

## Notice of a public meeting of

### Decision Session - Executive Member for Transport and Planning

**To:** Councillor Gillies (Executive Member)

**Date:** Thursday, 11 February 2016

**Time:** 2.00 pm

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

### AGENDA

#### Notice to Members – Post Decision Calling In:

Members are reminded that, should they wish to call in any item\* on this agenda, notice must be given to Democratic Services by **4:00 pm** on **Monday 15 February 2016**.

\*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, Scrutiny and Policy Management Committee.

Written representations in respect of items on this agenda should be submitted to Democratic Services by 5.00pm on **Tuesday 9 February 2016**.

#### **1. Declarations of Interest**

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

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

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

- 2. Minutes** (Pages 1 - 4)  
To approve and sign the minutes of the Decision Sessions held on 7 and 14 January 2016.

- 3. Public Participation - Decision Session**  
At this point in the meeting, members of the public who have registered their wish to speak at the meeting can do so. The deadline for registering is **5:00pm on Wednesday 10 February 2016**.

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

### **Filming, Recording or Webcasting Meetings**

Please note this meeting may be filmed and webcast or audio recorded and that includes any registered public speakers, who have given their permission. This broadcast can be viewed at <http://www.york.gov.uk/webcasts>. or, if sound recorded, this will be uploaded onto the Council website following the meeting.

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/file/6453/protocol\\_for\\_webcasting\\_filming\\_and\\_recording\\_of\\_council\\_meetingspdf](http://www.york.gov.uk/downloads/file/6453/protocol_for_webcasting_filming_and_recording_of_council_meetingspdf)

- 4. Monkgate Parking Changes** (Pages 5 - 18)  
This report summarises the response to a recent consultation and Traffic Regulation Order (TRO) advertisement regarding proposed changes to the parking layout on Monkgate.

- 5. Consideration of Petitions received from Residents of Haxby and Wigginton** (Pages 19 - 34)  
Councillor Richardson presented two petitions in November 2015 requesting that the Council implement parking restrictions in Ableton Grove and South Lane. This report details the background and options that could be taken.
- 6. East Mount Road: Consideration of Objection received to recently advertised proposal to amend the York Parking, Stopping and Waiting Traffic Regulation Order**  
(Pages 35 - 44)  
This report concerns a proposal for a Residents Parking Bay on East Mount Road.
- 7. Consideration of Petitions received from Residents of 110-128 Broadway (Fulford & Heslington Ward)**  
(Pages 45 - 50)  
This report concerns a petition from the residents of 110-128 requesting Residents' Priority Parking.
- 8. City and Environmental Services Capital Programme – 2015/16 Monitor 2 Report** (Pages 51 - 72)  
The purpose of this report is to set out progress to date on schemes in the 2015/16 City and Environmental Services (CES) Capital Programme, including budget spend to the end of December 2015. The report also proposes adjustments to scheme allocations to align with the latest cost estimates and delivery projections.
- 9. Local Safety Schemes - Casualty Reduction Programme 2015/16** (Pages 73 - 96)  
This report seeks approval of a detailed 15/16 Casualty Reduction programme, following initial consultation, and identifies three packages of work – Schemes, Minor Works and Studies.
- 10. Objections to the advertised Residents Priority Parking Scheme on Nunthorpe Grove, Micklegate Ward** (Pages 97 - 106)  
The purpose of this report is to consider the objections received to the proposal for Nunthorpe Grove to become a Residents' Priority Parking area.

**11. Free Weekend bus travel for young people in January & February 2016 update** (Pages 107 - 112)

This report provides an update on the take up of the free weekend bus travel offer as agreed by the Executive Member at his Decision Session on 9<sup>th</sup> December 2015.

**12. Petitions: Langdale Avenue and Rydal Avenue Area - Highway Condition and Nevinson Grove, Stirling Grove, Wilsthorpe Grove (Heslington Lane) - request for inclusion in future resurfacing plans** (Pages 113 - 140)

This report concerns two petitions that have been received relating to highway condition and adoption of private streets;

- A petition was raised at the 8 October 2015 Council Meeting by Cllr Ayre on behalf of 49 residents in the Langdale Avenue and Rydal Avenue area regarding the condition of the areas highways.
- A petition from Cllr. Aspden was received at Full Council on 26 March 2015 representing 24 residents on Nevinson Grove, Stirling Grove, Wilsthorpe Grove in the Heslington Lane area.

**13. Urgent Business**

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

Democracy Officer:

Name: Judith Betts

Contact Details:

- Telephone – (01904) 551078
- Email – [judith.betts@york.gov.uk](mailto:judith.betts@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

**Written Comments Annex**

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City of York Council

Committee Minutes

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Meeting	Decision Session - Executive Member for Transport and Planning
Date	7 January 2016
Present	Councillor Gillies

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### **39. Declarations of Interest**

At this point in the meeting, the Executive Member was asked to declare any personal, prejudicial or disclosable pecuniary interests that he might have had in the business on the agenda. None were declared.

### **40. Minutes**

Resolved: That the minutes of the Decision Sessions held on 3 and 9 December 2015 be signed and approved by the Executive Member as correct records.

### **41. Public Participation**

It was reported that there had been reported speakers registered to speak under the Council's Public Participation Scheme.

It was reported that there was one registered speaker on Agenda Item 4 – Strensall Neighbourhood Plan.

Keith Marquis had registered to speak as Chair of Strensall and Towthorpe Parish Council. He advised that following the consultation there had been two representations received, one comment in support of the Plan from a developer and an objection comment which related to a development in the village rather than the Neighbourhood Plan. Residents had been involved in the process and he asked the Executive Member to approve the application.

**42. Strensall Neighbourhood Plan**

The Executive Member received a report which asked him to approve the application by Strensall with Towthorpe Parish Council for a Neighbourhood Plan Area.

It was reported that there was no update to the Officers report.

The Executive Member commented that having considered the information included in the report and the annexes, and having heard the comments made by Mr Marquis, he was happy to approve the Neighbourhood Plan Area as set out in the report.

Resolved: That the Executive Member approved Option 1 and approved the application to designate the neighbourhood area for Strensall and Towthorpe Neighbourhood Plan, including the proposed boundary as attached at Annex A of the report.

Reason: To allow Strensall with Towthorpe Parish Council to progress the Neighbourhood Plan.

Councillor Gillies, Executive Member  
[The meeting started at 4.00 pm and finished at 4.05 pm].



Meeting	Decision Session - Executive Member for Transport and Planning
Date	14 January 2016
Present	Councillor Gillies (Executive Member)

#### **43. Declarations of Interest**

At this point during the meeting, the Executive Member was asked to declare if he had any personal, prejudicial or disclosable pecuniary interests in the business on the agenda. He declared that he had none.

#### **44. Public Participation - Decision Session**

It was reported that there had been one registration to speak under the Council's Public Participation Scheme. They did not attend the meeting.

#### **45. Burdyke Avenue - Better Bus Area Fund Improvement Scheme (Traffic Regulation Order - Objections)**

The Executive Member considered a report which detailed an objection raised as part of the Traffic Regulation Order (TRO) consultation process and he made a decision on whether to proceed with parking restrictions on Burdyke Avenue.

The Executive Member considered the following options:

Option 1: Consider the objection but approve the introduction of the advertised parking restrictions as detailed in Annex C.

Option 2: Agree with the objection and approve further consultation.

The Executive Member accepted that there would be some parking displacement but was happy to agree with the Officer's recommendation.

Resolved: That Option 1 to consider the objection but approve the introduction of the advertised parking restrictions as detailed in Annex C of the Officer's report be approved.

Reason: The parking restrictions would complement the recently installed layby and reduce parking opportunities which delay buses and frustrate local residents.

#### **46. Variable Message Signs Refurbishment Plan**

The Executive Member received a report which presented him with a plan for the refurbishment of the 46 highway Variable Message Signs (VMS) currently installed around the City.

Officers suggested that some works be carried out on the Free Text Signs on the Outer Ring Road to mothball them and make them electrically safe pending a possible future decision regarding their use when money became available for the upgrade of the Outer Ring Road.

The Executive Member asked when the car park guidance insert signs for off street car parks would be back in use once refurbished. It was stated that the inner ring road Free Text signs could be completed by April 2016. The car park guidance insert signs will be treated in two batches in the 2016/17 and 2017/18 financial years.

Resolved: (i) That subject to budget approval by Full Council, that £70,000 for each of the years 2016/17 and 2017/18 from LTP Funding be allocated to allow for the refurbishment of the 20 car park guidance VMS.

(ii) That the 'mothballing' of the 20 Outer Ring Road VMS be undertaken to allow for their possible re-use as part of Outer Ring Road Development proposals to be considered.

Reason: To ensure the appropriate allocation of funding to the provision of transport technology.

Councillor I Gillies, Executive Member  
[The meeting started at 5.00 pm and finished at 5.05 pm].



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

**11 February 2016**

Report of the Acting Director of City and Environmental Services

**Monkgate Parking Changes**

**Summary**

1. This report summarises the response to a recent consultation and Traffic Regulation Order (TRO) advertisement regarding proposed changes to the parking layout on Monkgate.

**Recommendations**

2. That the Executive Member approves the scheme as proposed in Annex A

Reason: To enhance road safety by improving visibility for drivers emerging on to Monkgate.

**Background**

3. During consultation on the Monkgate Cycle Scheme (now implemented), some residents asked for parking to be prohibited close to the gated access between Nos. 40 and 42, and also at the Agar St. junction. In both cases, the desire was to improve visibility to the right and enable emerging drivers to see approaching cyclists without the need to pull forward partially into Monkgate. The space by the gated access is currently designated for use by Guest Houses and Houses in Multiple Occupancy (GMO) only, while the space by the Agar St junction is Residents' Only (RO).
4. The Interim Director considered a separate report on the parking issues in April 2015. The decision was to authorise consultation on removing the parking spaces immediately to the right of drivers emerging from the gated access and Agar Street, and also the creation of a compensatory GMO space on the opposite side of Monkgate.

