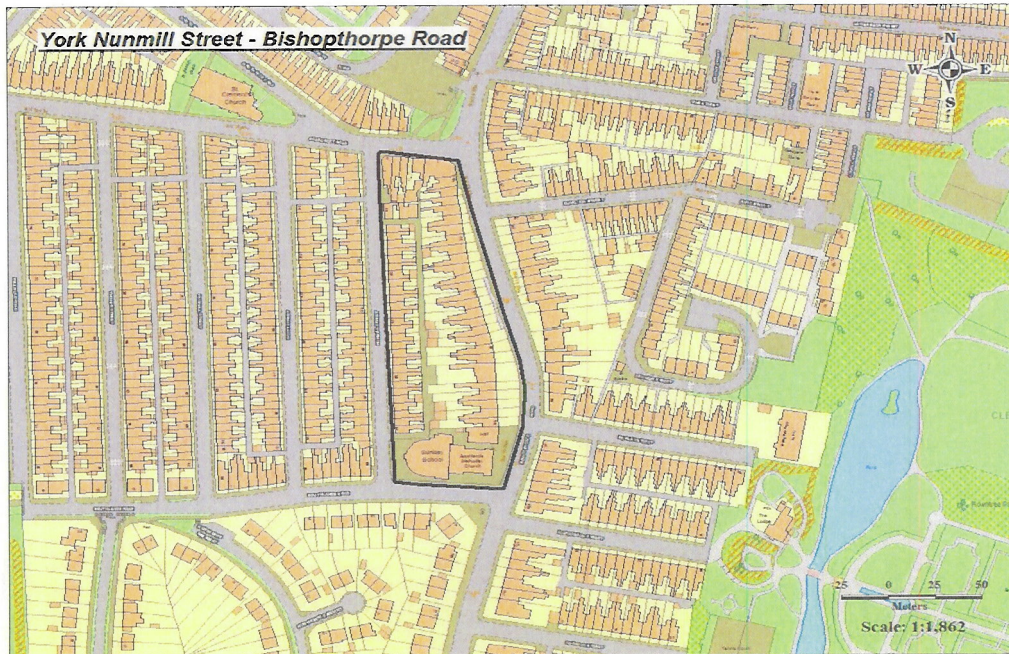
Crime Group	Total
Assault	1
Auto_Crime	1
Burglary	0
Criminal_Damage	1
Fraud	0
Other_Serious_Offences	0
Sexual_Offences	0
Thefts	0
Grand Total	3

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



A Table of Crime by Crime Group and then Crime Type

EVENT_GROUP	HO_DESCRIPTION	Total
ASSAULT	ASSAULT WITHOUT INJURY	1
AUTO_CRIME	THEFT FROM VEHICLE	1
CRIMINAL_DAMAGE	CRIMINAL DAMAGE TO VEHICLES	1
Grand Total		3



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

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

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

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

Grand Total

3

Expected Average Crime per Month =

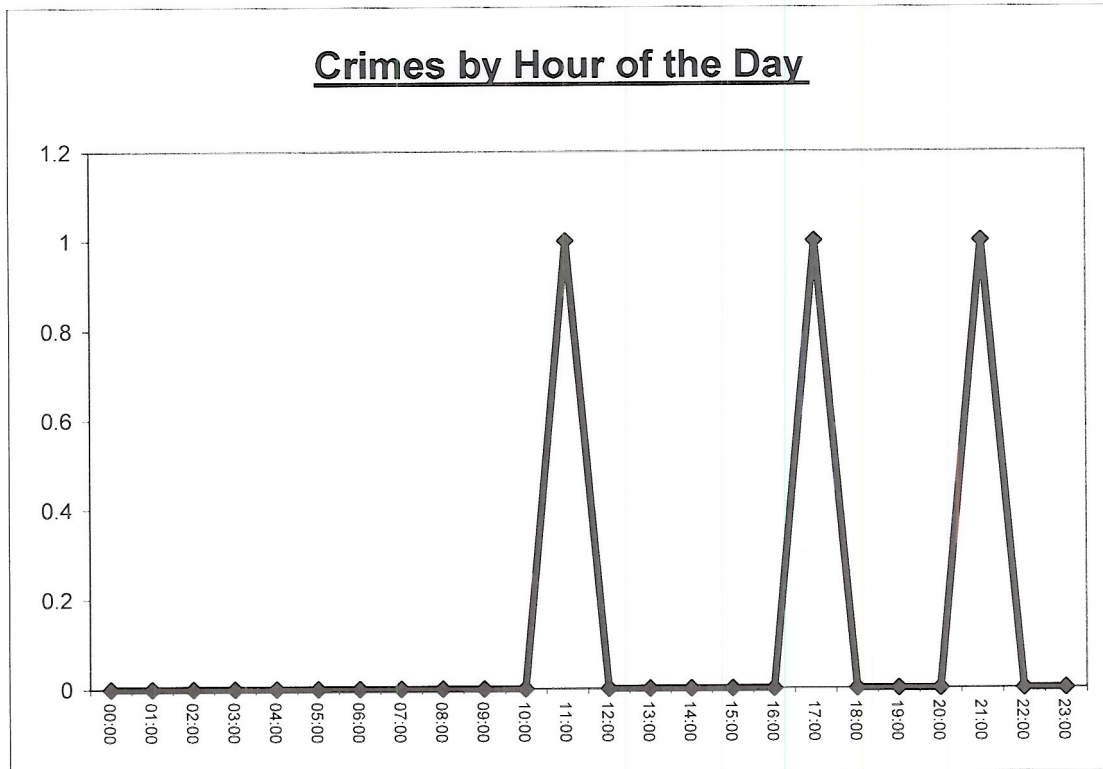
0.3

Expected Average Crime per Day =

0.4

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

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

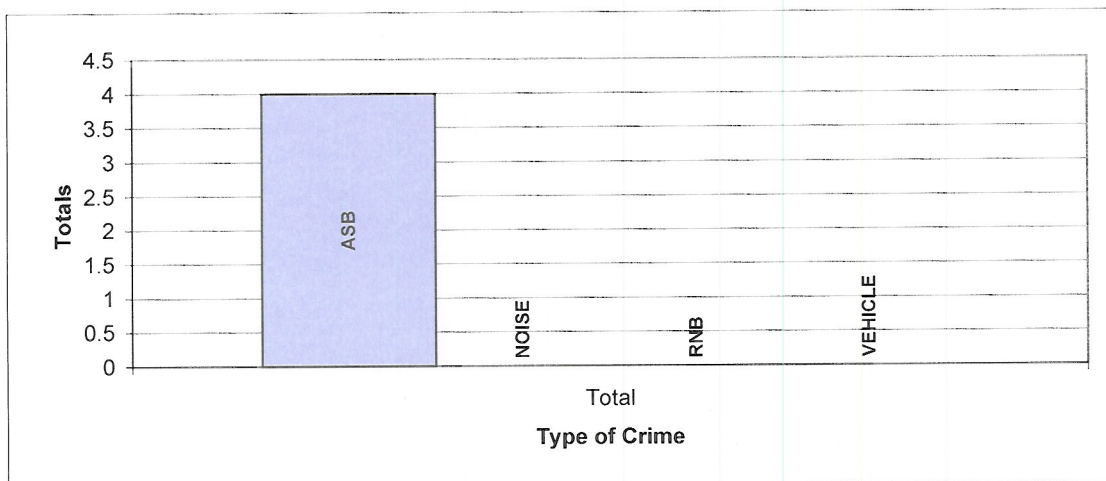


NYP ASB General Incidents Report

ASB Analysis Study Area:	=	Nunmill Street - Bishopthorpe Road Study Area
Size of Study Area from Application	=	Please See Map
Study Period Start:	=	01/07/2013
Study Period End:	=	30/06/2014
Date Study Completed	=	26/08/2014
Number of Months in Study Period	=	12
Geocoding Accuracy Rate	=	95%

ASB Incident Group	Total
ASB	4
NOISE	0
RNB	0
VEHICLE	0
Grand Total	4

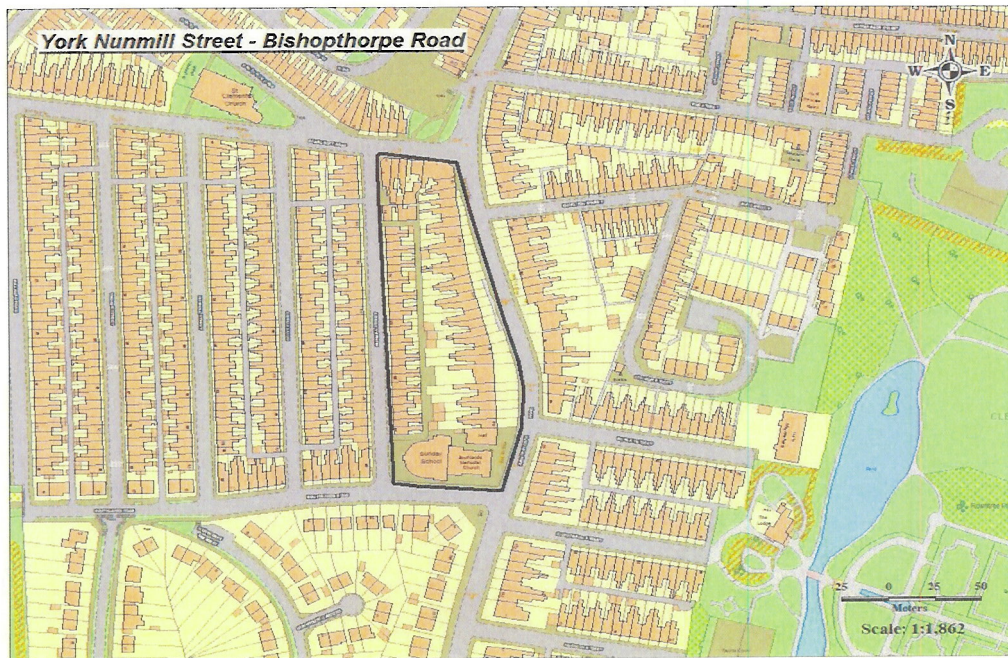
A Table of NYP ASB Incidents in the Study Area (Above) and corresponding Graph (Below)



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

A Table of ASB by ASB Group and then Incident Heading

EVENT_GROUP	INCIDENT_HEADING	Total
ASB	ASB Nuisance	4
Grand Total		4



From 1st April 2011, all new ASB incidents are recorded by the type of harm they involve. Incidents are recorded as either: **ASB Personal** (where ASB impacts an individual rather than a group *e.g. comms*); **ASB Nuisance** (where ASB causes suffering to the comm)

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

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

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

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

Day	Total
Mon	0
Tue	0
Wed	1
Thu	0
Fri	1
Sat	1
Sun	1
Grand Total	4

Grand Total

4

Expected Average Incidents per Month =

0.3

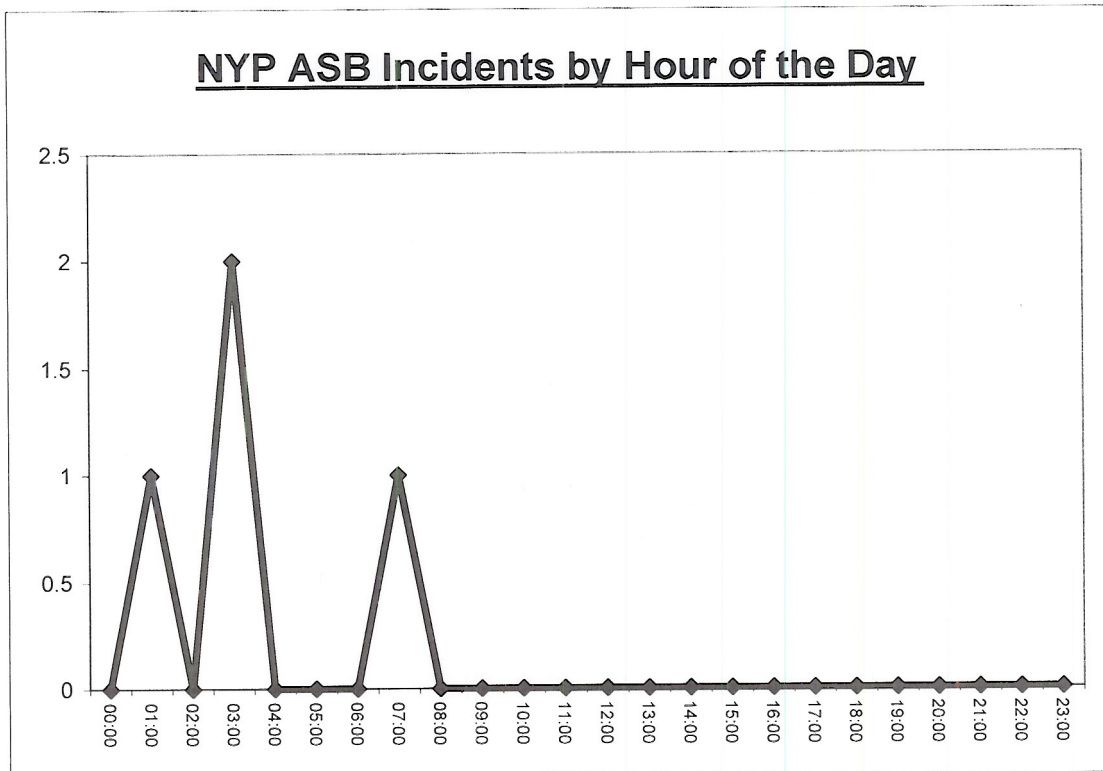
Expected Average Incidents per Day =

0.6

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

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

NYP ASB Incidents by Hour of the Day

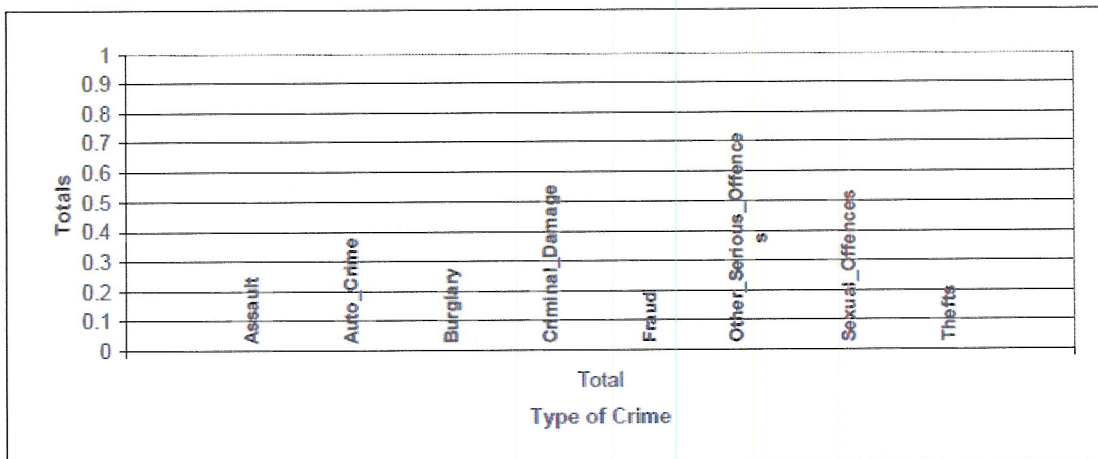


Crime Statistics

Crime Analysis Study Area:	=	Nunmill Street - Bishopthorpe Road Study Area
Size of Study Area from Application	=	Please see map
Study Period Start:	=	01/08/2012
Study Period End:	=	31/07/2013
Date Study Completed	=	27/08/2013
Number of Months in Study Period	=	12
Geocoding Accuracy Rate	=	95%