The existing layout and proposed parking changes are shown in **Annex A**. Effectively, these changes would mean a net reduction of one RO space compared to the situation before the cycle scheme was introduced, because one additional parking space was created as part of the cycle scheme.

5. At a Director Decision Meeting of 22 September 2015, a further report was presented which summarised the feedback from the consultation on the proposed parking changes. The key results were:
  - Agar St change - 9 respondents supported the proposals, while 9 were opposed.
  - Gated access change - 7 respondents supported the proposals, while 4 were opposed.
6. Having considered the issues and consultation results, the Acting Director agreed to the report's recommendations (i.e. that a TRO should be advertised covering the removal of the two parking spaces on the south side of Monkgate, along with the conversion of an existing RO space on the north side to make it GMO, all as shown in Annex A).

When consulting with residents on the TRO, the Acting Director agreed that an additional proposal to install cycle parking stands in the two areas currently covered by the parking spaces in question should be put forward. As well as preventing any vehicles from being parked there, the cycle stands would also provide a useful facility, and would be carefully positioned to avoid any significant impact on the sight lines for emerging drivers.

In addition, it was also agreed that a parking survey should be carried out to assess the current usage levels of the existing parking bays.

## **Consultation/ TRO Advertisement**

7. A consultation exercise was carried out with Ward Councillors, external organisations, and local residents alongside the formal advertisement of the TRO.

The responses received, along with Officer comments, appear in **Annex B**. The key results are summarised below:

- In total, 105 properties were sent the consultation documents, including 24 to Agar St and Orchard Court. Of the 4 responses received from the residents of Agar St and Orchard Court, 2 were in favour of the proposals and 2 were against. Of the 19 responses from other residents, 1 was in support of the TRO being made, whilst 18 were against. Of those opposed, 16 cited the reduction in number of parking spaces as the main reason.
- The ward councillors have raised no objections to the proposals
- The external organisations have raised no objections to the proposals
- The feedback included a small number of comments from residents questioning the need for additional cycle facilities.

## **Parking Survey**

8. This took place between 4 and 10 October 2015, with details of the parking being recorded three 3 times each day (early morning, midday, early evening). The detailed results are presented in **Annex C**, but the key findings are summarised below:

- The northern RO bay had a high level of occupancy, and on average was 85% full. The peak demand was on Sunday, when the bay was completely full on all three inspections.
- The southern RO bay had the highest level of occupancy, and on average was 90% full. The peak demand was on Sunday, when the bay was completely full on all three inspections. It was also full during most of the early morning inspections, and was very busy in the evenings.

The bay was also full when inspected around midday at the weekend, but usually had significant spare capacity at midday during the week.

- The GMO bay had a great deal of variation in its occupancy, often being completely full, but at other times being empty.

### **Options**

9. Based on the above information, there are considered to be 3 options available:
  - (i) Approve the parking proposals, as shown in Annex A.
  - (ii) Approve the parking proposals, as shown in Annex A, with the exception of creating the compensatory GMO space.
  - (iii) Do nothing.

In addition to these basic options, a decision is also needed on including the cycle stands if options (i) or (ii) are progressed.

### **Analysis**

10. Option (i).

Removal of the two parking spaces would undoubtedly achieve an improvement in visibility to the right for drivers wishing to emerge on to Monkgate. This would reduce the potential for conflict with traffic on Monkgate, and especially cyclists. The proposed scheme retains the existing provision of GMO space, and just reduces the RO capacity by one space compared to the situation before the cycle scheme was implemented.

It is considered important to retain the existing number of GMO spaces because, with only 5 GMO spaces currently provided, the loss of 1 space would represent a 20% reduction in capacity. The survey shows that these are currently all used at certain times. It is also worth noting that the parking survey took place in winter, and outside of school holidays, meaning that the guest houses were probably not experiencing their highest level of demand.

With 23 RO spaces available, the loss of 1 residents' space would only represent a 4.3% reduction in capacity. The survey shows that the current level of demand for residents parking is high, but at most times could accommodate the reduction in available space. The notable exception is on Sunday when the parking survey results show that the occupancy is already at 100%. However, there is an additional parking area available to Monkgate RO permit holders quite close by on Huntington Road. Hence the loss of 1 space on Monkgate is considered unlikely to cause significant additional problems for residents, and must be balanced against the road safety benefits that would be achieved.

11. Option (ii).

This would also achieve the desired improvement to driver visibility and road safety, whilst retaining the level of RO space which existed prior to the cycle scheme being implemented. However, this would have a significant impact on the GMO parking capacity, based on the percentage loss as discussed above.

12. Option (iii).

Doing nothing would not address the visibility issues that exist at both locations, but would have the advantage that it would leave the levels of both the GMO and RO parking at their current numbers.

13. Given that visibility for emerging drivers is severely restricted at both locations in question, and this has road safety risks, it is recommended that the proposed parking restrictions be approved. It is also recommended that the proposed cycle stands are installed in these areas to physically prevent anyone from parking in these areas.

On the question of retaining the current level of GMO parking provision, it is felt that this is necessary to avoid significant problems for the operation of the guest houses. Although this would result in a small reduction in the RO space available, there is additional RO space available on Huntington Road that could be used at peak times.

Hence option (i) is recommended.

## Council Plan

14. The links to the priorities in the Council plan are:

- **A Council that listens to residents** –since the idea of visibility improvements came from residents' suggestions, the implementation of the proposals would show how the Council is working in partnership with local communities to solve local problems. The provision of better road safety conditions on Monkgate, and particularly for cyclists, would also show how Council the council is listening and responding to the concerns of road users.

## Implications

15. This report has the following implications

- **Financial** – Both options (i) and (ii) could be implemented for approximately £5000 and there is sufficient funding available within the 15/16 Capital Programme allocation. The Finance Manager has been consulted and has no issues to raise.
- **Human Resources (HR)** - None
- **Equalities** – None
- **Legal** – The City of York Council, as Highways Authority, has powers under the Highways Act 1980 and associated Road Traffic Regulations Act 1984, and the Town and Country Planning (General Permitted Development) Order 1995 to implement the measures proposed.
- **Crime and Disorder** – None
- **Information Technology (IT)** – None
- **Property** – None
- **Other** – None



## Risk Management

16. In compliance with the Council's risk management strategy, the following risks associated with the recommendations in this report have been identified and described in the following points, and set out in the table below

- Health and safety – the risk associated with this is in connection with the road safety implications of the final layout, and has been assessed at 2.
- Authority reputation – this risk is in connection with local media coverage and public perception of the Council not undertaking a project that has been consulted upon and is assessed at 6.

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

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

## Contact Details

**Author:**

**Tom Blair**

Tel: (01904 553461)

Transport Projects

**Chief Officer:**

**Neil Ferris**

Acting Director

City and Environmental Services

**Report**

**Approved**



**Date** 18/01/2016

**Specialist Implications Officer(s)**

There are no specialist implications

**Ward Affected:** Guildhall

**Background Papers:**

“Monkgate Cycle Route” - Report to Director Decision Session meeting on 22 April 2015

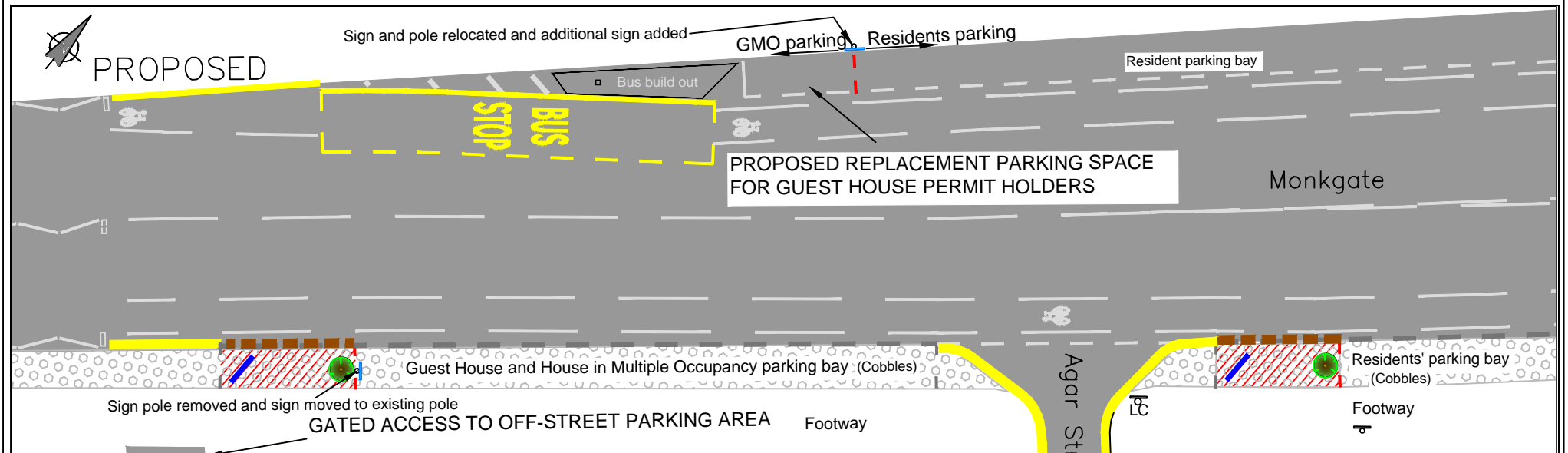
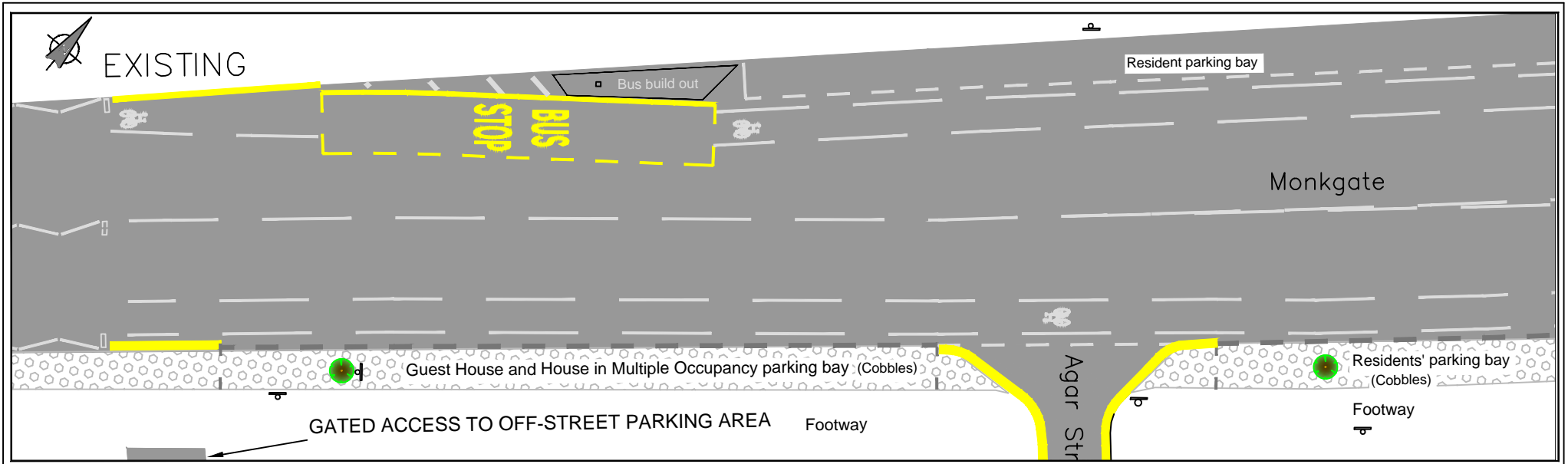
“Monkgate Parking Changes” - Report to Director Decision Session meeting on 22 September 2015

**Annexes**

**Annex A** Existing and Proposed Parking Change Layouts.

**Annex B** Consultation Responses.

**Annex C** Parking Survey Results.



KEY	
	Existing parking space to be removed
	Proposed parking space terminal line
	Proposed sign
	Existing tree
	Proposed cycle stand
	Proposed double yellow lines

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DRAWN BY	INITIAL	REV	AMENDMENT	DATE
TB		A	Inclusion of cycle stands, and information on sign relocation.	Oct 15
MD				
SCALE	N.T.S.	A4		
DATE	Jul 2015			

**MONKGATE**  
EXISTING AND PROPOSED PARKING CHANGE LAYOUTS

**ANNEX A**  
DEC 12012083/019 A

ANNEX A

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## CONSULTATION SUMMARY

RESIDENTS' VIEW	NUMBERS	OFFICERS' COMMENTS
AGAINST, citing not enough spaces	16	The combined effect of the cycle lane scheme and these parking changes would result in a net loss of 1 residential parking space.
AGAINST, citing no justification	4	Although there have been no accidents at these locations in the three year period considered (Jan 2012 - Dec 2014), residents report a series of near misses. Poor visibility is blamed.
SUPPORT the scheme	3	Officers welcome the support for the scheme.
<b>EXTERNAL ORGANISATIONS</b>		
North Yorkshire Police	No comment	
<b>WARD MEMBERS</b>		
Cllr Denise Craghill	The consultation should include all households in the res parking scheme that will be affected.	Officers included all such households.
Cllr Janet Looker	Wants to get an agreement to remove parking on the right coming out of Agar St. Road safety measures should take precedence.	Officers agree with this aspiration.
Cllr James Flinders	Has no objection to the proposals.	Officers welcome this view.

Note : six respondents commented that they were opposed to the inclusion of cycle stands. Some even believed that the main purpose of the scheme was to provide cycle parking.

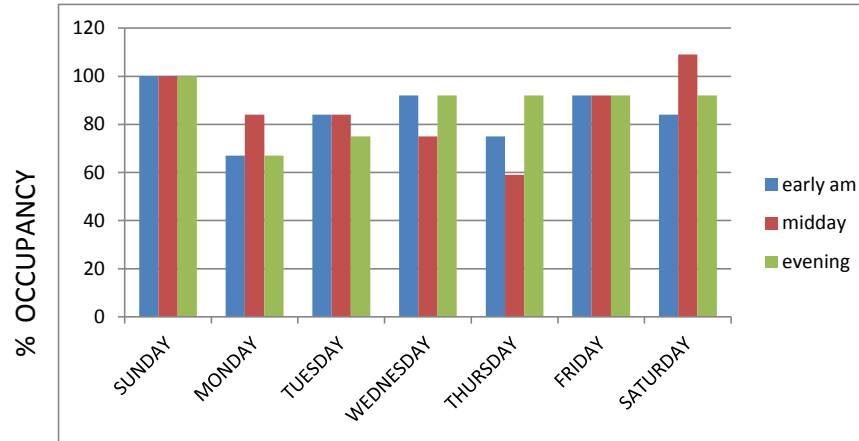
However, one respondent wanted to see a second cycle stand added at each location.

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# RESULTS OF PARKING SURVEY ON MONKGATE

## NORTHERN KERB - RESIDENTS ONLY PARKING BAY

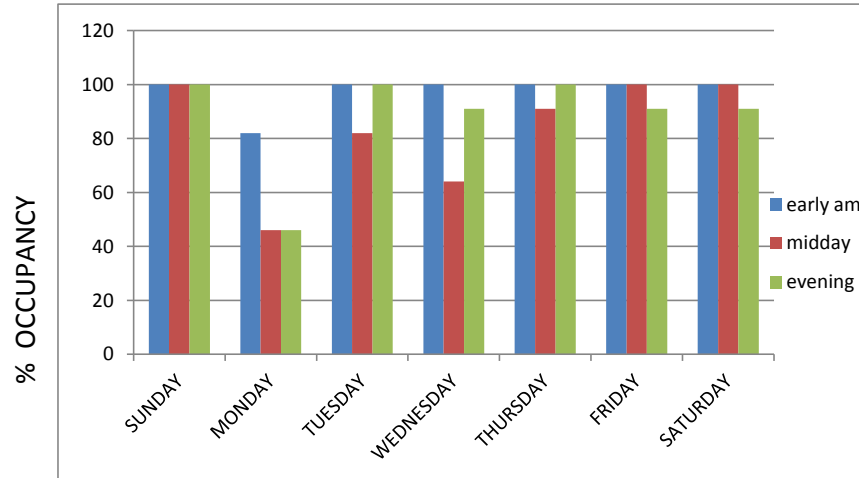
	% OCCUPANCY		
	early am	midday	evening
SUNDAY	100	100	100
MONDAY	67	84	67
TUESDAY	84	84	75
WEDNESDAY	92	75	92
THURSDAY	75	59	92
FRIDAY	92	92	92
SATURDAY	84	109	92



NORTHERN KERB - RESIDENTS ONLY PARKING BAY

## SOUTHERN KERB - RESIDENTS ONLY PARKING BAY

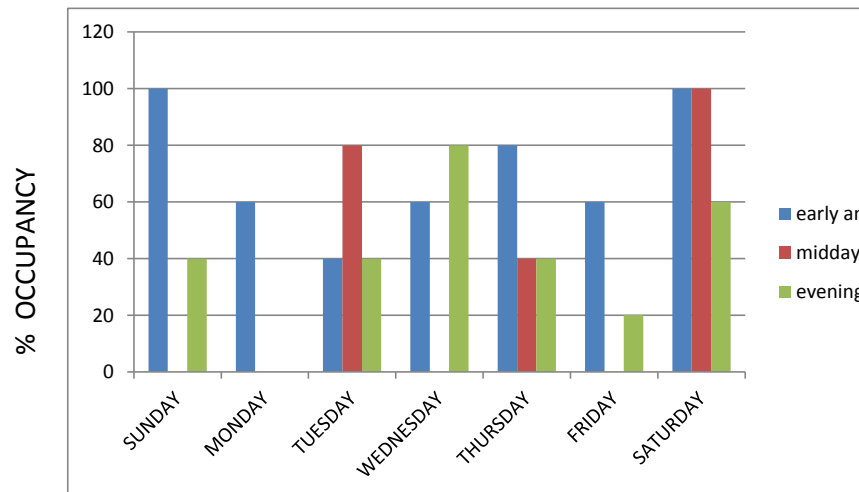
	% OCCUPANCY		
	early am	midday	evening
SUNDAY	100	100	100
MONDAY	82	46	46
TUESDAY	100	82	100
WEDNESDAY	100	64	91
THURSDAY	100	91	100
FRIDAY	100	100	91
SATURDAY	100	100	91



SOUTHERN KERB - RESIDENTS ONLY PARKING BAY

## SOUTHERN KERB - GMO PARKING BAY

	% OCCUPANCY		
	early am	midday	evening
SUNDAY	100	0	40
MONDAY	60	0	0
TUESDAY	40	80	40
WEDNESDAY	60	0	80
THURSDAY	80	40	40
FRIDAY	60	0	20
SATURDAY	100	100	60



SOUTHERN KERB - GMO PARKING BAY

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

**11 February 2016**

Report of the Acting Director of City and Environmental Services

**Consideration of Petitions received from Residents of Haxby and  
Wigginton Ward**

**Summary**

1. Councillor T Richardson presented two petitions in November 2015 requesting “City of York Council implement parking restrictions” (Annex D) in:

**Abelton Grove** – 18 signatures, collected in March 2015, representing 13 households all from Abelton Grove

**South Lane** – 9 signatures, collected in February 2015, representing 7 households in South Lane, Old Orchard and Orchard Paddock

No covering letter was attached to the petitions.