Crime Group	Total
Assault	0
Auto_Crime	0
Burglary	0
Criminal_Damage	0
Fraud	0
Other_Serious_Offences	0
Sexual_Offences	0
Thefts	0
Grand Total	0

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



A Table of Crime by Crime Group and then Crime Type

No Records



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

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

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

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

Grand Total

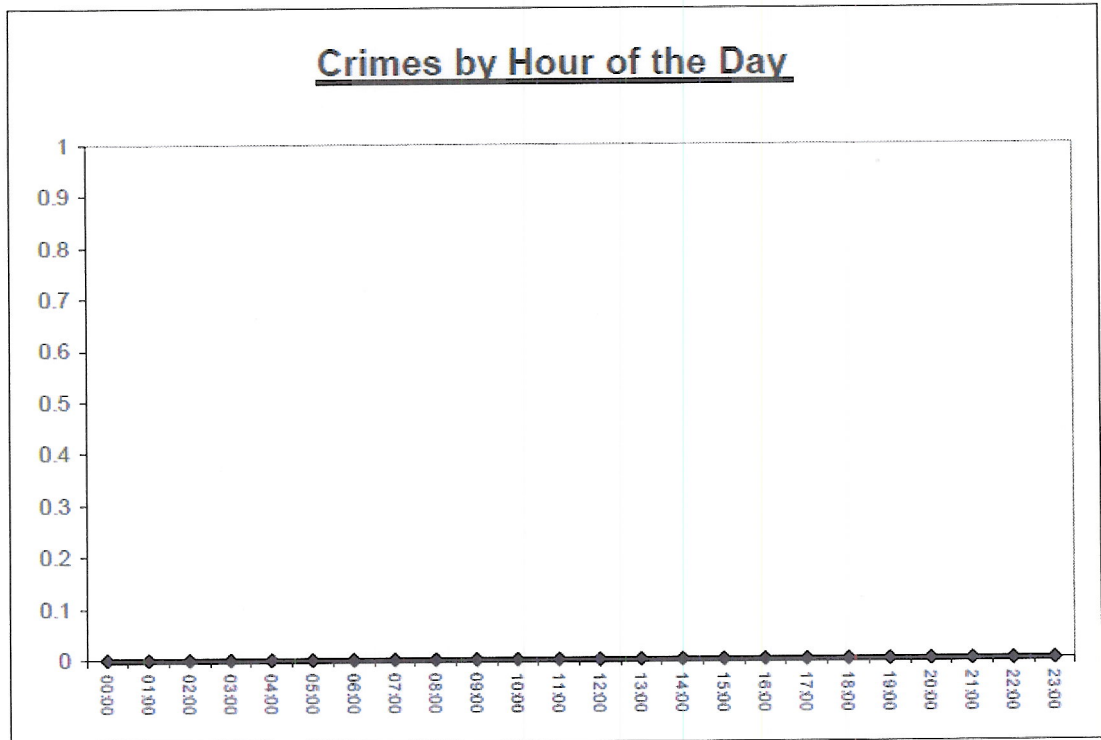
0

Expected Average Crime per Month = **0.0**

Expected Average Crime per Day = **0.0**

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

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

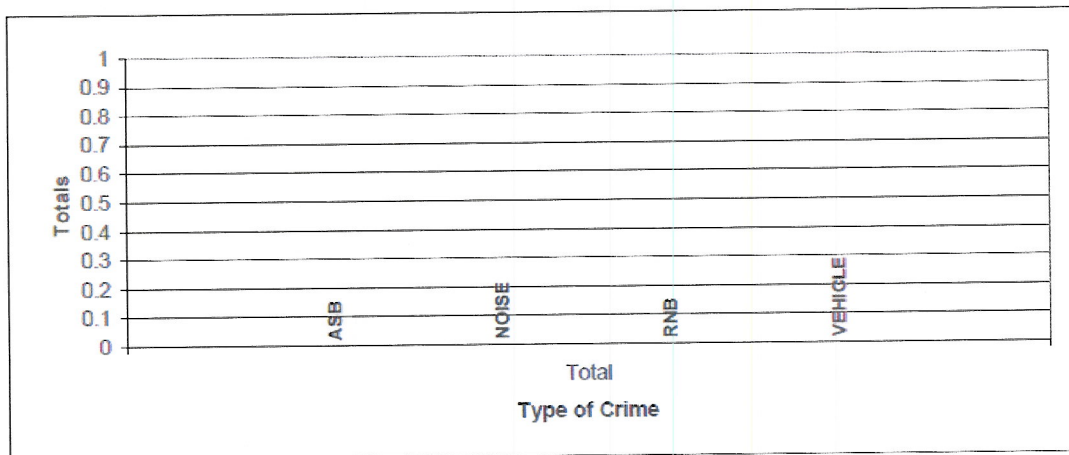


NYP ASB General Incidents Report

ASB Analysis Study Area:	=	Nunmill Street - Bishopthorpe Road Study Area
Size of Study Area from Application	=	Please see map
Study Period Start:	=	01/08/2012
Study Period End:	=	31/07/2013
Date Study Completed	=	27/08/2013
Number of Months in Study Period	=	12
Geocoding Accuracy Rate	=	95%

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

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



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

A Table of ASB by ASB Group and then Incident Heading

No Records



From 1st April 2011, all new ASB incidents are recorded by the type of harm they involve. Incidents are recorded as either: **ASB Personal** (where ASB impacts an individual rather than a group e.g. *comms*); **ASB Nuisance** (where ASB causes suffering to the comm

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

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

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

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

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

Grand Total

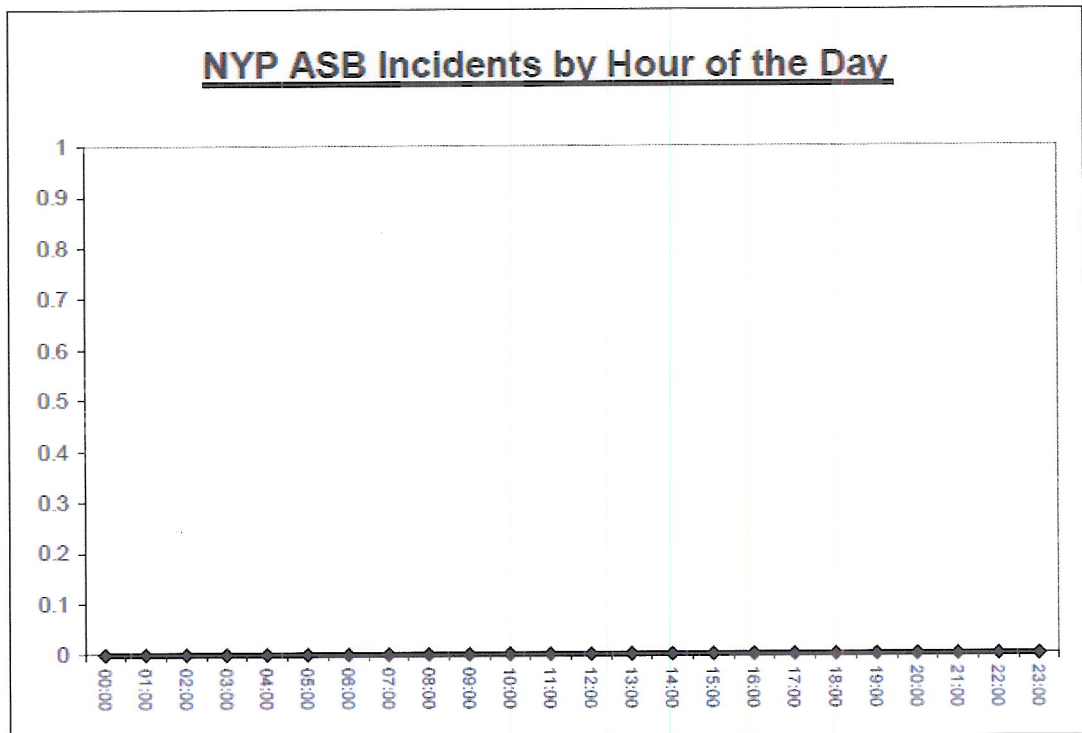
0

Expected Average Incidents per Month = #DIV/0!

Expected Average Incidents per Day = 0.0

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

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

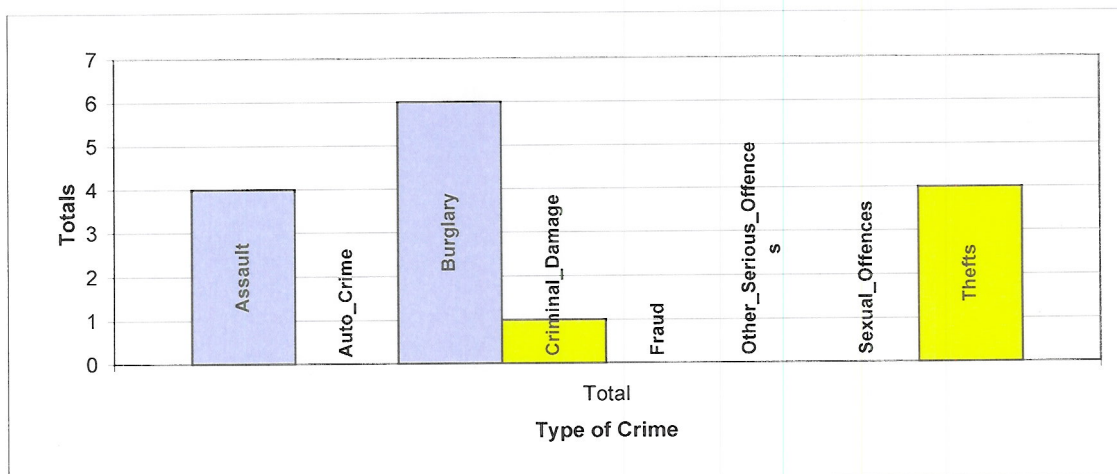


Crime Statistics

Crime Analysis Study Area:	=	Nunmill Street - Bishopthorpe Road
Size of Study Area from Application	=	Please see map
Study Period Start:	=	01/06/2011
Study Period End:	=	31/05/2012
Date Study Completed	=	27/06/2012
Number of Months in Study Period	=	12
Geocoding Accuracy Rate	=	95%

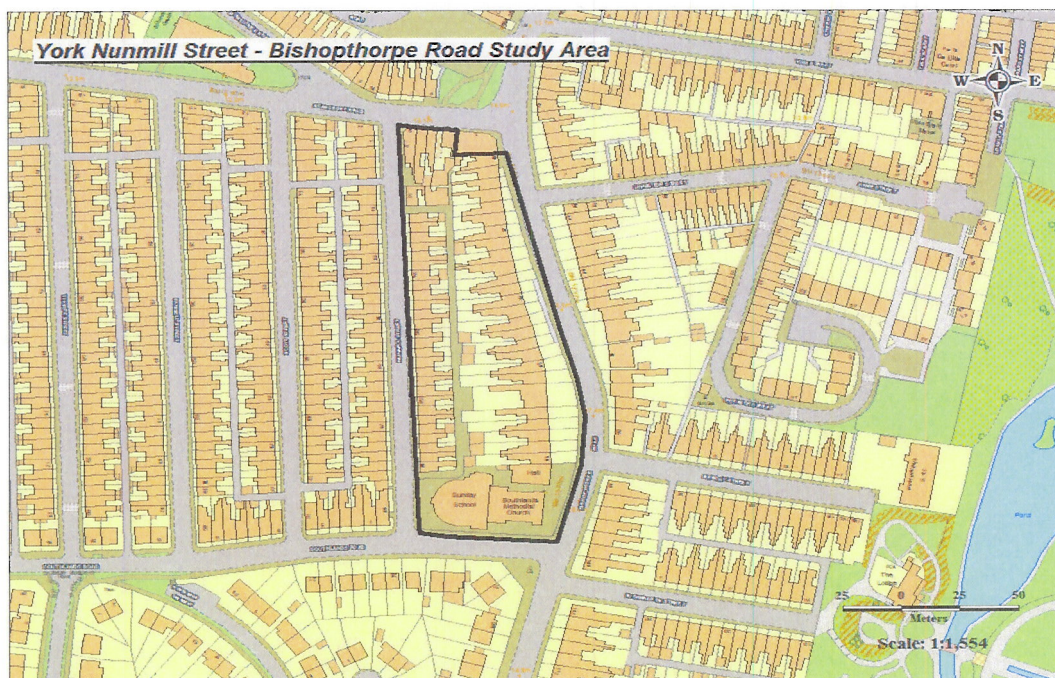
Crime Group	Total
Assault	4
Auto_Crime	0
Burglary	6
Criminal_Damage	1
Fraud	0
Other_Serious_Offences	0
Sexual_Offences	0
Thefts	4
Grand Total	15