**Recommendation**

2. We recommend these matters are closed and no further action is taken

Reason: Both areas were included and considered earlier this year as part of the 2015 Review of Waiting Restrictions. A recommendation of no further action was confirmed by the Director of City and Environmental Services. Extracts from this report are attached as Annex A (Abelton Grove) and Annex B (South Lane).

**Background**

3. **Abelton Grove:** The carriageway width is approximately 5.5 metres which is in line with the majority of residential streets within our authority. There is sufficient width for one vehicle to park and others to pass. The only difficulty with maintaining highway rights of “pass and re-pass” would be if vehicles park on both sides, creating a chicane situation which is too narrow to get through.

Of the complaints we have on file from residents of Abelton Grove, some relate to parking sited opposite driveway entrances.

It is alleged this causes difficulty with manoeuvring a vehicle to access/egress to and from their off-street parking amenity. Existing White Bar Markings are provided across drives of 5-7 and 14-16 Abelton Grove. Any further white bar marking provision would now require an application form and the costs are recharged to the applicant (currently £120).

Councillor Richardson asked ((see comments in Annex A) for a single yellow line restriction to operate 8am to 6pm. A proposal to place this restriction on one side of the carriageway and turning-head would only alleviate the parking opposite a driveway for 50% of households. A proposal of this nature will not remove the non-resident parking as this will still occur on the unrestricted side between driveways.

A timed restriction for the full length of the road would equally apply to residents as non-residents. We have witnessed some on-street parking at the southern end of the cul-de-sac which is believed to be resident related. If this is the case, such a proposal is likely to be of detriment to some residents who are likely to raise objections.

The cost of implementing a single yellow line for both sides would be approximately £1700 which is over 10% of our total budget for new signs and lines. A one side restriction would cost approximately £1100 (7%). Any timed restriction will require additional poles on street with signs attached to enable enforcement (street light columns would be used where possible but we estimate an additional 3-5 poles would be required depending on the extent of any implemented proposal).

It is not considered justifiable to use general Council funds for the provision of restrictions in this area as there does not appear to be a road safety issue, parking is not affecting traffic flow on an arterial route and parking in the area does not affect a bus route. It may be possible that the funding of the parking restrictions could be considered from Ward Committee funds.

A Residents' Priority Parking Scheme is the most efficient way of preventing non-resident parking whilst still leaving an amenity for local residents. This could be enforced using new regulations with entry signage only and implementation would cost approximately £1200 which would be funded from the Network Management budget for Resident Parking. Ward Councillors have been made aware of this option previously.

4. **South Lane:** Waiting restrictions were proposed and advertised on South Lane in the 2014 review (Annex C) following requests and meetings with Ward Councillors and the Town Council. We received several objections to the proposal.

Consideration of the objections brought forward a decision not to implement the proposed restrictions except a short section on the north side of the carriageway to assist vehicles undertaking the right turn manoeuvre into Orchard Paddock.

Because one property owner was disappointed with the decision, the issue was referred for further consideration within the 2015 review. The officer undertaking the review recommended no further action because the highway layout had not significantly changed since the matter was fully considered the previous year (Annex B). Councillor Richardson requested we place restrictions on the South Side between Orchard Paddock and Old Orchard, leaving the area of carriageway adjacent to the property at 11 South Lane (main objector) unrestricted.

We cannot support Councillor Richardson's request to remove the recently implemented restrictions on the north side of the carriageway when approaching Orchard Paddock from the west. These provide a safe waiting area and protect the right turn into Orchard Paddock when vehicles are approaching from the East on the one-way section.

### **Options and Outline Analysis**

5. Option one: Take no further action

This is the recommended option because we consider sufficient resources and consideration has been given previously.

Option two: Undertake further consultation with residents outlining options of waiting restrictions, Residents' Priority Parking and No Action.

### **South Lane**

Option one: Take no further action

This is the recommended option because we consider sufficient resources and consideration has already been given.

Option two: Advertise the restrictions suggested by Councillor Richardson in his comments for the 2015 Review (Annex B).

This is not the recommended action because we do not, as a general rule, place waiting restrictions for the protection of access to a single private property (7 South Lane).

**Consultation**

- 6. We have undertaken no formal consultation for this report.

**Council Plan** - The above proposal confirms the focus on cost efficiency to make the right decision in a challenging financial environment by providing evidence based decisions.

**Implications** - None

**Financial** – Any proposals would have to be financed from the Traffic Management budget for new signs and lines. Estimated costs have been provided in the Background Information section.

**Human Resources** – None

**Equalities** – We have not identified any detrimental impact to any specific group within the community.

**Legal** – None

**Crime and Disorder** – None

**Information Technology** - None

**Land** – None

**Other** – None

**Risk Management** - None

**Contact Details**

**Authors:**

Sue Gill  
Traffic Technician  
Transport  
(01904) 551497

**Chief Officer Responsible for the report:**

Neil Ferris  
Acting Director for City and Environmental  
Services

**Date:** 11/02/2016

**Specialist Implications Officer(s)**

There are no specialist implications.

**Wards Affected:**

Haxby and Wigginton

**For further information please contact the author of the report.**

**Background Papers provided as Annex A, B and C**

**Annexes**

Annex A: Extract from the 2015 Review of Waiting Restrictions for Ableton Grove


Annex B: Extract from the 2015 Review of Waiting Restrictions for South Lane

Annex C: Details of advertised proposals on South Lane from the 2014 review

Annex D: Wording on petitions presented by Councillor Richardson

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## Extract from 2015 Annual Review Report

<b>11</b>	<b>Location</b> Abelton Grove (off South Lane)
<b>Nature of problem and requested solution</b> Problem with visitors to local shops and non residents parking in the road	
<b>Background information</b> Abelton Grove is a quiet residential cul de sac about 150m long. It already has “no waiting at any time” (double yellow line) restrictions to protect the junction with South Lane. Vehicles parking in Abelton Grove don't seem to be causing an obstruction or other traffic management issue at the moment.	
<b>Recommendation</b> No action	
 <p>The map shows a residential cul-de-sac, Abelton Grove, which is a dead-end street. It is bounded by South Lane to the north, Old Orchard to the east, and Manse to the south. The junction of Abelton Grove and South Lane is marked with 'Existing waiting restrictions' indicated by double yellow lines. The map also shows several houses with their respective numbers, such as 10, 11, 12, 14, 15, 17, 21, 24, 26, 27, 32, and 36. A 'Sub Sta' (substation) is located near the junction. The street names 'SOUTH LANE', 'ABELTON GROVE', 'OLD ORCHARD', and 'Manse' are clearly labeled.</p>	

**Ward Councillor comments**

**Cllr I Cuthbertson:**

“My response to the TRO items considered:

I.1 Noted

**Cllr T Richardson:**

“Item 11.

As pointed out at residents meetings in this area, the residents have asked for a single line restricting parking between 8am to 6pm to prevent the ongoing issues of vehicles being parked all day and restricting or even blocking the road.

**Officer comment:** The suggestions for I1 were considered as part of the review.



## Extract from 2015 Annual Review Report

**13****Location** South Lane**Nature of problem and requested solution**

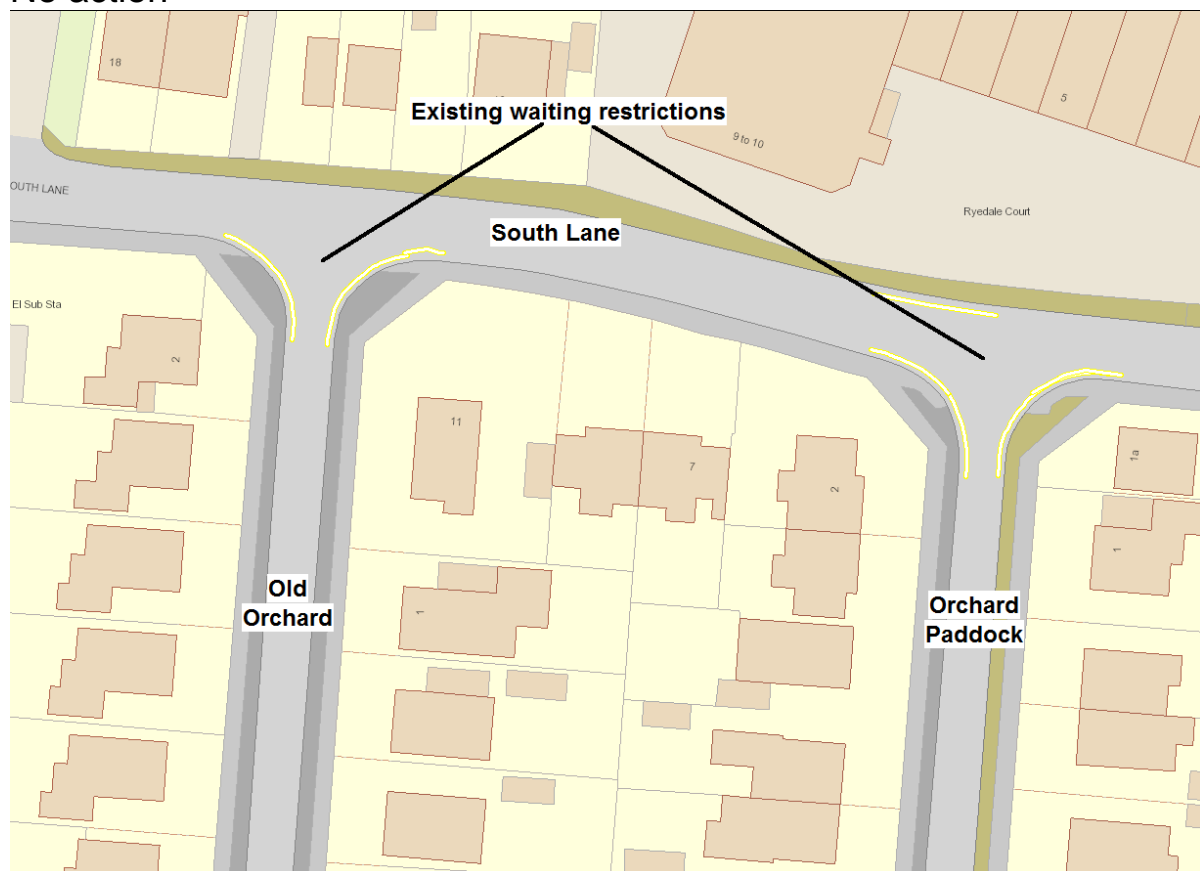
Problems caused by parking close to the private driveway of no 7 South Lane, request for yellow lines

**Background information**

Lengths of “no waiting at any time” (double yellow line) restrictions were proposed at the last Annual Review (2014) at this location, but these were opposed by some residents and therefore not implemented. Since then, the only change to appears to have been the painting of an advisory white bar marking to protect the access to the driveway of no 7. There are a number of other private driveways on South Lane which do not have waiting restrictions (yellow lines) associated with them. There are already “no waiting at any time” (double yellow line) restrictions at the junctions of Old Orchard and Orchard Paddock and South Lane and opposite the junction of Orchard Paddock and South Lane to protect the right turn at this location.

**Recommendation**

No action



**Extract from 2015 Annual Review Report**

**Ward Councillor comments**

**Cllr I Cuthbertson:**

I.3 Noted

**Cllr T Richardson:**

Item13.

As requested by residents at a local meeting that double yellow lines are placed on the south side of South Lane between Orchard Paddock and Old Orchard except out side the residence on the corner of South Lane and Old Orchard. The removal of double yellow lines on the north side at the junction of South Lane and Orchard Paddock so that vehicles do not obstruct driveways on the south side and that residents can enter the highway safely.

**Officer comment:** The suggestions for I3 were considered as part of the review.

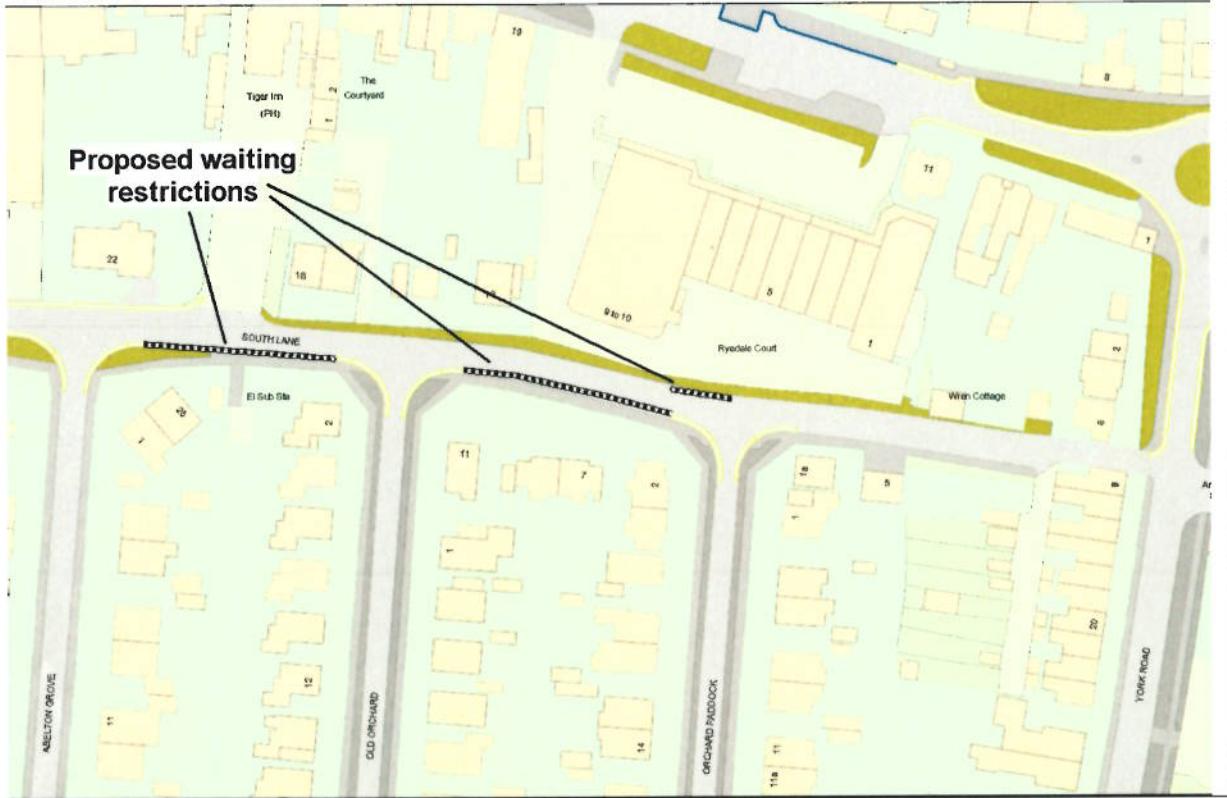
**Political representative comments**

**Cllr A Reid:**

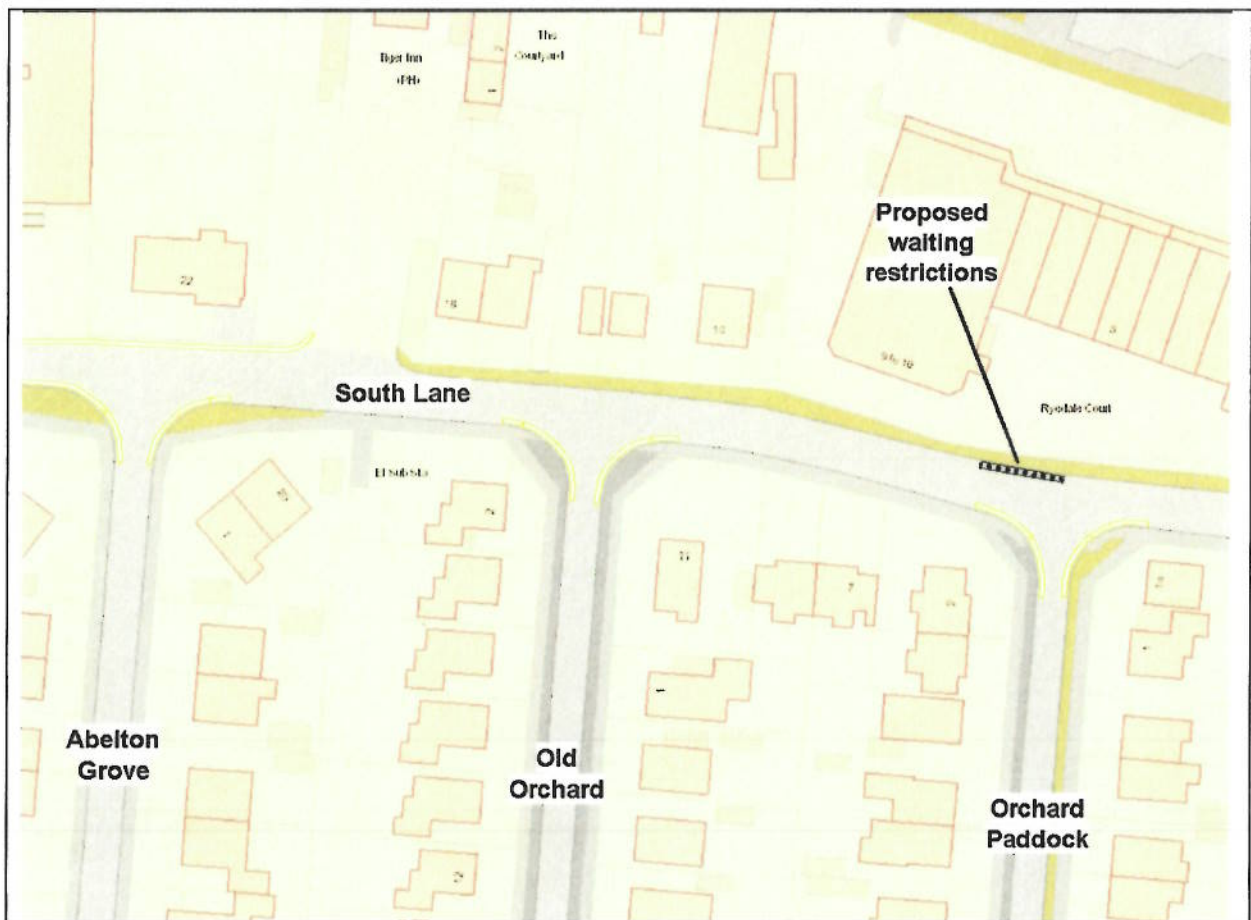
“I am happy to support any comments that the Ward Councillors make as they have detailed local knowledge.”

# PROPOSAL AND OBJECTIONS FROM 2014 REVIEW

## Annex I Haxby and Wigginton Ward

<b>12</b>	<b>Location</b> South Lane (off York Road)
<b>Reason for change</b> Inconsiderate parking making it difficult to get onto South Lane from roads and driveways on the South side	
<b>Initial Recommendation</b> Extend the existing "no waiting at any time" restrictions (double yellow lines) along the South side of South Lane between Ableton Grove and Orchard Paddock. Also install a "no waiting at any time" restriction opposite the North end of Orchard Paddock to protect the right turn into Orchard Paddock.	
	
<b>Objections</b> There were 6 objections received to the proposal and 2 communications in support. The objections are summarised in the points below (many objections included more than one point). The number of objections that included each point is also given.	
<b>Objection</b>	<b>Comment</b>
Reduces the amount of parking, as an alternative, parking bays could be used on the south side of South Lane.	The positioning and number of any parking bays in this location could provoke as much opposition as the current proposals.
Displacement of parking into Ableton Grove and possibly other	This is a legitimate concern

locations (3)	
Prevents convenient parking on south side of South Lane (2)	Some residents consider the parking here to be convenient, others consider that it causes inconvenience.
Could make access to drives on the south side of South Lane difficult (2)	There seems to be a genuine difference of opinion between different householders on the south side of South Lane. Some consider the proposals would make access to their drives easier, others think the opposite.
Removing parking will increase vehicle speeds and reduce safety	The proposal will probably have the effect of shifting the parking from the south side of South Lane to the north side with little change in vehicle speeds
Parking on the south side of South Lane is not a problem at the moment	Some residents consider parking here to be a problem, others consider that it isn't.
No road accident record associated with the current parking arrangements	Agreed, but the reason for proposing restrictions was not connected to road accidents
<b>Recommendation</b>	
Only implement the short length of restrictions on the north side.	