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



A Table of Crime by Crime Group and then Crime Type

EVENT_GROUP	HO_DESCRIPTION	Total
ASSAULT	ACTUAL BODILY HARM WITHOUT INTENT	2
	ASSAULT WITHOUT INJURY	1
	WOUNDING OR CARRYING OUT AN ACT ENDANGERING LIFE	1
BURGLARY	BURGLARY IN A BUILDING OTHER THAN A DWELLING	1
	BURGLARY IN A DWELLING	5
CRIMINAL_DAMAGE	CRIMINAL DAMAGE TO OTHER BUILDINGS	1
THEFTS	OTHER THEFT OR UNAUTHORISED TAKING	1
	THEFT OF PEDAL CYCLE	3
Grand Total		15



Which of the above crime occurred using alleyway as exit or entrance point

EVENT_GROUP	HO_DESCRIPTION	Total
BURGLARY	BURGLARY IN A BUILDING OTHER THAN A DWELLING	1
	BURGLARY IN A DWELLING	4
CRIMINAL_DAMAGE	CRIMINAL DAMAGE TO OTHER BUILDINGS	1
THEFTS	THEFT OF PEDAL CYCLE	3
Grand Total		9

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

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

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

Crime Day	Total
Mon	3
Tue	2
Wed	2
Thu	1
Fri	3
Sat	4
Sun	0
Grand Total	15

Grand Total

15

Expected Average Crime per Month =

1.3

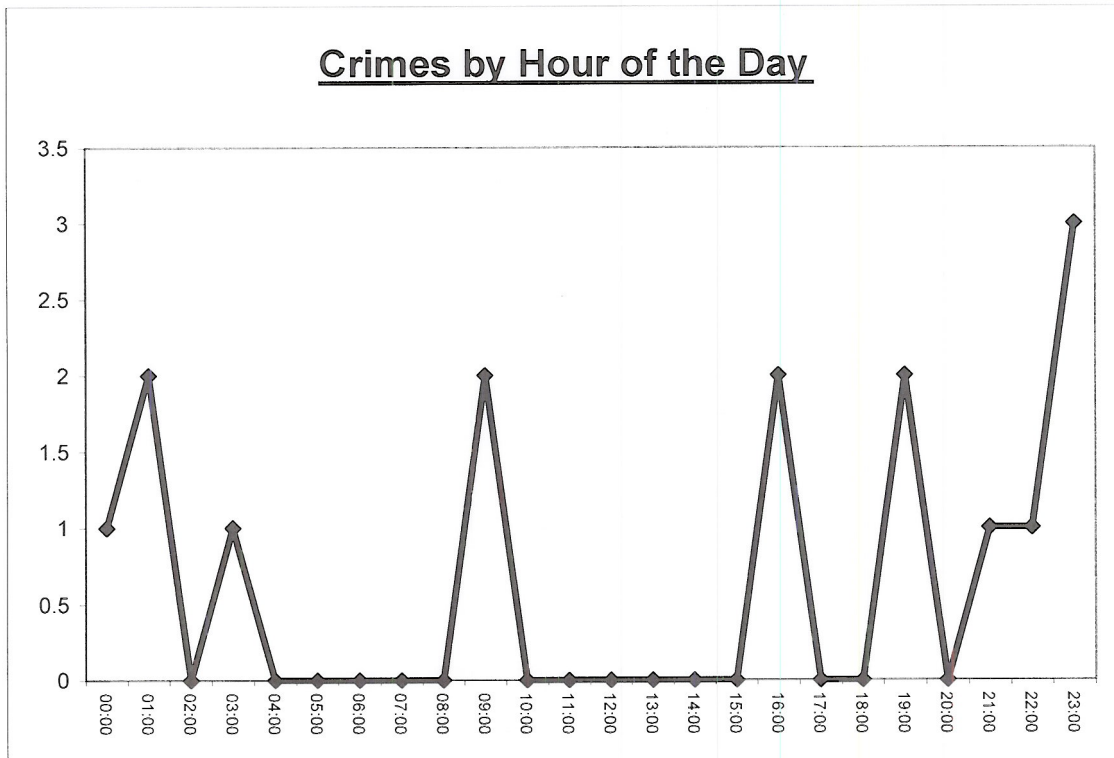
Expected Average Crime per Day =

2.1

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

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

Crimes by Hour of the Day

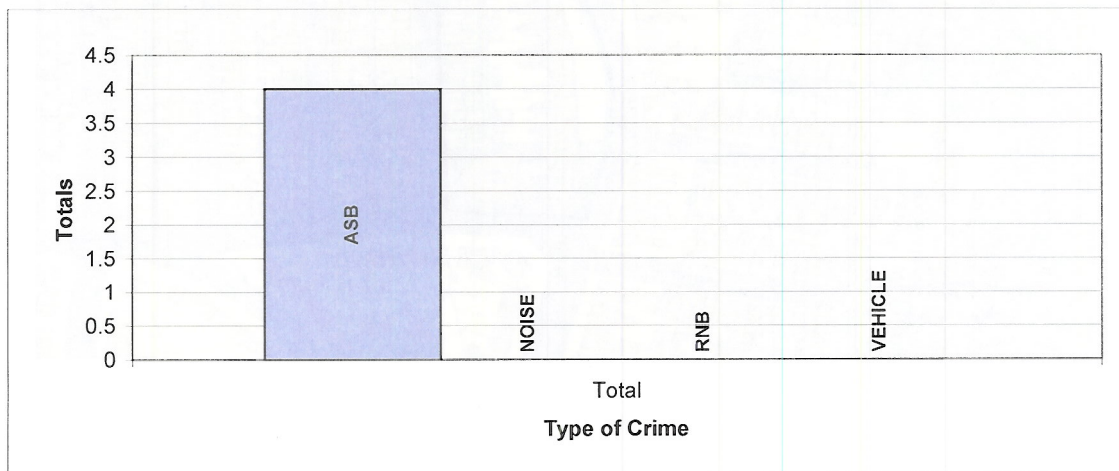


NYP ASB General Incidents Report

ASB Analysis Study Area:	=	Nunmill Street - Bishopthorpe Road
Size of Study Area from Application	=	Please See Map
Study Period Start:	=	01/06/2011
Study Period End:	=	31/05/2012
Date Study Completed	=	27/06/2012
Number of Months in Study Period	=	12
Geocoding Accuracy Rate	=	95%

ASB Incident Group	Total
ASB	4
NOISE	0
RNB	0
VEHICLE	0
Grand Total	4

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



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

Crime and ASB Levels at Micklegate Alleyway Study Areas

Location	Crime Group	2009	2010	2011	2012	2013
Millfield Road / Thorpe Street Study Area	Assault	2	0	0	0	1
	Auto_Crime	0	1	0	0	1
	Burglary	3	2	0	1	5
	Criminal_Damage	8	3	8	2	2
	Other Offences	1	0	0	0	1
	Thefts	4	0	0	2	2
	Total	18	6	8	5	12
	Police ASB	15	5	3	3	7
	Council ASB	5	3	7	6	5
	Total	20	8	10	9	12

Location	Crime Group	2009	2010	2011	2012	2013
Thorpe Street / Russell Street Study Area	Assault	0	0	0	0	0
	Auto_Crime	0	1	0	0	1
	Burglary	0	0	0	0	0
	Criminal_Damage	1	4	2	1	0
	Other Offences	0	0	0	0	1
	Thefts	1	1	0	0	2
	Total	2	6	2	1	4
	Police ASB	2	2	0	1	3
	Council ASB	0	5	6	3	3
	Total	2	7	6	4	6

Location	Crime Group	2009	2010	2011	2012	2013
Russell Street / Scott Street Study Area	Assault	0	0	0	0	0
	Auto_Crime	1	0	2	2	0
	Burglary	0	1	2	1	6
	Criminal_Damage	4	2	8	1	2
	Other Offences	0	0	0	1	0
	Thefts	1	2	1	1	0
	Total	6	5	13	6	8
	Police ASB	3	1	6	7	7
	Council ASB	4	5	10	3	3
	Total	7	6	16	10	10

Location	Crime Group	2009	2010	2011	2012	2013
Scott Street / Nunmill Street Study Area	Assault	1	2	1	0	0
	Auto_Crime	0	1	2	1	2
	Burglary	1	0	1	0	2
	Criminal_Damage	6	5	1	1	4
	Other Offences	0	1	2	0	0
	Thefts	1	3	4	3	1
	Total	9	12	11	5	9
	Police ASB	16	7	16	6	2
	Council ASB	6	2	3	1	4
	Total	22	9	19	7	6



Annex 5: Summary of Legislative Requirements and Home Office Guidance

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

3. Although a Gating Order restricts public use over a route, its highway status is retained, thus making it possible to revoke or review the need for the Order. Home Office Guidance 2006 recommends that this review be carried out on an annual basis.
4. Access along a route which is restricted by a Gating Order is given to residents adjacent to or adjoining the restricted route (HA1980 S129B (3)) and anyone who has a private right of access over it (Gating Orders can only be made to restrict Public Rights of Way).
5. Any person may apply to the High Court for the purpose of questioning the validity of a Gating Order on the ground that-
 - (i) the Council had no power to make it; or
 - (ii) any requirement under the legislation was not complied with in relation to it.

An application under this section must be made within a period of six weeks beginning with the date on which the gating order is made.

6. In making a decision to make a Gating Order, the Council must have regard to the Public Sector Equality Duty (PSED) under section 149 of the Equality Act 2010. This says that the Council is required to have due regard in decision making to the need to:
 - a) eliminate unlawful discrimination, harassment, victimisation or other prohibited conduct;
 - b) advance equality of opportunity between people who share a protected characteristic and those who do not; and
 - c) foster good relations between those who share a relevant characteristic and those that do not share it including tackling prejudice and promoting understanding.

The protected characteristics are age, disability, gender reassignment, marriage/civil partnership, pregnancy and maternity, race, religion or belief, sex, and sexual orientation.

7. The Council is obliged to consider any representations made. Regulation 5 of the Gating Order Regulations states:

“5. A council shall consider any representations as to whether or not the proposed gating order should be made whether in response to a notice under regulation 3 or otherwise.”

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Annex 6 – Statutory Consultation Responses

Proposal to gate “alleyway” between Nunmill Street and Bishopthorpe Road

Given the cumulative impact gating would have on the quality and, indeed, scope, of the access we currently have to our homes, I regret that we must object to this proposal.

We also believe that the credibility of this consultation process is so seriously undermined by the Council’s unilateral, pre-emptive decision, ahead of the consultation, to move refuse collection to the front of the houses along Bishopthorpe Road because “*the streets adjacent to your property are getting alleygates*” (letter to us from CYC of 2 September 2014”) that the gating proposal should be halted.

We would also highlight that the issues faced by Bishopthorpe Road residents are so very different and more serious than those for Nunmill Street residents that we believe it would be unreasonable to give the “voice” of the latter equal weighting to that of the former.

1. Principal, Level Access

The lane between Bishopthorpe Road and Nunmill St is very different to the nearby alleyways that are to be gated. Unlike the other alleys, it provides our *de facto* main access.

It is not simply an “alleyway” that may be used by the occasional pedestrian. Unlike homes served by other gating schemes, it provides the only level access to the homes of the Bishopthorpe Road residents. This is relevant to all of us, but particularly important to anyone with any impaired mobility, be it due to age, infirmity, disability or simply burdened with shopping, buggies, bicycles and /or small children.

The alternative is via steep steps at the front of the houses that are not always easy to negotiate and can be a real hazard especially when wet, icy or covered with snow or simply when it is dark.

As such this alley plays a key role in our daily lives and is used by many of us several times a day.

2. Cycle and Vehicular access.

The alley also provides the vehicular and bicycle access to our garages, again making it very different to other alleys.

Anything that reduces the attractions of using our bikes surely runs counter to the Council’s praiseworthy policies in relation to cycling.

As we understand it, the process of taking a car through the gate would be (in all weathers):- 1. Get out of car. 2. Walk to gate. 3. Enter code. 4. Open gate. 5. Walk back to and get back into car. 6. Drive through gate. 7. Get out of car and walk between the car and the wall in order to get back to gate. 8. Close gate. 9. Walk back to car, again between the wall and the car. 10. Drive on.

Apart from the obvious time and inconvenience caused, we’d suggest that, given the space available, every opening of the car door and each getting in and out of the car may be difficult and perhaps even impossible especially for people with restricted mobility / larger frames / larger cars / less precise driving(!). This issue also applies, of course, in stages 7 and 9 when it will be necessary to squeeze between car and wall.

Any proposal that reduces the width of car that can use the lane or increases the risk of damage to the car negotiating the reduced width is an unacceptable constraint on current access and on the maximum width of car that we or future freeholders can own.

A number of us have invested quite a lot of money to improve access with automatic doors on our garages so that we do not have to waste time and suffer the inconvenience of getting out of the car. This isn't simple laziness – as some of us get older and frailer, getting in and out of a car is an increasingly fraught and difficult procedure to be reduced to the absolute minimum! If the proposal is for a simple gate to be provided as elsewhere, then it re-introduces these access difficulties.

In short, because this is not a typical "alleyway" we believe that the practicalities, especially for the mobility-impaired, mean the proposal must be rejected.

3. An inefficient use of scarce taxpayer funds.

We understand that gating schemes are being pursued because the police believe they cut crime. That may be true elsewhere but the last figures available to us show that there is no recent crime associated with this alley and allocating the money here rather than to where there is crime is surely a misuse of scarce public funds.

The lack of crime is probably thanks to the frequent comings and goings of residents (see part 1 above) and also to the CCTV on Southlands Chapel.

If the desire is to allay people's (misplaced) fears, then we would suggest that, following the precedent set by Southlands Chapel, more CCTV and some suitable "Smile you're on TV"-type signs are provided. Southlands Chapel and the "Stables" at the other end of the drive are obvious locations and other residents may also be prepared to provide physical support.

We suspect that this may be not very different in cost to gating and may, indeed, be considerably cheaper.

4. Far from deterring vandalism etc, the proposal introduces additional risks to people and property.

In trying to negotiate the process described above, drivers will inevitably leave the engine running and the car unlocked, probably with the door as wide open as it can be. While the car is on the "public" side of the gate and unoccupied it will be vulnerable to being stolen, particularly given the "blind" nature of the exits onto Nunmill Street. However, this risk exists on both sides of the gate as does the possibility of both planned and opportunistic raids on cars' contents.

There will be similar risks for cyclists who leave their bikes briefly unattended.

As the proposal creates the potential for crime precisely when a driver, cyclist, pram-pusher etc is nearby, it puts them at risk of assault particularly if they try to intervene or resist a theft.

For what it's worth, the above process will take so long that the gate will actually be open quite long enough for someone of criminal intent to get through it.

Finally, the gating may well lead, perhaps virtually force, someone to swap their garage for on-street parking, placing the car and its contents at far greater risk of criminal theft and damage.

4. Refuse collection.

We believe that the Council's decision to pre-empt this consultation by insisting on rubbish being collected from the front of our houses must be reversed and the gating proposal either halted due to the failure of due process.

Among the reasons why our refuse has always been collected from the back lane rather than from the front is that, when it was proposed to change, CYC concluded that negotiating the steep steps at the front represented an unacceptable Health and Safety risk to (trained) refuse collectors. It naturally followed that it was an equally unacceptable risk for (untrained) residents to be carrying the stuff down the steps. The arrangement also has the value of avoiding having to carry the rubbish through the house itself.

It follows that rubbish would still have to be collected from the rear, but, if refuse collectors can't come into the lane (though we don't understand why they couldn't), where would we have to take the rubbish before they arrived? It can't be left within the lane itself as that would prevent residents driving their cars in and out.

Wirth Best Wishes,

David Judson and Alison Forrester

■ Bishopthorpe Road, York. ~~YO23 1NX~~

8th September 2014

Annex 6: Formal Objection

Bishopthorpe Road
York
~~YO23 1HX~~

22/08/2014

Dear Emily Tones

Nunmill Street /Bishopthorpe Road gating order 2014

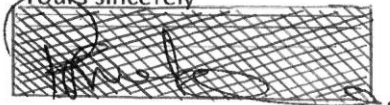
Concerning your letter dated 7 August 2014 I wish to formally object to the above gating proposal.

Many homes on Bishopthorpe Road affected by the plans have garages or in-curtilage parking areas that are used on a regular basis. This fact makes the alley unique and distinct from almost all others in the adjoining area. Access to homes on Bishopthorpe Road is difficult due to the terrace's elevated position and many steps up to front doors. Level access to these properties is available **only** from the rear.

Properties in adjoining streets enjoy much easier access from the front due to their street level position and close proximity to on-street parking. As a consequence the gating of back lanes in these streets has much less impact on accessibility. I believe the proposal to gate the Bishopthorpe Road/Nunmill Street alley will make access to homes on Bishopthorpe Road much more difficult for those who are infirm or disabled and in doing so could contravene the Equality Act 2010. As the population continues to age easy access from the rear will become an increasing lifeline for many.¹

I trust you will reflect these points in your report to the Cabinet Member for Transport meeting in the autumn.

Yours sincerely



Mr PS McCabe

¹ For many years my elderly neighbour was able to maintain access to essential services and social events by virtue of his easily accessible car. Access via the front of his property was impossible due to his infirmity, despite the installation of hand rails etc. Installation of gates in the alleyway would have completely closed off this access route and taken away what little independence he had.



13 October 2014

Cabinet Member for Transport

Report of the Director of City and Environmental Services

City and Environmental Services Capital Programme – 2014/15 Consolidated Report

Summary

1. This report identifies the proposed changes to the 2014/15 City and Environmental Services Capital Programme to take account of carryover funding from 2013/14.
2. The report also proposes adjustments to scheme allocations to align with the latest cost estimates and delivery projections, and provides details of the 2013/14 CES Capital Programme outturn.

Recommendations

3. The Cabinet Member is requested to:
 - i. Approve the carryover schemes and adjustments set out in Annexes 1 and 2.
 - ii. Approve the increase to the 2014/15 CES capital programme budget, subject to the approval of the Cabinet.
 - iii. Note the outturn figures and scheme progress set out in Annexes 3 and 4 for the 2013/14 capital programme

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

Background

4. The CES Transport Capital Programme budget for 2014/15 was confirmed as £7,637k at Full Council on 27 February 2014, and details of the programme were presented to the Cabinet Member at the April Decision Session meeting. The programme includes the Integrated Transport and CES Maintenance budgets, and includes £2,823k of Local Transport Plan funding, plus other funding from the Local Sustainable Transport Fund grant, the Better Bus Area Fund grant, developer contributions, council resources, and funding from the Department for Transport for the A19 Pinchpoint scheme.
5. Table 1 shows the current approved capital programme.

Table 1: Current Approved 2014/15 Capital Programme

	Gross Budget	External Funding*	Capital Receipts
	£1,000s	£1,000s	£1,000s
Planning & Transport Budget	7,637	7,262	375
Current Approved CES Capital Programme	7,637	7,262	375

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

6. As stated in the 2014/15 Capital Programme Budget Report, this is a significantly lower level of funding than was available in 2013/14, due to the additional funding from the Department for Transport for the Access York Phase 1 scheme in 2013/14.
7. A number of amendments need to be made to the current capital programme in order to take account of carryover funding and schemes from 2013/14, additional funding available in 2014/15, and changes to scheme budgets to reflect the latest cost estimates and delivery projections.
8. Details of the 2013/14 Capital Programme outturn are provided in Annex 3 to this report, and Annex 4 shows the spend against each scheme during 2013/14, and the status of schemes at 31 March 2014. Key schemes progressed in 2013/14 include the Access York Phase 1 scheme, work to improve public transport interchanges in the city centre, and the new 20mph limit in the west of York.

Key Issues

9. Following a successful bid to the Department for Transport, the council has been awarded £99k grant funding from the Clean Bus Technology fund. It is proposed to add this funding to the 2014/15 capital programme to carry out work to reduce emissions from public transport.
10. A review of the Section 106 funding available for transport schemes has been carried out, and it is proposed to reduce the Section 106 funding allocation in the 2014/15 programme by £264k, as most of the available funding is committed to schemes planned for future years.
11. Due to delays to a number of schemes in the 2013/14 capital programme, there is £5.7m of funding to be carried forward to 2014/15. The majority of this funding is from underspends against the Access York scheme, which was delayed due to poor ground conditions and utility diversion work, and underspends against the Better Bus Area Fund programme, as several of the Better Bus schemes were delayed in 2013/14.
12. There were also underspends against the Local Transport Plan, the Local Sustainable Transport Fund, the A19 Pinchpoint scheme grant funding, and CYC Resources (for the City Walls Restoration and Alleygating schemes) in 2013/14, which have been carried forward to 2014/15 as detailed below.
13. The current budget and proposed adjustments are shown in Table 2.

CES Capital Programme	2014/15 Programme	Paragraph Ref
	£1,000s	
Current Approved Capital Programme	7,637	
Adjustments:		
Section 106 Funding	-264	22
Grant Funding	+99	26
Reprofiling:		
Local Transport Plan - Other	+311	20
Local Transport Plan – Access York	+694	21
Access York Funding	+3,034	21
Local Sustainable Transport Fund	+465	23
Better Bus Area Fund	+986	24
Grant Funding – A19 Pinchpoint	+119	25
Grant Funding – OLEV Grant	+23	27
Grant Funding – Alley-gating	+10	27
CYC Funding – Pay on Exit Car Parking	+25	28
CYC Funding – City Walls	+50	28
CYC Funding – Alley-gating	+15	28
Revised CES Capital Programme	13,204	

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

Consultation

15. The capital programme was developed under the Capital Resource Allocation Model (CRAM) framework, and was approved at Full Council on 27 February 2014. While consultation is not undertaken for the Integrated Transport capital programme on an annual basis, the programme follows

the principles of the Local Transport Plan, and consultation is undertaken on individual schemes as they are progressed.

Options

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

Analysis

17. The key proposed changes included in the report are summarised below and are detailed in Annex 1.
 - Increased allocation for the Access York Phase 1 scheme to include carryover funding from 2013/14, due to delays to scheme progress in 2013/14.
 - Addition of grant funding from the Clean Bus Technology fund, following a successful bid to the Department for Transport.
 - Amendments to the Section 106 funding included in the programme following a review of available funding.
 - Amendments to the Better Bus Area Fund programme to include carryover funding from 2013/14, due to delays to the Interchange schemes and the Clarence Street bus priority scheme in 2013/14.
 - Amendments to the Local Sustainable Transport Fund programme to include carryover funding from 2013/14 due to delays to the Off-Bus Ticket Machines, the Haxby-Clifton Moor Cycle Route, and the Jockey Lane Cycle Route schemes.
 - Addition of carryover grant funding for the A19 Pinchpoint scheme, the installation of Rapid Charging Posts, and the Alleygating programme.
 - Addition of carryover CYC Resources funding for the Pay on Exit car parking scheme, the City Walls Restoration programme, and the Alleygating programme.

Council Plan

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

Implications

19. The following implications have been considered:
- (a) **Financial** – See below.
 - (b) **Human Resources (HR)** – There are no Human Resources implications.
 - (c) **Equalities** – There are no Equalities implications.
 - (d) **Legal** – There are no Legal implications.
 - (e) **Crime and Disorder** – There are no Crime & Disorder implications.
 - (f) **Information Technology (IT)** – There are no IT implications.
 - (g) **Property** – There are no Property implications
 - (h) **Other** – There are no other implications

Financial Implications

20. The total underspend against the Local Transport Plan allocation in 2013/14 was £1,005k, which included £694k allocated for the Access York scheme (see below) and £311k of funding for other schemes. It is proposed to carry the £311k funding forward to 2014/15 for the VMS Upgrade scheme, the Electric Vehicle Rapid Charging Posts scheme, and the Pay on Exit car parking scheme in 2014/15, following delays to these schemes in 2013/14.
21. The total underspend against the Access York Phase 1 scheme in 2013/14 was £3,728k, as progress on the scheme was delayed in 2013/14. It is proposed to carry this funding forward to 2014/15 to fund the completion of the Access York

scheme. The carryover funding includes Local Transport Plan (£694k), Economic Infrastructure Fund (£2,919k), Section 106 funding (£10k), and CYC Resources funding (£105k).

22. It is proposed to remove £264k of section 106 (s106) funding from the 2014/15 programme, following a review of available Section 106 for transport schemes. The remaining section 106 funding has been allocated for the Clifton Moor Pedestrian and Cycling scheme, and the new footbridge over the River Foss at Earswick.
23. It is proposed to increase the Local Sustainable Transport Fund allocation by £465k to include funding carried forward from 2013/14 to fund the Off-Bus Ticket Machines, the Haxby to Clifton Moor cycle route, and the Jockey Lane cycle route schemes, due to delays to these schemes in 2013/14.
24. It is proposed to increase the Better Bus Area Fund (BBAF) allocation by £986k to include funding carried over from 2013/14, due to underspends against a number of BBAF schemes in the year, including delays to the Clarence Street bus priority scheme, delays to the Rougier Street Interchange scheme, and delays to the Exhibition Square improvements being progressed as part of the Reinvigorate York programme.
25. As feasibility and design work on the A19 Pinchpoint scheme was delayed in 2013/14, it is proposed to add the £119k carryover funding to the 2014/15 programme. The allocation in 2014/15 for the scheme also includes match-funding from the Local Transport Plan grant.
26. Following a successful bid to the Department for Transport, it is proposed to add £99k grant funding from the Clean Bus Technology fund to the 2014/15 programme for work to reduce emissions from public transport.
27. The remaining grant funding for the Electric Vehicle Rapid Charging Points and the Alleygating scheme will also be carried forward to 2014/15 to allow work on these schemes to be completed.
28. Funding from CYC Resources will be carried forward to 2014/15 to fund completion of the Pay on Exit car parking

scheme, the City Walls Restoration scheme, and the programme of Alleygating across the city.

29. If the proposed changes in this report are accepted, the total value of the CES Transport Capital Programme in 2014/15 would be **£13,558k** including overprogramming. The overprogramming would increase to **£354k**, which is considered appropriate for the level of funding available (excluding the Access York budgets) at this stage in the year. The budget would increase to **£13,204k**, and would be funded as follows:

Table 3: Revised 2014/15 Budget

CES Capital Programme	Current Budget	Proposed Alteration	Proposed Budget
	£1,000s	£1,000s	£1,000s
Local Transport Plan – Other	1,750	+311	2,061
Local Transport Plan – Access York	573	+694	1,267
CYC LTP Top-up Funding	500	-	500
Section 106 Funding	300	-264	36
Access York – EIF Funding	331	+2,919	3,250
Access York – Section 106 Funding	100	+10	110
Access York – CYC Funding	948	+105	1,053
Local Sustainable Transport Fund	182	+465	647
Better Bus Area Fund – DfT	-	+314	314
Better Bus Area Fund – EIF	798	+672	1,470
A19 Pinchpoint Grant Funding	1,780	+119	1,899
Grant Funding (OLEV)	-	+23	23
Grant Funding – Clean Bus Technology	-	+99	99
Grant Funding (Alleygating)	-	+10	10
CYC Funding (Pay on Exit car parking)	-	+25	25
CYC Funding (City Walls)	290	+50	340
CYC Funding (Alleygating)	85	+15	100
Total Budget	7,637	5,567	13,204

Risk Management

30. The Capital Programme has been prepared to assist in the delivery of the objectives of the Local Transport Plan. Owing to the lower availability of funding for LTP schemes, there is a risk that the targets identified within the plan will not be achievable.
31. A risk/contingency allocation has been included in the budget for the completion of the Access York scheme. The risk allowance and overall cost forecast will be regularly reviewed throughout the main contract.