**Comments from Ward Councillors**

No comments received

**Political Party Comments**

No comments received

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5/11/15

**PETITION TO CITY OF YORK COUNCIL TO IMPLEMENT PARKING  
RESTRICTIONS IN SOUTH LANE**

received from Cllr. Richardson  
5/11/15

**PETITION TO CITY OF YORK COUNCIL TO IMPLEMENT PARKING  
RESTRICTIONS IN ABELTON GROVE, HAXBY**

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## Report to the Executive Member for Transport and Planning 11 February 2016

### **East Mount Road: Consideration of Objection received to recently advertised proposal to amend the York Parking, Stopping and Waiting Traffic Regulation Order**

#### **Summary**

1. This proposal concerns a Resident Parking Bay on East Mount Road (plan Annex A)

The objectives of the proposal are:

- a) to provide a legal space for House of Multi Occupancy (HMO) permits to be used.
- b) shorten a bay by 8m to better protect a dropped kerb access to a private off-street amenity
- c) Change the time allowance for non-permit holders from 60 minutes to 10 minutes to reduce the use of the bay by non-permit holders and improve the amenity for permit holders

We have received

- four objections to the proposal to shorten the bay
- one objection to the proposal to convert the bay to allow HMO permits to be used.
- no objections were received to the proposal to change the time allowance for non-permit holders

Details of the objections with officer comments are included as Annex C.

#### **Recommendation**

2. The recommended action is Option B (see paragraph 7):
  - a) Implementation as advertised for (a) and (c) above
  - b) Take no further action on (b) above

Reason: To take on board residents concerns whilst still achieving an improvement to the parking amenity for residents of 50 East Mount Road.

## **Background**

3. The property at 50 East Mount Road, situated within the boundary of the R1 zone, has been developed over-time from a retail outlet with flats/bed-sits above to a large HMO with 9 letting rooms and one self-contained flat.

Currently, there is no parking provision within the Residents' Priority Parking Zone, R1 Moss Street, to allow permits to be issued to residents within a HMO. These permits can only be used:

- within a dedicated space provided for Guest House and HMO permits
- in a "Community Bay" that can be used by any class of permit holder.

The proposal seeks to rectify the issue by redefining one parking bay as a community bay. Residents of 50 East Mount Road with a HMO permit will be able to park only within the community bay area; a HMO permit will not enable them to park in any other marked bay within the zone.

4. A few years ago the property at 49a East Mount Road was developed and a dropped kerb access installed within an existing Resident Parking Bay to provide access to an off-street parking area. Following reports of parking obstructing the access, we placed a white bar marking across the dropped kerb area within the Resident Parking Bay. We have these in many of our Residents' Priority Parking zones and find they work well. As we were already proposing an amendment in this area, we sought to improve this arrangement by shortening the bay and replacing with no waiting at any time restrictions across the dropped kerb entrance.
5. This resident parking area is under pressure for space. The bay adjacent to 50 and 49a East Mount Road allows parking for non-permit holders for 60 minutes. A 10 minute parking allowance for non-permit holders, in line with all other bays on East Mount Road, could reduce the pressure for space by reducing the amount of non-permit parking taking place. There are Pay & Display bays on The Crescent which are available for short term parking if required.
6. We proposed the following amendment:

- a) Convert the parking bay adjacent to 49A East Mount Road to R1 C (Community Bay). This would allow HMO residents a limited parking amenity.
- b) Shorten the bay by 8m to prevent obstruction of the dropped crossing area at 49A East Mount Road
- c) Change the 60 minute parking for non-permit holders to 10 minutes to bring it in line with the rest of the zone. This could reduce pressure on parking by reducing the short term use for non-permit holders.

A plan of the proposal is included as Annex A.

A plan of the R1 Boundary is included as Annex B.

### **Options and Outline Analysis**

7. Details of the objection and analysis of the points raised are included as Annex C

### **Options available**

- A. Over-rule the objections and Implement all parts of the proposal as advertised (a, b and c in paragraph 6).  
This is not the recommended option because a short length vehicle does park beyond the gates without causing obstruction. If we implement (b), this vehicle will be displaced to another area and increase the pressure for space.
- B. Uphold the objections (in part) and Implement the changes outlined as (a) and (c) in paragraph 6; the white bar marking to remain in situ.  
This is the recommended option as residents of 50 East Mount Road will be provided with a limited parking amenity within the zone. No objections were received for item (c).
- C. Implement (b) and (c) in paragraph 6.  
This is not the recommended option as residents of 50 East Mount Road would become ineligible to use the R1 parking amenity. If this is the chosen option we would seek to advertise a proposal to remove this property from the legal boundary of the R1 zone to confirm the ineligibility.
- D. Implement only (c) above.

### **Consultation**

8. No concerns have been raised by Ward Councillors or Councillors considering transport issues for the political parties

### **Council Plan**

9. The above proposal confirms the participation of residents in the decision making process and democratic life.

**Implications**

10. This report has the following implications:

**Financial** – None

**Human Resources** – None

**Equalities** – None identified

**Legal** – None

**Crime and Disorder** – None

**Information Technology** - None

**Land** – None

**Other** – None

**Risk Management** - None

**Contact Details**

**Authors:**

Sue Gill  
Traffic Technician  
Transport  
(01904) 551497

**Chief Officer Responsible for the report:**

Neil Ferris  
Acting Director  
City and Environmental Services

**Date:** 11/02/2016

**Specialist Implications Officer(s)**

There are no specialist implications.

**Wards Affected:**

**Micklegate Ward**

**For further information please contact the author of the report.**

**Annexes**

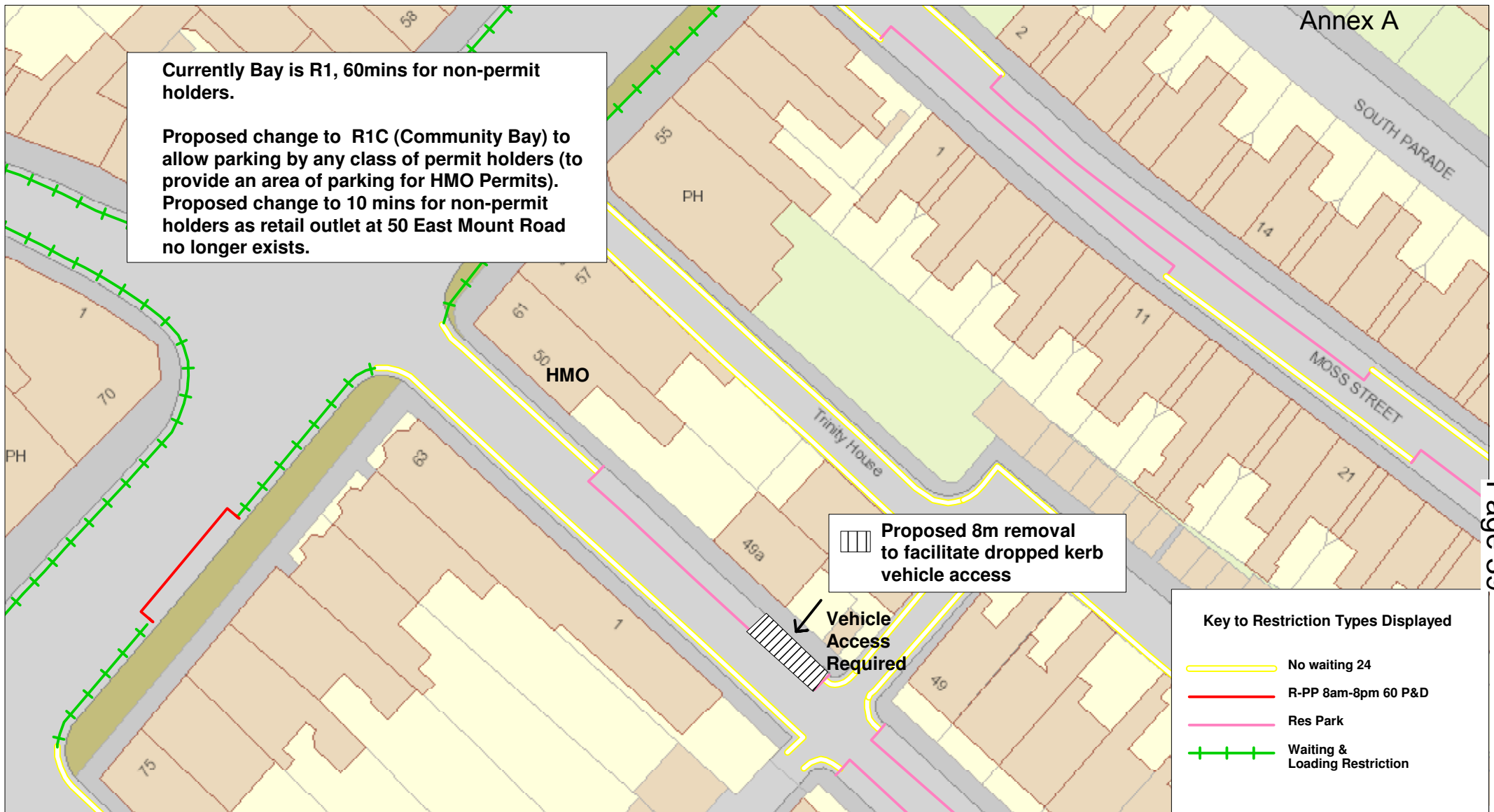
Annex A: Plan of the proposal

Annex B: Plan of the R1; Moss Street Residents' Priority Parking Boundary

Annex C: Details of Objections received with analysis

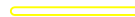



Currently Bay is R1, 60mins for non-permit holders.