Contact Details

Author:	Chief Officer Responsible for the report:		
David Carter Major Transport Programmes Manager City & Environmental Services Tel No. 01904 551414	Neil Ferris Assistant Director - Transport, Highways and Waste		
	Report Approved	√	Date 3 October 2014
Specialist Implications Officer(s) <i>List information for all</i>			
Wards Affected:		All	✓
For further information please contact the author of the report			

Background Papers:

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

Annexes

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

Annex 2: Current and Proposed Budgets

Annex 3: 2014/15 Consolidated Report – Details of 2013/14 Outturn

Annex 4: 2013/14 Capital Programme Outturn

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2014/15 Consolidated Report – Amendments to Programme

1. This annex details a number of proposed changes to the 2014/15 CES Capital Programme, to include funding and schemes carried over from 2013/14, and amendments to scheme budgets to include revised cost estimates for schemes. Schemes are only included in this annex when alterations to scheme allocations or delivery programmes are proposed.
2. At this stage in the year, the majority of schemes in the capital programme are in the early stages of feasibility and outline design for implementation later in 2014/15. Updates on scheme progress will be included in the monitoring reports to the Cabinet Member later in the year.
3. Details of the current and proposed allocations for all schemes in the programme are set out in Annex 2.

Transport Schemes

4. As reported to the Cabinet Member at the Monitor 2 report in December 2013, progress on the Access York scheme was delayed due to poor ground conditions and utility diversions, and there was an underspend of £3.7m against the budget of £18.8m at the end of 2013/14. It is proposed to add the carryover funding to the 2014/15 budget to fund completion of the scheme in 2014/15.
5. The two new Park & Ride sites at Poppleton Bar and Askham Bar were opened on 8 June 2014 with the majority of the additional highway capacity on the A1237 at Poppleton available at peak times in July and completed in August. The scope of the project increased during the delivery period to incorporate additional utility diversion and supply requirements, rapid charger units for the electric bus services at Poppleton Bar and changes to the A1237/A59 roundabout to accommodate development and improve safety. Additional funding through developer contributions and new grants will be incorporated into the capital programme to cover the majority of these additional costs.
6. The final account for the project is still being determined however it is anticipated that the projected scheme cost will be higher than the increased allocation. The increased cost is due to a variety of reasons including: additional elements (e.g. electricity sub-stations),

unforeseen ground conditions, changed delivery constraints, additional scheme alterations to avoid existing utilities etc. Subject to detailed resolution of outstanding claims it is anticipated that an additional allowance of approximately £350k will need to be made for the project. It is proposed to accommodate these additional costs within the overall transport capital programme budget by reprofiling the delivery of schemes within the year and providing an allocation for retention payments on the contract in 2015/16. Detailed proposals to take account of the increased Access York costs will be identified in the next monitor report.

7. Following a successful bid to the Clean Bus Technology Fund, the council has been awarded £99k to reduce emissions from public transport. It is proposed to add this funding to the 2014/15 capital programme to fund improvements to two buses in the Reliance fleet, and the conversion of a City Sightseeing bus to electric drive, which was launched in September.
8. Due to an underspend against the LSTF public transport schemes in 2013/14, it is proposed to increase the allocation for the Bus-SCOOT scheme to £15k to allow additional work on the scheme to be progressed.
9. Funding has been added to the programme to allow measures to address parking issues on Burdyke Avenue, which can cause delays to buses using the route, to be progressed in 2014/15. This scheme is being progressed as part of the Better Bus Area programme (BBAF2).
10. Installation of the new off-bus ticket machines at all six Park & Ride sites was not progressed in 2013/14 due to delays to the smart ticketing scheme being implemented by First. The funding from the LSTF grant has been slipped to 2014/15 to allow the scheme to be implemented in 2014/15.
11. As reported to the Cabinet Member in the Monitor 2 report in December, progress on a number of schemes in the Better Bus Area Fund had been delayed during 2013/14. A total of £986k Better Bus funding (£314k DfT grant and £672k EIF funding) has been carried forward to 2014/15.
12. Although feasibility and design work was carried out on the Clarence Street bus priority scheme in 2013/14, further progress on the scheme was delayed until a decision was made on the Lendal

Bridge Trial closure. It is proposed to increase the allocation for this scheme to £211k to include funding carried over from 2013/14.

13. As the resurfacing work at York Station was not completed until April 2014, it is proposed to carry forward £68k from 2013/14 for the cost of this work and the proposed improvements to the former tram shelter.
14. As implementation of the Theatre Royal Interchange scheme (Museum Street bus stop and Exhibition Square improvements) was delayed in 2013/14, it is proposed to carry forward £172k from 2013/14 to allow the schemes to be progressed in 2014/15. There is also a separate allocation in the programme as a contribution to the Blake Street/ Duncombe Place Reinvigorate York scheme.
15. While work to improve the bus stops and shelters on Rougier Street was carried out in 2013/14, the replacement of the main bus shelter on Roman House was delayed until the developer has completed refurbishment of the building. It is proposed to increase the allocation for this scheme to £435k to include the funding carried forward from 2013/14.
16. As the cost of the installation of new Real-Time Passenger Information Displays in 2013/14 was lower than originally expected, it is proposed to add the £97k underspend to the 2014/15 programme to allow the second phase of the scheme (installation of refurbished screens in locations outside the city centre) to be implemented.
17. Funding has also been carried forward for the District Centres bus stop upgrades scheme, as the programme of upgrades to high frequency bus routes was completed at a lower cost than expected in 2013/14. Additional funding has also been carried forward from schemes that will not be progressed in 2014/15 and added to this budget. This funding will be used to carry out upgrades to bus stops on less frequent routes in 2014/15.
18. The installation of CCTV in bus shelters at city centre interchanges was delayed in 2013/14, as new bus shelters had not been installed as originally planned. The funding will be carried forward from 2013/14 to allow the scheme to be progressed in 2014/15.
19. Better Bus funding has also been carried forward due to underspends on a number of smaller schemes in 2013/14, and it is proposed to add these schemes to the 2014/15 programme. This

includes completion of bus stop improvements at Piccadilly and Stonebow Interchanges, upgrades to CitySpace columns, and work to upgrade existing bus priority equipment in the city centre.

20. The feasibility and design work on the A19 Pinchpoint scheme was delayed in 2013/14, due to the need to agree the proposed works with the developer of Germany Beck. It is proposed to increase the 2014/15 budget by £119k to include the funding carried forward from 2013/14.
21. Work on the upgrade to existing Variable Message Signs (VMS) was delayed in 2013/14 due to issues with the supplier. It is proposed to allocate £85k in the 2014/15 programme to allow the upgrade work to be progressed.
22. The scheme to install a new barrier system at Marygate car park was delayed in 2013/14 due to procurement issues, and the work started on site in March 2014. It is proposed to carry forward the remaining funding for this scheme for the completion of the scheme in 2014/15. The new barrier system has now been in operation since July.
23. Funding has been added to the programme to complete the work on the installation of the rapid charging points for electric vehicles, following delays to the scheme in 2013/14. The new charging points at Poppleton Bar were installed in early 2014/15, and the new rapid charging post in Nunnery Lane car park will be completed in summer 2014.
24. As reported in the Monitor 2 report in December 2013, progress on the Haxby to Clifton Moor cycle route scheme was delayed in 2013/14 due to the design and tender process for the new bridge taking longer than originally expected, and funding was allocated in 2014/15 for the scheme. It is proposed to add £110k LSTF grant funding slipped from 2013/14, and reallocate £10k to this scheme from the Woodlands Way to Monks Cross Drive Link scheme, to allow the scheme to be completed in 2014/15. The new bridge is planned to be installed in October/ November 2014, and the scheme will be completed in early 2015.
25. Following underspends against some of the smaller LSTF schemes in 2013/14, the allocations for school cycle parking and business cycle parking have been increased to allow extra work to be done in 2014/15.

26. As it will not be possible to progress the Woodlands Way to Monks Cross Drive scheme in 2014/15 due to future developments in the area, it is proposed to allocate the £10k LSTF grant funding for this scheme to the Haxby to Clifton Moor cycle route scheme in 2014/15.
27. Funding has been carried forward from 2013/14 for the Jockey Lane Cycle Route scheme, which was delayed following objections to the original proposals from Portakabin. The £117k LSTF grant funding will be used to develop and implement an alternative cycle route on the southern side of Jockey Lane.
28. Funding from the LSTF grant has also been carried forward for the implementation of the proposed link path between the two sections of the Clifton Moor retail park. This scheme was not progressed in 2013/14 as the landowners would not agree to the route over private land, but both landowners have now agreed to the new path being constructed.
29. Feasibility and design work was carried out in 2013/14 for the new footbridge across the Foss at Earswick, but progress was delayed due to issues with the design of the new bridge. LSTF grant funding has been carried forward from 2013/14 for the scheme, and Section 106 funding has been added to the allocation due to the higher cost of the proposed new bridge.
30. Details of the programme of school schemes have been added to the 2014/15 capital programme, and are shown in Annex 2 to this report. The allocation for school schemes has been increased by £6k due to the higher cost of the proposed schemes.

CES Maintenance Budgets

31. As the Walmgate Bar restoration scheme was not progressed in 2013/14, it is proposed to increase the 2014/15 budget by £50k to include funding carried over from 2013/14.
32. As work on the alley-gating programme was delayed in 2013/14 due to the length of time needed for formal consultation, it is proposed to increase the 2014/15 budget by £25k to include funds that have carried over from 2013/14.

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Scheme Ref	2014/15 Transport Capital Programme	Total 14/15 Budget	14/15 Consol. Budget (Total)	Total Spend to 31/08/14	Scheme Type	Comments
		£1,000s	£1,000s	£1,000s		

Access York Phase 1						
AY01/09	Access York Phase 1 - Park & Ride Sites	2,002.00	5,729.97	37.41	Works	Allocation Increased - Addition of funding carried over from 2013/14 due to delays to scheme progress. New sites opened 8 June
	Askham Bar Expansion/ Relocation			2,285.90	Works	
	A59 (Poppleton Bar)			2,957.88	Works	
	A59 Roundabout Improvements				Works	

Total Access York Phase 1	2,002.00	5,729.97	5,281.19	Programme Increased
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Public Transport Schemes						
PT01/14	Park & Ride Site Upgrades	110.00	110.00	54.76	Works	
PT03/13	Rail/Bus Interchange Study	50.00	50.00	29.48	Study	
PT02/14	Clean Bus Technology Fund		99.13	99.03	Works	New Scheme - Grant funding awarded to reduce emissions from buses operating in York

LSTF Schemes						
PT08/11	LSTF - Real-Time Passenger Information Roll-out	20.00	20.00		Works	
PT09/11a	LSTF - Introduction of Bus-SCOOT	5.00	15.00	11.48	Works	Allocation Increased - Addition of funding carried over from 2013/14

BBAF Schemes						
PT05/12	York Hospital to City Link (Clarence St) - Bus Lane & Associated Traffic Light Priority Measures	110.00	211.00	2.65	Works	Allocation Increased - Scheme not progressed in 2013/14 pending outcome of Lendal Bridge Trial
PT08/12	York Station Interchange	30.00	98.00	32.41	Works	Allocation Increased - Addition of funding carried over from 2013/14 for completion of resurfacing works
PT09/12	Theatre Royal Interchange	525.00	347.00	5.86	Works	Allocation revised to separate funding for Better Bus works at Exhibition Square and the contribution to Reininvigorate York
PT03/14	Theatre Royal Interchange - Reininvigorate York Support (Exhibition Sq/ Duncombe Place)		350.00		Works	
PT10/12	City Centre Interchange (Rougier St)	220.00	435.00	28.55	Works	Allocation Increased - Scheme delayed in 2013/14 as new shelter cannot be progressed until developer works are complete
PT11/12	Stonebow Interchange	45.00	51.00	0.33	Works	Allocation Increased - Addition of funding carried over from 2013/14 for completion of resurfacing works
PT04/14	Burdyke Avenue Layby		20.00		Works	New Scheme - Work to address parking issues on Burdyke Avenue to be funded from Better Bus 2 grant

Carryover Schemes						
PT02/12	LSTF - Off-Bus Ticket Machines		110.00		Works	Carryover Scheme - Installation of ticket machines not progressed in 2013/14 as First Bus smartcard scheme was delayed
PT03/12	Personalised Public Transport Web Portal		20.00	12.90	Works	Carryover Scheme - Underspend in 2013/14 due to lower cost of work

Scheme Ref	2014/15 Transport Capital Programme	Total 14/15 Budget	14/15 Consol. Budget (Total)	Total Spend to 31/08/14	Scheme Type	Comments
		£1,000s	£1,000s	£1,000s		

PT04/12	Real-Time Passenger Information Displays at City Centre Bus Stops (Phase 2)		97.00	121.45	Works	Carryover Scheme - Refurbishment of display screens to be progressed following lower cost of work in 2013/14
PT04/13	CCTV in Bus Shelters at Hubs		50.00		Works	Carryover Scheme - Scheme delayed in 2013/14 as bus shelters at interchanges were not replaced during the year
PT05/13	Extension to City Centre Bus Priority Measures		37.00		Works	Carryover Scheme - Repairs to existing bus priority equipment to be progressed in 2014/15
PT13/12	District Centre & Key Employment Sites - Improvements to Passenger Facilities		185.00	70.62	Works	Carryover Scheme - Underspend in 2013/14 due to lower cost of work on upgrades to frequent routes; plus additional funding from schemes not being progressed in 2014/15
PT12/12	Piccadilly Interchange		15.00	24.30	Works	Carryover Scheme - Addition of funding carried over from 2013/14 for completion of resurfacing works

Public Transport Programme Total	1,115.00	2,320.13	493.82	Programme Increased
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Traffic Management						
TM01/14	Urban Traffic Management & Control/ Bus Location & Information Sub-System	110.00	110.00	82.59	Works	
TM03/13	A19 Pinchpoint Scheme	2,130.00	2,249.00	38.92	Works	Allocation Increased - Feasibility & design work delayed in 2013/14 until design for scheme was agreed with the Germany Beck developer

Carryover Schemes						
TM02/13	VMS Upgrade		85.00	0.18	Works	Carryover Scheme - Progress delayed in 2013/14 due to supplier issues
TM03/12	Pay on Exit Car Parking Trial		50.00	100.23	Works	Carryover Scheme - Installation of new barrier system completed in July 2014

Traffic Management Programme Total	2,240.00	2,494.00	221.92	Programme Increased
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City Centre Improvements						
AQ01/14	Air Quality Diffusion Tubes	20.00	20.00	9.79	Works	
TM02/14	Street Furniture	20.00	2.00	0.90	Works	Review of existing street furniture and removal of unnecessary items
TM03/14	Review of Lining		9.00	1.89	Works	Review and improvements to lining
TM04/14	Review of Signing		9.00	8.96	Works	Review of signing and removal of unnecessary items

Carryover Schemes						
AQ02/13	Electric Vehicle Rapid Charging Points		100.00	22.21	Works	Carryover Scheme - Completion of installation of rapid charging posts, including new charging posts at Poppleton Bar P&R

City Centre Improvements Total	40.00	140.00	43.76	Programme Increased
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Scheme Ref	2014/15 Transport Capital Programme	Total 14/15 Budget	14/15 Consol. Budget (Total)	Total Spend to 31/08/14	Scheme Type	Comments
		£1,000s	£1,000s	£1,000s		

Cycling & Walking Network						
CY10/11	LSTF - Haxby to Clifton Moor Cycle Route	840.00	960.00	66.08	Works	Allocation Increased - Addition of funding carried over from 2013/14 and reallocated funding from the Woodlands Chase scheme
CY05/13	University Road Cycle Route	250.00	250.00	17.95	Works	
PE04/11	LSTF - Station to Lendal Route	25.00	25.00	3.25	Works	
CY06/13	Cycling Network Priority Schemes	170.00	170.00	4.43	Study/ Works	
CY01/14	Rufforth-Knapton Cycle Route	25.00	25.00	24.33	Works	
CY06/11	LSTF - School Cycle Facilities	30.00	35.00	21.63	Works	Allocation Increased - Addition of funding carried over from 2013/14
CY07/11a	LSTF - Business Cycle Facilities Match Funding	20.00	28.00	6.14	Works	Allocation Increased - Addition of funding carried over from 2013/14 for cycle parking at York Hospital
CY07/11b	LSTF - Business Cycle Facilities - 'Park That Bike' Match Funding	12.00	12.00	12.00	Works	
CY08/11	LSTF - Cycle Infrastructure Audit Works	30.00	40.00	16.59	Works	Allocation Increased - Addition of funding carried over from 2013/14
CY02/14	Woodland Way to Monks Cross Drive Link - linking gaps in the cycle network	10.00			Works	Allocation Removed - Scheme cannot be progressed due to proposed development in the area. Funding to be allocated to the Haxby-Clifton Moor Cycle Route schemes
CY03/14	Clarence Street Cycle Facilities	10.00	10.00		Works	
PE01/14	Minor Pedestrian Schemes	17.50	17.50	3.12	Works	
PE02/14	Dropped Crossings	15.00	15.00		Works	
CY04/14	Minor Cycle Schemes	17.50	17.50	9.06	Works	
CY05/14	Cycle Parking	15.00	15.00	3.59	Works	
Carryover Schemes						
CY01/13	LSTF - Jockey Lane Cycle Route		117.00	2.58	Works	Carryover Scheme - Alternative route being developed as Portakabin do not support the proposed off-road cycle route
PE06/11	LSTF - Clifton Moor Pedestrian & Cycling Link Improvements		65.00	2.11	Works	Carryover Scheme - Implementation of link between retail parks now agreed by landowners
CY02/12	LSTF - River Foss Off-Road Cycle & Pedestrian Route (Earswick Bridge)		66.00	1.57	Works	Carryover Scheme - Scheme delayed in 2013/14 due to design issues with proposed new bridge

Cycling & Walking Network Programme Total	1,487.00	1,868.00	194.44
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Programme Increased

Scheme Ref	2014/15 Transport Capital Programme	Total 14/15 Budget	14/15 Consol. Budget (Total)	Total Spend to 31/08/14	Scheme Type	Comments
		£1,000s	£1,000s	£1,000s		

Safety Schemes						
SM02/12	20mph Programme	235.00	235.00	71.31	Works	
	North York 20mph Limit					
	East York 20mph Limit					

School Safety Schemes						
SR01/14	Osbalwick Primary SRS	55.00	24.00		Works	Extension of existing 20mph zone
SR02/14	St Lawrence's Primary SRS		3.00		Works	Lining and signing improvements
SR03/14	Millthorpe Secondary SRS		10.00		Works	Improvements to existing 20mph zone
SR04/14	Archbishop Holgate's SRS		5.00		Works	Measures to address parking issues
SR05/14	St Aelred's Primary SRS		3.00		Works	Review of parking restrictions
SR06/14	Canon Lee SRS		2.00		Study	Review of parking restrictions
SR07/14	Park Grove SRS		5.00		Works	Improvements to signing & review of parking restrictions
SR08/14	Bishopthorpe Infant and Juniors SRS		2.00	1.56	Study	Feasibility & design of proposed crossing point on Sim Balk Lane
SR09/14	Fulford Secondary SRS		2.00		Study	Review of links to Germany Beck development
SR10/14	Safety Audit Works		5.00	1.02	Works	As required throughout the year

Safety Schemes						
New	Local Safety Schemes/ Danger Reduction	55.00	55.00	0.98	Works	
SM01/14	Speed Management Schemes	25.00	25.00	1.21	Works	
SM02/14	University Road Speed Management Scheme	80.00	80.00		Works	

Safety Schemes Programme Total	450.00	456.00	76.08	Programme Increased		
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Scheme Development & Completion						
SD01/14	Future Years Scheme Development	50.00	50.00		Study	
-	Previous Years Schemes	50.00	50.00	26.17	-	

Total Scheme Development & Completion	100.00	100.00	26.17			
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Total Integrated Transport Programme	7,434.00	13,108.11	6,337.38	Programme Increased		
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Scheme Ref	2014/15 Transport Capital Programme	Total 14/15 Budget	14/15 Consol. Budget (Total)	Total Spend to 31/08/14	Scheme Type	Comments
		£1,000s	£1,000s	£1,000s		

CES Maintenance Budgets

City Walls

CW01/12	City Walls Restoration	290.00	340.00	21.76	Works	Allocation Increased - Addition of funding carried over from 2013/14
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Total City Walls

290.00	340.00	21.76
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Programme Increased

Alleygating

AG01/13	Alleygating Programme	85.00	110.00	0.95	Works	Allocation Increased - Addition of funding carried over from 2013/14
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Total Alleygating

85.00	110.00	0.95
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Programme Increased

Total CES Maintenance Schemes

375.00	450.00	22.70
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Programme Increased

Total CES Capital Programme

7,809.00	13,558.11	6,360.09
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Programme Increased

Total Overprogramming

172.00	354.00
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Overprogramming Increased

Total CES Capital Budget

7,637.00	13,204.11
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Budget Increased

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2013/14 Scheme Progress Report

1. This annex provides details of the outturn position for schemes in the 2013/14 CES Transport Capital Programme, including the budget spend to 31 March 2014, and the progress of schemes in the year.
2. Following amendments to the 2013/14 CES Transport Capital Programme agreed at the Monitor 2 report in December 2013, the approved budget for 2013/14 was £23,649k, which included £2,591k of Local Transport Plan funding, plus other funding from the Local Sustainable Transport Fund grant, the Better Bus Area Fund grant, developer contributions, grant funding, and funding from the Department for Transport for the Access York Phase 1 scheme, and the A19 (S) Pinchpoint scheme.
3. The programme also includes funding from council resources for the maintenance of the City Walls (approx. £90k per year), and the programme of alley-gating works.
4. Against the approved budget of £23,649k in 2013/14, there is an outturn of £17,902k, with an underspend of £5,747k (24%). This is a high level of underspend compared to previous years, and is mainly due to slippage in the delivery of the Access York Phase 1 scheme, and delays in progressing some of the schemes in the Better Bus Area Fund programme.
5. In previous years, additional resources may have been introduced to speed up delivery on other schemes and deliver full spend in the year. This was not considered appropriate for 2013/14, due to the need for funding to be slipped to 2014/15 for delivery of schemes delayed in 2013/14.
6. The outturn figures are shown in Table 1 below, followed by additional information regarding progress on individual schemes. A scheme by scheme review of progress and spend is shown in Annex 4, which shows the scheme status at the end of March 2014.

Table 1: Outturn and Funding Sources

Planning & Transport Capital Programme	Current Budget	Outturn	Variation
	£1,000s	£1,000s	£1,000s
Local Transport Plan (LTP)	2,591	1,586	-1,005
Section 106	65	-	-65
Access York – DfT Funding	13,523	13,523	-
Access York – EIF	2,919	-	-2,919
Access York – Section 106 Funding	300	290	-10
Access York – CYC Funding	98	-	-98
Local Sustainable Transport Fund (LSTF)	1,112	647	-465
Better Bus Area Fund – DfT Contribution	1,505	1,191	-314
Better Bus Area Fund – EIF Contribution	672	-	-672
CYC Capital - Pay on Exit Car Parks	100	75	-25
CYC Capital - Minster Piazza	250	250	-
CYC Capital - UTMC/BLISS	85	85	-
CYC Funding (City Walls)	124	74	-50
CYC Funding (Alley-gating)	15	-	-15
Grant Funding (Alley-gating)	20	10	-10
Grant Funding (DfT Pinchpoint)	150	31	-119
Grant Funding (OLEV)	120	97	-23
Section 106 (Other)	-	5	
Grant Funding (Other)	-	39	
Total Budget	23,649	17,902	-5,791

Transport Schemes

ACCESS YORK PHASE 1

Programme (including overprogramming): £17,995k (£1,155k LTP, £13,523k DfT, £2,919k EIF, £300k s106, £98k CYC)

Spend to 31 March 2014: £14,364k

7. Access York Phase 1 (AY01/09). Construction of the Access York scheme began in May 2013, following approval of the scheme by the Department for Transport (DfT) in March 2013. As reported to the Cabinet Member at the Monitor 2 report in December 2013, progress on the Access York scheme was delayed due to poor ground conditions and utility diversions, and funding has been carried forward to 2014/15 for the completion of this scheme. The two new Park & Ride sites opened on 8 June, and the highway works and A59 Roundabout works were completed in summer 2014.
8. Access York Phase 1 Bus Priorities (AY01/12). Work to provide new bus priority measures, new cycle facilities, and resurfacing work on the A59 Boroughbridge Road was completed in July 2013.

PUBLIC TRANSPORT SCHEMES

Programme (including overprogramming): £2,467k (£125k LTP, £10k s106, £165k LSTF, £1,495k BBAF (DfT), £672k BBAF (EIF))

Spend to 31 March 2014: £1,403k

9. Public Transport Priority Improvements (PT01/13). The Lendal Bridge Trial, which restricted vehicles apart from buses, taxis, and cycles from using Lendal Bridge between 10.30am and 5pm was in operation from August 2013 to April 2013. The cost of the work for this scheme was higher than originally expected due to the need for additional signs and additional traffic survey costs.
10. Park & Ride Site Upgrades (PT02/13). Following the installation of new cycle lockers at Designer Outlet, Grimston Bar, Monks Cross, and Rawcliffe Bar in April 2013, a new cycle locker hire system has been introduced and over 50% of the new lockers are now in use.
11. Repairs to the lighting system at Rawcliffe Bar were carried out in 2013/14, and work to improve the toilets at Rawcliffe Bar started in March 2014 and was completed in June 2014.

12. The purchase and installation of off-bus ticket machines at the Park & Ride sites was not progressed in 2013/14 due to delays to the First smartcard system, and the funding will be carried forward to 2014/15 for this scheme.
13. As the installation of real-time passenger information displays was progressed through the Better Bus programme, the LSTF allocation was used to part-fund the new personalised journey planner, which was released in September 2013. Feasibility work was also carried out on the Bus-SCOOT traffic project to develop traffic signal priority schemes for future years.
14. As reported in the Monitor 2 report at the December 2013 Decision Session, several of the schemes in the Better Bus programme were delayed in 2013/14, and funding was slipped to 2014/15 for these schemes. There were also some schemes that were completed at a lower cost than expected, and the remaining funding has been carried forward to 2014/15 to allow additional public transport schemes to be progressed.
15. RTPI Displays at City Centre Bus Stops (PT04/12). The purchase and installation of new real-time passenger information display at bus stops was completed in 2013/14, and over 30 new screens were installed at the city centre interchanges. As the new screens cost less than originally estimated, the remaining funding will be used to refurbish the three-line screens that were removed and install these screens in villages and the suburbs of York.
16. Clarence St Bus Lane & Associated Traffic Light Priority Measures (PT05/12). Feasibility and design work was carried out for this scheme, and it was planned that the utility diversions would be carried out in late 2013/14 and the improvements to the Clarence Street/ Lord Mayor's Walk junction would be implemented in early 2014/15. However, implementation was delayed in order to review the impact of the Lendal Bridge Trial on traffic levels, and it is now planned to review the scheme design following the removal of the Lendal Bridge restrictions.
17. Improvements to Existing City Centre Bus Priority Area – Coppergate, Stonebow, and Piccadilly (PT07/12). New ANPR cameras were purchased and installed to enforce the traffic restrictions on Coppergate, but due to issues with the proposed Stonebow/ Piccadilly enforcement scheme (the availability of an

alternative route using St Saviourgate), it was not possible to progress this scheme in 2013/14.