Proposed change to R1C (Community Bay) to allow parking by any class of permit holders (to provide an area of parking for HMO Permits). Proposed change to 10 mins for non-permit holders as retail outlet at 50 East Mount Road no longer exists.



 Proposed 8m removal to facilitate dropped kerb vehicle access

 Vehicle Access Required

- Key to Restriction Types Displayed**
-  No waiting 24
  -  R-PP 8am-8pm 60 P&D
  -  Res Park
  -  Waiting & Loading Restriction

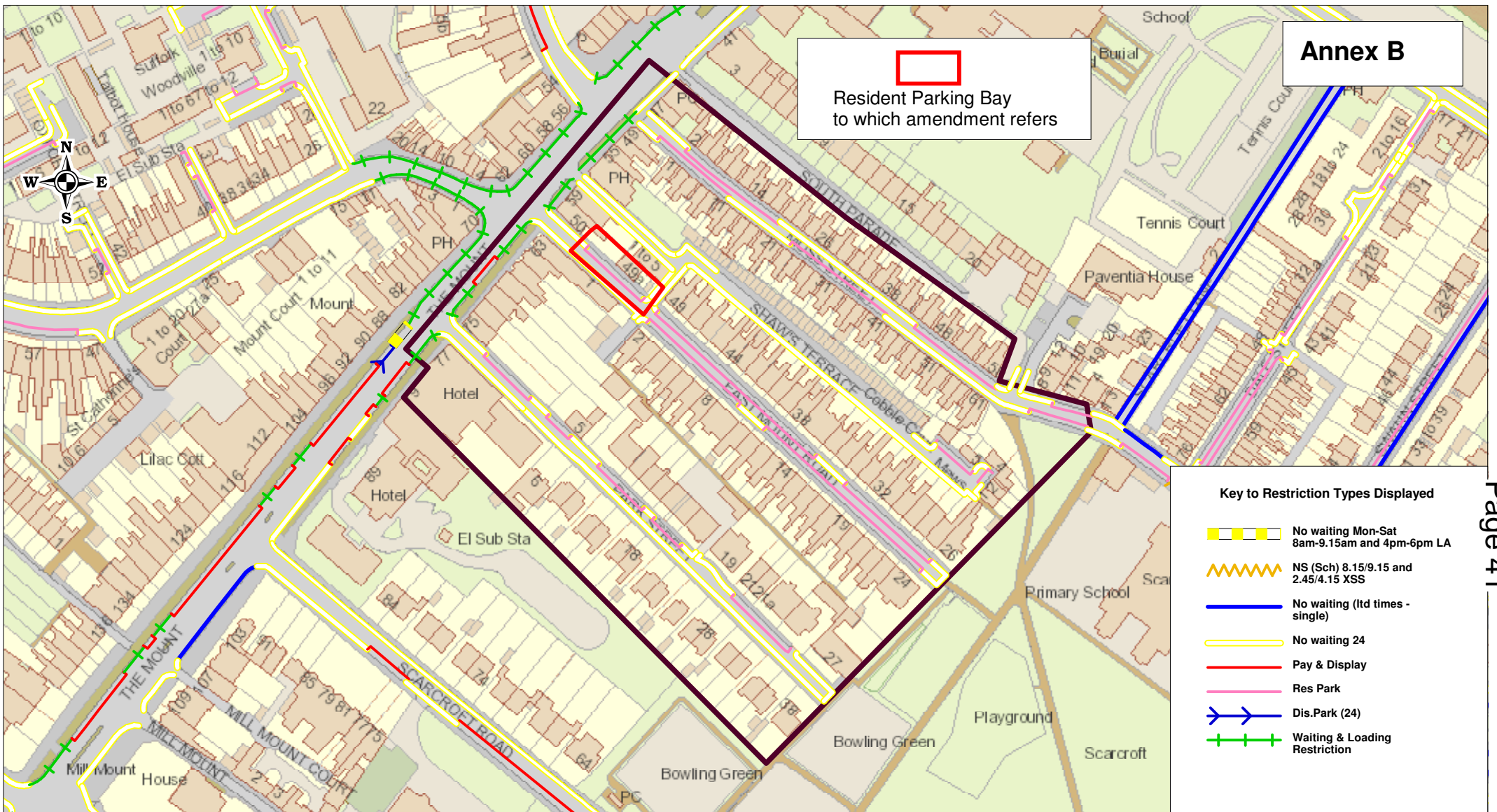


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**RESIDENTS' PRIORITY PARKING  
R1 - Moss Street Zone, Proposed Amendments**

SCALE	1 : 500
DATE	29/09/2015
DRAWING No.	
DRAWN BY	

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R1. Moss Street, Zone Boundary

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SCALE	1 : 2000
DATE	14/12/2015
DRAWING No.	
DRAWN BY	

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**Objections received in response to advertised proposal to amend Resident Parking Area adjacent to 49a East Mount Road**

<b>Four Objections have been received from residents of East Mount Road</b>	<b>Officer response/analysis</b>
<p>One objection has been raised to proposal to change the bay to Community Parking to allow House of Multiple Occupation (HMO) residents to use the Residents' Priority Parking amenity</p> <ul style="list-style-type: none"> <li>• 50 East Mount Road is operated as an HMO or similar driving additional traffic to the street.</li> <li>• Parking is already under served to existing residents</li> </ul>	<p>If the objection is upheld, we would be required to advertise a proposal to remove the property from the R1 boundary. This would make current and future occupants ineligible to purchase permits. Currently, residents at 50 East Mount Road have been issued Household Permits as a temporary measure until the way forward has been determined. Currently, only one tenant has a valid permit; historically, a maximum of three tenants have been issued permits at any one time.</p>
<p>Four residents object to the proposed shortening of the bay by 8m.</p> <ul style="list-style-type: none"> <li>• The space beyond the gates is short, but long enough to park a residents Smart Car (raised by two residents). A resident with a Smart Car parks here which frees up space in other areas</li> <li>• Planning permission at 49a East Mount Road granted on the basis parking would not be reduced further than those changes made at that time. The original planning agreement did not allow for a vehicle space</li> </ul>	<p>When Planning permission at 49a East Mount Road (06/00793/FUL) was given this did not include a parking amenity on this site. The committee report refers to this area as a "paved patio area screened from East Mount Road by a boundary wall providing cycle and refuse storage for the development". Planning permission has not been given for the dropped kerb access at this time or since. The current occupants of the property are not using the dropped kerb access to park off street. There is a sign requesting "no parking" on their gates.</p>

- The tenants of the house do not use the dropped kerb access to their off-street parking amenity as they prefer to fill the parking area with outdoor furniture.
- The tenants of 49a park with a permit on the white bar marking provided across the gated entrance.

Future tenants may want to reinstate this area for parking, consequently we recommend the white bar marking remains in situ.

Photo of dropped kerb  
Smart car, owned by resident of East Mount Road parks  
Between white Bar marking and end of the bay (area highlighted with red line)





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

**11 February 2016**

Report of the Acting Director of City and Environmental Services

**Consideration of Petitions received from:  
Residents of 110-128 Broadway (Fulford & Heslington Ward)**

**Summary**

1. Consideration of petitions from residents of 110-128 Broadway requesting Residents' Priority Parking. All households have signed the petition.

**Recommendation**

2. We recommend the Executive Member approves a formal consultation with residents.

Reason: The documentation package we provide enables residents to make an informed decision.

**Background**

3. In October 2015 waiting restrictions (double yellow lines) were implemented on Heslington Lane to prevent obstruction and improve safety in this area. Parking has displaced into more residential areas and is now concentrated adjacent to properties 110-128 Broadway. Residents have reported they are now unable to park close to their homes, especially during office hours.
4. None of the properties (110-128 Broadway) have an off-street parking amenity. These properties are owned by the Ministry of Defence (Army) and rented to army personnel. We do not believe the Ministry of Defence will consider funding dropped kerb access to these properties to provide an off-street parking amenity.
5. Properties to the west of 110 Broadway currently have off-street parking amenity for one or more vehicle.

**Options and Outline Analysis**

6. Option one: Conduct a formal consultation and depending on the outcome implement a scheme as requested.

This is the recommended option and the only one which provides a parking amenity for residents whilst preventing non-resident parking.

7. Option two; Take no further action

This is not the recommended option because although an unrestricted carriageway gives residents some chance of parking adjacent to their homes the amount of non-resident parking taking place is causing residents inconvenience and stress on a daily basis.

### **Consultation**

8. No formal consultation has been undertaken with residents or Councillors to date. The recommended consultation will include residents of 110-128 Broadway, and the landlord of the properties (MOD). Ward Councillors will receive a copy of the consultation documentation.
9. The wider community (neighbouring properties) would receive information if the formal consultation results in an advertised proposal to amend the Traffic Regulation Order.

### **Council Plan**

10. The above proposal confirms the participation of residents in the decision making process and democratic life.

### **Implications**

11. This report has the following implications:

**Financial** – None

**Human Resources** – None

**Equalities** – The consultation process will highlight how any proposal to amend the Traffic Regulation order might impact on those in the community. If necessary, a Community Impact Assessment will be initiated if any detrimental impact is highlighted as part of the consultation process.

**Legal** – None

**Crime and Disorder** – None

**Information Technology** - None

**Land** – None

**Other** – None

**Risk Management - None**

**Contact Details**

**Authors:**

Sue Gill  
Traffic Technician  
Transport  
(01904) 551497

**Chief Officer Responsible for the report:**

Neil Ferris  
Acting Director  
City and Environmental Services

**Date:** 11/02/2016

**Specialist Implications Officer(s)**

There are no specialist implications.