18. York Station Interchange (PT08/12). Work to improve the bus stops at York Station was completed in 2013/14, and the resurfacing work at the lay-by in front of the station was carried out in April 2014. Work to improve the former tram shelter (including new lighting) will be carried out in 2014/15.
19. Theatre Royal Interchange (PT09/12). Feasibility and design work has been carried out on the proposed bus shelter at Museum Street, but the scheme has been delayed due to concerns raised by English Heritage regarding working near the former St Leonard's Hospital (a Grade 1 listed building), and will be progressed in 2014/15. The proposed improvements to bus stops and shelters on St Leonard's Place and Exhibition Square were not progressed due to delays to the Reinvigorate York programme, and will be implemented in autumn 2014.
20. City Centre Interchange (Rougier St) (PT10/12). Improvements to bus shelters on Rougier Street were completed in 2013/14, and bus shelter moves on the eastern side of the road were completed in early 2014/15. However, the replacement of the large bus shelter on Roman House was delayed due to the development of the building, and will not be progressed until the work being carried out by the developers has been completed in 2014/15.
21. District Centre & Key Employment Sites - Improvements to Passenger Facilities (PT13/12). Work has been carried out to improve bus stops and shelters on all frequent (30 minutes or better) services in 2013/14. As the cost of the work was lower than originally expected, the remaining funding will be carried forward to 2014/15 to allow improvements to less frequent routes to be progressed.
22. Stonebow Interchange (PT11/12). Improvements to bus stops and shelters on Stonebow were completed in 2013/14, including the relocation of bus stops and the creation of a temporary taxi rank at the former Park & Ride stop outside Marks & Spencer. Funding to carry out repairs to the damaged speed table was slipped to 2014/15 at the Monitor 2 report, and will be reviewed in 2014/15 with the proposed Reinvigorate York scheme on Fossgate.

23. Piccadilly Interchange (PT12/12). Minor improvement work was carried out to the bus stops on Piccadilly, and the resurfacing work at the bus stops was completed in April 2014.
24. Updates were carried out to the smartphone app (BusYork), which was developed to provide bus timetable information for York and was released in September 2013, and a contribution was made to the i-Travel York journey planner from the Public Transport Web Portal budget.
25. Work to install CCTV in bus shelters at the city centre interchanges was not progressed as the planned bus shelter moves had not been completed in 2013/14, and will be carried out in 2014/15. Some feasibility work was carried out on the extension to city centre bus priority measures, and this scheme will be implemented in 2014/15.

TRAFFIC MANAGEMENT

**Programme (including overprogramming): £525k (£190k LTP, £185k CYC, £150k Grant Funding)
Spend to 31 March 2014: £249k**

26. Urban Traffic Management & Control/ Bus Location & Information Sub-System (TM01/13). Work to develop a new traffic signal 'chameleon' system to connect traffic signals to the dark fibre network has been carried out in 2013/14, which will be implemented in 2014/15. There were also some carryover costs from setting up the CCTV Control Room at West Offices, which were not paid in 2012/13 as originally expected.
27. Variable Message Signs (VMS) Upgrade (TM02/13). Progress on this scheme was delayed due to procurement issues, and the first signs were only sent to the supplier for review and repairs in late 2013/14. Work to upgrade the remaining signs will be carried out in 2014/15.
28. Pay on Exit Car Parking Trial (TM03/12). Work to install the new barriers in Marygate car park was delayed in 2013/14 due to procurement issues and did not start until March 2014. Work on the new pay-on-exit system was completed in June, and the new system became operational in July 2014.
29. A19 Pinchpoint Scheme (TM03/13). Feasibility and design work on the proposed highway and public transport measures on the A19 to the south of the York has been carried out in 2013/14, but the utility diversions could not be carried out in the year as originally planned

due to the need to agree the proposed design with the Germany Beck developers. This scheme will be progressed in 2014/15.

CITY CENTRE IMPROVEMENTS

Programme (including overprogramming): £620k (£250k LTP, £250k CYC, £120k Grant Funding)

Spend to 31 March 2014: £452k

30. Electric Vehicle Rapid Charging Points (AQ02/13). A rapid charging post for electric vehicles was installed at Monks Cross Park & Ride, and rapid charging posts were purchased for installation in Nunnery Lane car park and the University Sports Village in 2014/15. This scheme was funded by a grant from the Government's Office for Low Emission Vehicles.
31. Electric Vehicle Charging Points (AQ03/11). Ten standard charging posts have been installed at Grimston Bar, Monks Cross, Rawcliffe Bar, and Designer Outlet Park & Ride sites, and at Nunnery Lane, Union Terrace, Bootham Row, and Castle car parks.
32. Minster Piazza (PE03/12). The council made a contribution to the Minster Piazza public realm improvement scheme being progressed by York Minster, to fund the section of the scheme on Deangate in front of the Minster. Work on this scheme started in October 2012 and was completed in May 2013.
33. Funding was allocated from the Local Transport Plan for the purchase of air quality monitoring equipment for use across the city, and work has been carried out to remove unnecessary street furniture in order to reduce street clutter, and the review of lining and signing across the city has continued to carry out amendments to lining and remove unnecessary signs.

CYCLING & WALKING NETWORK

Programme (including overprogramming): £1,487k (£475k LTP, £55k s106, £947k LSTF, £10k BBAF (DfT))

Spend to 31 March 2014: £967k

34. LSTF - Haxby to Clifton Moor Cycle Route (CY10/11). Work on the new off-road cycle route along the A1237 Outer Ring Road started in September 2013, and the main section of the off-road path plus new crossings on Haxby Road and Wigginton Road have been constructed. As reported in the Monitor 2 report in December, the bridge tender and design process took longer than originally

expected, and the new bridge and remaining sections of the cycle route will be implemented in 2014/15.

35. LSTF - Jockey Lane Cycle Route (CY01/13). Feasibility and design work was completed for this scheme in 2013/14, but Portakabin are no longer willing to dedicate a strip of their land for the off-road path, so the scheme could not be constructed in 2013/14. A revised design is being developed for a route on the southern side of Jockey Lane, which will be progressed in 2014/15.
36. LSTF - Station to Lendal Route (PE04/11). Feasibility work on minor improvements for cyclists and pedestrians on Station Road was carried out in 2013/14, and the work will be progressed in 2014/15.
37. LSTF - Clifton Moor Pedestrian & Cycling Link Improvements (PE06/11). The improvements for pedestrians and cyclists at Clifton Moor were completed in 2013/14, and included approx. 1.3km of new on-road cycle lanes on Stirling Road, a new zebra crossing on Hurricane Way, improvements to the traffic islands at the roundabout, and a new pedestrian refuge island on Stirling Road. The proposed link between the two sections of the retail park was not progressed in 2013/14 as the landowners objected to the scheme, but this can now be implemented in 2014/15 as the landowners have agreed to allow the new path to be built on their land.
38. University Road Cycle Route (CY05/13). Implementation of this scheme was delayed in 2013/14 until the design for the Library Crossing scheme (improvements to bus stops and a new crossing point), which is being progressed by the University, was confirmed. The design issues have now been resolved, and the cycle route scheme will be implemented in early autumn 2014 with the Library Crossing scheme.
39. Cycling Network Priority Schemes (CY06/13). Work to construct a section of a new of-road route between Rufforth and Knapton was completed in early 2013/14, and a new contra-flow cycle lane was created on Tanner Row to improve access to the quieter riverside cycle routes. Feasibility work has continued to develop the schemes identified in the review of the cycle network to address 'missing links', and these schemes will be progressed in 2014/15.

40. A number of smaller schemes were also funded by the LSTF grant, including the installation of cycle parking at Westfield Primary and Derwent Primary schools, installation of scooter parking at schools across the city, match-funding for cycle parking at businesses in York (including Nestle and York Hospital), improvements to cycle infrastructure across the city, signing of the route between Metcalfe Lane and Woodlands Grove, and surfacing of an existing path across Monk Stray to link Woodlands Grove to Malton Road.
41. A number of minor schemes have been implemented to improve facilities for cyclists and pedestrians across the city, including the installation of dropped crossings across the city following requests from residents; improvements to the cycle route at Clifton Backies; and the installation of new cycle parking in the city centre.
42. The improvements to pedestrian and cycle facilities in the Fishergate area were completed in June 2013, and included improvements to footways, new traffic signals and improvements to crossing points, and a new shared-use area at Fishergate Bar.
43. It was not possible to progress the proposed off-road link between Route 65 (riverside route) and Clifton Business Park, as the area of Rawcliffe Ings that the new route would have crossed was designated as a Site of Special Scientific Interest (SSSI) in 2013. Some feasibility work was carried out on the proposed new crossing on New Lane, but the scheme will not be progressed as Portakabin (who were expected to benefit from the scheme) are no longer supportive of the work.

SAFETY SCHEMES

Programme (including overprogramming): £541k

Spend to 31 March 2014: £344k

44. 20mph Programme (SM03/10/ SM02/12). Following the implementation of the South Bank 20mph limit in 2012/13, a new 20mph limit scheme in the West York area was completed in autumn 2013. The majority of residential roads in the area between the A59 and Tadcaster Road within the Outer Ring Road are now covered by a signed-only 20mph limit. Feasibility work was also carried out on the proposed North York and East York 20mph limit schemes, which will be implemented in 2014/15.

45. Joseph Rowntree Secondary SRS (SR06/10). A new zebra crossing and new off-road cycle road links were constructed on Haxby Road to improve the safety of pupils travelling to the school from the New Earswick area.
46. Improvements have been made to the existing School Safety Zone at Bishopthorpe Infants and Archbishop of York Junior schools to address problems caused by hazardous parking at the school entrances. The footway at the junction of Low Green/ Church Street in Copmanthorpe was widened to improve safety on the route to school, and minor works have been carried out at schools across York to address safety issues.
47. Following a review of accident cluster sites across the city, signing and lining work has been carried out at a number of junctions to address safety issues. Feasibility work has been carried out for schemes to improve safety at the Huntington Road/ Link Road junction and the A166 Holtby/ Eastfield Lane junction, and these schemes will be progressed in 2014/15.
48. A new 40mph speed limit has been introduced on the A19 (South) at Deighton to address speed concerns raised by residents, and the speed limit on Elvington Lane has been reduced from 40mph to 30mph on the approach to the school safety zone outside Elvington Primary. Feasibility work has also been carried on issues raised through the Speed Management Review process, which will be progressed in 2014/15.

PREVIOUS YEARS SCHEMES

Budget: £75k

Spend to 31 March 2014: £40k

49. As in previous years, an allocation was included in the programme for costs incurred against schemes delivered in previous years. These costs include safety audit requirements, minor amendments to schemes following completion, and the payment of retentions.

CES Maintenance Schemes**Budget: £159k****Spend to 31 March 2014: £83k**

50. The programme of railing installation along sections of the City Walls has continued in 2013/14, and repair work has been carried out at other locations on the City Walls during the year. As reported in the Monitor 2 report in December 2013, it was not possible to progress the Walmgate Bar Restoration scheme in 2013/14 due to delays in appointing a conservation accredited engineer to design the scheme. Funding has been slipped to 2014/15 for this scheme to be progressed.
51. Development of the proposed alley-gating scheme for streets in the Micklegate Ward area was progressed in 2013/14, but due to the length of time need for formal advertising and approval for the Gating Orders, this scheme was not implemented in 2013/14 and will be implemented in 2014/15.

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Scheme Ref	2013/14 CES Capital Programme	13/14 M2 Budget	Total Spend to 31/03/14	Variance	Scheme Status at 31/03/14	Comments
		£1,000s	£1000s	£1,000s		
Access York Phase 1						
AY01/09	Access York Phase 1 - Park & Ride Sites	17,345.00	13,712.99	-3,632.01	Scheme Ongoing	Progress delayed due to poor ground conditions and utility diversion works; New Park & Ride sites opened in June 2014
	Askham Bar Expansion/ Relocation					
	A59 (Poppleton Bar) A59 Roundabout Improvements					
AY01/12	Access York Phase 1 Bus Priorities	650.00	650.78	0.78	Scheme Complete	Bus Priority measures including new traffic signals and improved cycle facilities

Access York Phase 1 Programme Total	17,995.00	14,363.76
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Public Transport Improvements						
PT01/13	Public Transport Priority Improvements	60.00	94.52	34.52	Scheme Complete	Lendal Bridge trial operational from Aug 2013 to April 2014
PT02/13	Park & Ride Site Upgrades	25.00	47.89	22.89	Scheme Ongoing	New cycle lockers installed at Designer Outlet, Grimston Bar, Monks Cross and Rawcliffe P&R sites; Rawcliffe Bar toilets refurbishment work ongoing
PT03/13	Rail/Bus Interchange Study	50.00	0.00	-50.00	Not Progressed in 2013/14	Delayed in 2013/14 due to transfer of station to Network Rail; to be progressed in 2014/15

LSTF Public Transport Schemes

PT08/11	LSTF - Real-Time Passenger Information Roll-out	30.00	14.87	-15.13	Scheme Ongoing	New RTPI displays installed as part of Better Bus programme; Contribution to development of journey planner
PT02/12	LSTF - Off-Bus Ticket Machines	110.00	0.00	-110.00	Not Progressed in 2013/14	Unable to progress scheme until First smartcard scheme is in operation
PT09/11a	LSTF - Introduction of Bus-SCOOT	5.00	10.17	5.17	Scheme Ongoing	Feasibility work to develop programme of work for 2014/15

BBAF Schemes

PT03/12	Personalised Public Transport Web Portal	52.00	31.96	-20.04	Scheme Complete	Development of new smartphone app for bus information; Contribution to i-Travel York journey planner
PT04/12	Real-Time Passenger Information Displays at City Centre Bus Stops	456.00	359.17	-96.83	Scheme Ongoing	Installation of new real-time passenger information displays at city centre bus stops
PT04/13	CCTV in Bus Shelters at Hubs	50.00	0.00	-50.00	Feasibility Ongoing	Delayed until new bus shelters have been installed at city centre interchanges; To be progressed in 2014/15
PT05/12	York Hospital to City Link (Clarence St) - Bus Lane & Associated Traffic Light Priority Measures	150.00	48.85	-101.15	Feasibility & Design Ongoing	Proposed scheme to be reviewed in 2014/15 following removal of Lendal Bridge Restrictions

Scheme Ref	2013/14 CES Capital Programme	13/14 M2 Budget	Total Spend to 31/03/14	Variance	Scheme Status at 31/03/14	Comments
		£1,000s	£1000s	£1,000s		
PT05/13	Extension to City Centre Bus Priority Measures	37.00	0.00	-37.00	Not Progressed in 2013/14	Work to identify sites where existing bus priority equipment needs to be upgraded to be carried out in 2014/15

Scheme Ref	2013/14 CES Capital Programme	13/14 M2 Budget	Total Spend to 31/03/14	Variance	Scheme Status at 31/03/14	Comments
		£1,000s	£1000s	£1,000s		
PT07/12	Improvements to Existing City Centre Bus Priority Area (including CCTV enforcement) (Coppergate, Stonebow, and Piccadilly)	135.00	57.69	-77.31	Scheme Ongoing	New ANPR cameras installed to enforce Coppergate traffic restrictions; Feasibility work carried out on proposed Stonebow/ Piccadilly measures
PT06/13	Bus Gate Enforcement	60.00	61.05	1.05	Scheme Complete	Purchase and installation of ANPR cameras for Lendal Bridge Trial
PT08/12	York Station Interchange	120.00	52.04	-67.96	Scheme Ongoing	Improvements to bus stops completed; Surfacing work and improvements to former tram shelter to be progressed in early 2014/15
PT09/12	Theatre Royal Interchange	200.00	28.01	-171.99	Feasibility & Design Ongoing	Museum Street bus stop improvements delayed due to concerns raised by English Heritage; St Leonard's Place & Exhibition Square improvements to be progressed in 2014/15 with Reinvalidate York scheme
PT10/12	City Centre Interchange (Rougier St)	265.00	50.17	-214.83	Scheme Ongoing	Bus stop improvements complete; bus shelter moves completed in early 2014/15; Roman House shelter delayed due to work being carried out by developers
PT13/12	District Centre & Key Employment Sites - Improvements to Passenger Facilities	541.00	447.15	-93.85	Scheme Ongoing	Programme of improvements to bus stops and shelters on frequent route completed in 2013/14; Work on less frequent routes to be progressed in 2014/15
Carryover Schemes						
PT11/12	Stonebow Interchange	60.00	53.78	-6.22	Scheme Ongoing	Improvements to bus stops and shelters completed in 2013/14; Possible speed table improvements to be reviewed in 2014/15
PT12/12	Piccadilly Interchange	41.00	26.14	-14.86	Scheme Ongoing	Improvements to bus stops and shelters completed in 2013/14; Resurfacing work completed in April 2014
PT07/11	LSTF - Further BLISS Roll-out (Bus Fits)	20.00	19.18	-0.82	Scheme Complete	Bus fits for the Reliance fleet completed in April 2013

Public Transport Improvements Programme Total	2,467.00	1,402.63
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Scheme Ref	2013/14 CES Capital Programme	13/14 M2 Budget	Total Spend to 31/03/14	Variance	Scheme Status at 31/03/14	Comments
		£1,000s	£1000s	£1,000s		

Traffic Management						
TM01/13	Urban Traffic Management & Control/ Bus Location & Information Sub-System	150.00	127.50	-22.50	Scheme Complete	Upgrades to systems following move to West Offices; Programme of improvements to existing traffic systems being developed for work in future years
TM02/13	VMS Upgrade	100.00	14.60	-85.40	Scheme Ongoing	Progressed delayed in 2013/14 due to supplier issues; Upgrade work to be done in 2014/15
TM03/12	Pay on Exit Car Parking Trial	125.00	75.12	-49.88	Scheme Ongoing	Work to install new barrier system at Marygate car park completed in June 2014
TM03/13	A19 Pinchpoint Scheme	150.00	31.47	-118.53	Feasibility & Design Ongoing	Feasibility and design work delayed due to need for works to be agreed with Germany Beck developer; To be progressed in 2014/15

Traffic Management Programme Total	525.00	248.69
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City Centre Improvements						
AQ01/13	Air Quality Diffusion Tubes	20.00	20.00		Scheme Complete	Purchase of air quality monitoring equipment
AQ02/13	Electric Vehicle Rapid Charging Points	260.00	96.03	-163.97	Scheme Ongoing	Installation of a rapid charging post at Monks Cross P&R; Purchase of two rapid charging posts for installation at Nunnery Lane car park and the University Sports Village in 2014/15
TM03/13	Street Furniture	10.00	6.21	-3.79	Scheme Complete	Removal of unnecessary street furniture to reduce street clutter
TM04/13	Review of Lining	10.00	11.65	1.65	Scheme Complete	Amendments to road markings across the city
TM05/13	Review of Signing	10.00	9.18	-0.82	Scheme Complete	Removal of unnecessary signs to reduce street clutter

Carryover Schemes						
AQ03/11	Electric Vehicle Charging Points	60.00	59.28	-0.72	Scheme Complete	Installation of 10 standard charging posts at car parks and Park & Ride sites across the city
PE03/12	Minster Piazza	250.00	250.00		Scheme Complete	Contribution to Minster Piazza public realm improvement scheme

City Centre Improvements Programme Total	620.00	452.35
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Scheme Ref	2013/14 CES Capital Programme	13/14 M2 Budget	Total Spend to 31/03/14	Variance	Scheme Status at 31/03/14	Comments
		£1,000s	£1000s	£1,000s		
Cycling & Walking Network						
CY10/11	LSTF - Haxby to Clifton Moor Cycle Route	510.00	400.15	-109.85	Scheme Ongoing	Construction of new off-road route delayed due to issues with bridge design proposals; Re-designed bridge and remainder of route to be progressed in 2014/15
CY01/13	LSTF - Jockey Lane Cycle Route	150.00	32.87	-117.13	Design Complete	Scheme delayed as Portakabin are no longer willing to dedicate a strip of their land for the off-road path; Revised scheme to be developed in 2014/15
PE04/11	LSTF - Station to Lendal Route	10.00	2.90	-7.10	Feasibility Ongoing	Minor works at station delayed due to conflict with Reinvalidate York city centre schemes
PE06/11	LSTF - Clifton Moor Pedestrian & Cycling Link Improvements	110.00	79.06	-30.94	Scheme Ongoing	Stirling Road improvements (new cycle lanes, new zebra crossing, and improvements to traffic islands at roundabout) complete; New link path between retail parks to be progressed in 2014/15
CY11/11	LSTF - Link from Sustrans Route 65 to Clifton Business Park	10.00	0.00	-10.00	Not Progressed in 13/14	Unable to progress scheme as the area the path would cross has now been designated as a SSSI
CY06/11	LSTF - School Cycle Facilities	50.00	15.23	-34.77	Scheme Complete	Installation of cycle parking spaces and scooter parking at schools across York
CY07/11a	LSTF - Business Cycle Facilities Match Funding	40.00	30.30	-9.70	Scheme Complete	Match-funding provided for cycle parking at York Hospital, York Minster, Nestle, University of York, and York Science Park
CY07/11b	LSTF - Business Cycle Facilities - 'Park That Bike' Match Funding	12.00	7.78	-4.22	Scheme Complete	Ongoing programme of match-funding for cycle parking at smaller businesses
CY08/11	LSTF - Cycle Infrastructure Audit Works	40.00	17.93	-22.07	Scheme Complete	Improvements to cycle facilities across the city
CY02/12	LSTF - River Foss Off-Road Cycle & Pedestrian Route	55.00	14.62	-40.38	Design Ongoing	Design of replacement footbridge across the River Foss at Earswick ongoing
CY02/13	LSTF - New Lane (Huntington Road to Anthea Drive) Route	25.00	0.00	-25.00	Not Progressed in 13/14	New toucan crossing on New Lane not to be progressed in 2014/15 as Portakabin do not support the proposed crossing
CY03/13	LSTF - Metcalfe Lane to Woodlands Grove (Stray Road, Hempland Lane, Woodlands Grove)	5.00	1.26	-3.74	Scheme Complete	Signing of cycle route between Metcalfe Lane and Woodlands Grove
CY04/13	LSTF - Woodlands Grove to Malton Road Link	15.00	7.92	-7.08	Scheme Complete	Surfacing of existing path across Monk Stray and creation of new access to Malton Road
CY05/13	University Road Cycle Route	25.00	10.19	-14.81	Feasibility Ongoing	Feasibility work to develop new off-road cycle route to be implemented in 2014/15

Scheme Ref	2013/14 CES Capital Programme	13/14 M2 Budget	Total Spend to 31/03/14	Variance	Scheme Status at 31/03/14	Comments
		£1,000s	£1000s	£1,000s		
CY06/13	Cycling Network Priority Schemes	100.00	33.63	-66.37	Scheme Ongoing	Completion of Rufforth-Knapton cycle route; New contra-flow cycle route on Tanner Row; Signing of route between Fishergate and Hungate Bridge; development of schemes for implementation in future years
PE01/13	Minor Pedestrian Schemes	25.00	7.58	-17.42	Scheme Complete	Minor improvements to pedestrian facilities across the city
PE02/13	Dropped Crossings	25.00	28.33	3.33	Scheme Complete	Installation of new dropped crossings across the city
CY07/13	Minor Cycle Schemes	25.00	24.65	-0.35	Scheme Complete	Minor improvements to cycle routes across the city
CY08/13	Cycle Parking	25.00	21.39	-3.61	Scheme Complete	Installation of cycle parking across the city
Carryover Schemes						
MM02/11	Fishergate (Pedestrian Route to Barbican)	230.00	231.58	1.58	Scheme Complete	Improvements to footways and crossing points on Paragon Street, new traffic signals, and creation of a shared-use area around Fishergate Bar completed in July 2013

Cycling & Walking Network Programme Total	1,487.00	967.38
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Safety Schemes		0		0		
SM03/10/ SM02/12	20mph Programme	300.00	168.89	-131.11	Scheme Ongoing	New 20mph limit implemented in West York area; Development of North York and East York 20mph limit schemes for implementation in 2014/5
School Schemes						
SR06/10	Joseph Rowntree Secondary SRS	60.00	65.95	5.95	Scheme Complete	New zebra crossing and off-road cycle links to improve access for pedestrians and cyclists to school
SR01/12	Bishopthorpe Infant & Junior Schools	10.00	12.38	2.38	Scheme Complete	Improvements to existing school safety zone by creating a new section of footway, new waiting restrictions and improvements to signing and lining
SR01/13	Copmanthorpe Primary	12.00	12.76	0.76	Scheme Complete	Footway widening and improvements to lining to address parking issues at the school entrance
SR02/13	Stockton on the Forest Primary	6.00	0.35	-5.65	Feasibility Ongoing	Feasibility work on proposed new footpath
SR03/13	Wigginton Primary	2.00	0.81	-1.19	Scheme Complete	Minor improvements to existing School Safety Zone
SR04/13	Safety Audit Works	10.00	6.64	-3.36	Scheme Complete	Minor works identified in Stage 3 Safety Audits of schemes completed in previous years

Scheme Ref	2013/14 CES Capital Programme	13/14 M2 Budget	Total Spend to 31/03/14	Variance	Scheme Status at 31/03/14	Comments
		£1,000s	£1000s	£1,000s		

Safety Schemes

LS04/11	Heworth Green / Dodsworth Avenue / Mill Lane LSS	5.00	0.48	-4.52	Feasibility Complete	No minor improvements identified; larger-scale improvements depend on the progress of James Street Link Road Phase 2
LS01/12	St Leonards Place / Bootham / Gillygate junction	2.00	0.59	-1.41	Scheme Complete	Improvements to signing & lining to address safety issues
LS02/12	Huntington Rd / Fossway junction & Fossway / Dodsworth Avenue	2.00	0.29	-1.71	Scheme Complete	Improvements to signing & lining to address safety issues
LS03/12	Clifton / Burton Stone Lane junction	10.00	6.68	-3.32	Scheme Complete	Improvements to signing & lining to address safety issues
LS04/12	Haxby Rd / Link Rd junction	2.00	3.51	1.51	Scheme Complete	Improvements to signing & lining to address safety issues
LS05/12	Hull Rd nr Lamel St	2.00	1.55	-0.45	Scheme Complete	Improvements to zebra crossing completed in early 2013/14
LS01/13	Wigginton Road / Clifton Moorgate LSS	7.00	2.39	-4.61	Scheme Complete	Improvements to signing & lining to address safety issues
LS02/13	A19 Fulford Road / Cemetery Rd Jct LSS	5.00	2.24	-2.76	Scheme Complete	Improvements to signing & lining to address safety issues
LS03/13	Huntington Road / Link Road LSS	5.00	3.96	-1.04	Feasibility Ongoing	Feasibility work to develop scheme for implementation in 2014/15
LS04/13	A166 Holtby / Eastfield Lane Jct LSS	7.00	2.15	-4.85	Feasibility Ongoing	Feasibility work to develop scheme for implementation in 2014/15
LS05/13	Various Sites - Minor Signs & Lining Work	5.00	3.94	-1.06	Scheme Complete	Minor work as required across the city
LS06/13	2014/15 Programme Development	5.00	7.07	2.07	Feasibility Complete	Feasibility work to develop programme of schemes for future years
DR01/13	Reactive Danger Reduction	10.00	4.69	-5.31	Scheme Complete	Minor works to address safety issues
SM01/13	Speed Management Schemes	74.00	36.72	-37.28	Scheme Ongoing	Amendments to speed limits at Deighton and Elvington completed; feasibility work to develop measures to address issues raised in speed reviews

Safety Schemes Programme Total	541.00	344.04
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Previous Years Schemes		0	0			
-	Previous Years Schemes	75.00	39.65	-35.35	-	Safety audit measures; minor works on completed schemes; retention payments

Previous Years Schemes Total	75.00	39.65
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Total Integrated Transport Programme	23,710.00	17,818.51
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Scheme Ref	2013/14 CES Capital Programme	13/14 M2 Budget	Total Spend to 31/03/14	Variance	Scheme Status at 31/03/14	Comments
		£1,000s	£1000s	£1,000s		

CES Maintenance Budgets

City Walls						
CW01/12	City Walls Restoration	124.00	73.88	-50.12	Scheme Ongoing	Repairs at various locations on the City Walls completed; development of Walmgate Bar restoration scheme for implementation in 2014/15

Total City Walls	124.00	73.88
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Alleygating						
AG01/13	Alleygating Programme	35.00	9.54	-25.46	Scheme Ongoing	New alley-gating scheme in Micklegate ward to be implemented in 2014/15

Total Alleygating	35.00	9.54
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Total CES Maintenance Programme	159.00	83.42
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Total CES Capital Programme	23,869.00	17,901.93	-5,747.07
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Total Overprogramming	220.00
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Total CES Capital Budget	23,649.00
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