**Wards Affected:**

Fulford and Heslington Ward

**For further information please contact the author of the report.**

**Background Papers**

None.

**Annexes**

Annex A: Wording of petition received

Annex B: Plan of the area, proposed area of consultation and possible  
Residents' Priority Parking Bays

# Annex A

Neil Ferris  
Director of Network Management  
West Offices  
Station Rise  
York  
YO1 6GA

5th October 2015

**Re: Petition for residents parking on Broadway**

We, the undersigned, residents of Broadway, submit our petition for residents only parking to be put in place urgently. This is due to the students and staff from the university now parking outside our houses leaving us nowhere to park, since the double yellow lines on Heslington Road and Broadway have come in place.

Yours sincerely



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

**11 February 2016**

Report of the Acting Director of City and Environmental Services

**City and Environmental Services Capital Programme – 2015/16  
Monitor 2 Report**

**Summary**

1. The purpose of this report is to set out progress to date on schemes in the 2015/16 City and Environmental Services (CES) Capital Programme, including budget spend to the end of December 2015.
2. The report also proposes adjustments to scheme allocations to align with the latest cost estimates and delivery projections.

**Background**

3. The CES Transport Capital Programme budget for 2015/16 was confirmed as £5,292k at Full Council on 26 February 2015, and details of the programme were presented to the Executive Member at the March Decision Session meeting. The programme was finalised on 10 September 2015 when the Executive Member was presented with the Consolidated Capital Programme, which included all schemes and funding that had carried over from 2014/15.
4. A number of amendments were made to the programme at the Monitor 1 report, which was presented to the Executive Member on 12 November 2015.
5. The current approved budget for the CES Planning & Transport Capital Programme is **£7,404k**, which includes £1,570k of Local Transport Plan (LTP) funding, plus other funding from the Better Bus Area Fund grant, the Clean Bus Technology grant, developer contributions, council resources, and funding from the Department

for Transport for the A19 Pinchpoint scheme. The programme includes the Integrated Transport and CES Maintenance budgets.

6. Table 1 shows the current approved capital programme:

**Table 1: Current Approved 2015/16 Capital Programme**

	<b>Gross Budget</b>	<b>External Funding*</b>	<b>Capital Receipts</b>
	<b>£1,000s</b>	<b>£1,000s</b>	<b>£1,000s</b>
Planning & Transport Budget	5,292	3,919	1,373
Variations approved at Consolidated Report	2,112	1,991	121
Variations approved at Monitor 1 Report	-	-	-
<b>Current Approved CES Capital Programme</b>	<b>7,404</b>	<b>5,910</b>	<b>1,494</b>

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

7. As stated in the 2015/16 Capital Programme Monitor 1 Report, the level of funding available in 2015/16 is significantly lower than in 2014/15, due to additional funding from the Department of Transport for the Access York scheme in the 2014/15 capital programme.
8. The current spend and commitments to the end of December 2015 are £2,777k, which represents some 38% of the current budget. This is in line with the anticipated spend profile, as the majority of the expenditure is programmed towards the latter part of the year.
9. At this stage of the year, feasibility and outline design has been completed for most of the schemes in the CES Capital Programme, which has allowed more accurate cost estimates to be prepared. A review of the current programme has been carried out, which has identified a number of schemes where the allocations need to be amended to reflect scheme progress and estimated costs in 2015/16.

## Key Issues

10. The replacement of the existing large bus shelter on Rougier Street cannot be progressed until the redevelopment of Roman House has been completed. The developer is now expected to start work in March, so it is proposed to slip the funding to 2016/17 to allow the new bus shelter to be installed once the development works are completed.
11. Phase 1 of the A19 Pinchpoint scheme was completed earlier in 2015. Phases 2 and 3 of the scheme are currently on hold due to delays to the Germany Beck development, and it is proposed to slip the funding for these schemes to 2016/17 as no work will be carried out in 2015/16.
12. Additional Clean Bus Technology grant funding has been awarded by the Department for Transport to retrofit existing school buses in York to reduce pollution from vehicle emissions, following a successful bid by the council.
13. The current budget and proposed amendments are shown in Table 2.

**Table 2: 2015/16 Capital Programme Amendments**

CES Capital Programme	2015/16 Programme	Paragraph Ref
	£000s	
<b>Current Approved CES Capital Programme</b>	<b>7,404</b>	5
<b>Reprofiling:</b>		
Better Bus Area Fund (Rougier Street Bus Shelter)	-240	24
A19 Pinchpoint Scheme (Phases 2 and 3)	-1,000	25
<b>Adjustments</b>		
Grant Funding (Clean Bus)	+308	26
<b>Revised CES Capital Programme</b>	<b>6,472</b>	28

14. Additional information, including details of 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 26 February 2015. Although 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 Executive 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:
  - Reduced allocation for the Rougier Street Bus Shelter scheme, as the new bus shelter will not be installed in 2015/16.
  - Reduced allocation for the A19 Pinchpoint scheme (Phases 2 and 3), which has been delayed by the Germany Beck development.
  - Addition of Clean Bus Technology grant funding for improvements to school buses to reduce pollution.
  - Minor amendments to budgets for cycling schemes and safety schemes, following a review of cost estimates.

### **Council Plan**

18. The Council Plan has three key priorities:
  - **A Prosperous City For All.**
  - **A Focus On Frontline Services.**
  - **A Council That Listens To Residents**

19. The Transport Capital Programme supports the prosperity of the city by improving the effectiveness, safety and reliability of the transport network that helps economic growth and the attractiveness for visitors and residents. The programme aims to reduce traffic congestion through a variety of measures to improve traffic flow, improve public transport, provide better facilities for walking and cycling, and address road safety issues.
20. Enhancements to the efficiency and safety of the transport network will directly benefit all road users by improving reliability and accessibility to other council services across the city.
21. The capital programme also addresses improvements to the transport network raised by residents such as requests for improved cycle routes, measures to address safety issues and speeding traffic, and improvements at bus stops such as real-time information display screens and new bus shelters.

### **Implications**

22. The following implications have been considered.
  - **Financial** See below
  - **Human Resources (HR)** There are no Human Resources implications
  - **Equalities** There are no Equalities implications
  - **Legal** There are no Legal implications
  - **Crime and Disorder** There are no Crime & Disorder implications
  - **Information Technology (IT)** There are no IT implications
  - **Property** There are no Property implications
  - **Other** There are no other implications

## Financial Implications

23. The LTP allocation for 2015/16 was previously confirmed by the Department for Transport. The CES Capital Programme budget for 2015/16 was agreed at Budget Council as part of the overall CYC Capital Programme on 26th February 2015, and was amended in the report to the 10 September 2015 Decision Session to include carryover schemes and funding from the 2014/15 capital programme, and minor amendments were made to scheme allocations at the Monitor 1 report in November 2015.
24. It is proposed to slip £240k Economic Infrastructure Fund (EIF) funding for the Rougier Street bus shelter to 2016/17, as it is not possible to replace the existing bus shelter in 2015/16.
25. The A19 Pinchpoint scheme is mainly funded by a grant from the Department for Transport, with a contribution from the council's Local Transport Plan (LTP) funding. As Phases 2 and 3 will not be progressed in 2015/16, it is proposed to slip £350k LTP funding and £650k Pinchpoint grant funding to 2016/17 to allow work on the scheme to continue in future years.
26. It is proposed to add £308k Clean Bus Technology grant funding to the programme to fund works to reduce pollution from school buses in York by retro-fitting the existing bus fleet.
27. A number of minor changes are also detailed in Annex 1 to this report, which involve the reallocation of funding between schemes with no change to the overall capital programme budget.
28. If the proposed changes in this report are accepted, the total value of the CES Transport Capital Programme in 2015/16 would be reduced to **£6,472k**, and would be funded as follows:

**Table 3: Current and Proposed 2015/16 Budget**

<b>CES Capital Programme</b>	<b>Budget</b>	<b>Proposed Alteration</b>	<b>Proposed Budget</b>
	<b>£1,000s</b>	<b>£1,000s</b>	<b>£1,000s</b>
Local Transport Plan – Other	2,504	-350	2,154
Local Transport Plan – CYC Resources Safety Schemes	300		300
Section 106 Funding	300		300
Better Bus Area Fund – DfT	135		135
Better Bus Area Fund – EIF	773	-240	533
A19 Pinchpoint Grant Funding	1,722	-650	1,072
Grant Funding – Clean Bus Technology	476	+308	784
CYC Resources (Highways)	550		550
CYC Resources (Scarborough Bridge)	333		333
CYC Funding (City Walls)	253		253
CYC Funding (Alleygating)	58		58
<b>Total Budget</b>	<b>7,404</b>	<b>-932</b>	<b>6,472</b>

### **Risk Management**

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

### **Recommendations**

30. The Executive Member is asked to:

Approve the amendments to the 2015/16 City and Environmental Services Capital Programme as set out in Annexes 1 and 2.

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

**Contact Details**

**Author:**

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City & Environmental  
Services  
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**Chief Officer Responsible for the  
report:**

**Neil Ferris**  
Acting Director – City and  
Environmental Services

**Report  
Approved**



**Date** 19 January  
2016

**Specialist Implications Officer(s)** None

**Wards Affected:**

All

**For further information please contact the author of the report**

**Background Papers:**

CES 2015/16 Capital Programme: Budget Report – 19 March 2015  
CES 2015/16 Capital Programme Consolidated Report – 10 Sept 2015  
CES 2015/16 Capital Programme Monitor 1 Report – 12 Nov 2015

**Annexes**

Annex 1: 2015/16 Capital Programme – Amendments to Programme  
Annex 2: 2015/16 Capital Programme – Current and Proposed Budgets



**2015/16 CES Capital Programme Monitor 2 Report –  
Amendments to Programme**

1. This annex provides an update on the progress of schemes within the 2015/16 CES Capital Programme, and details a number of proposed changes to the programme. This annex only reports by exception i.e. when alterations to scheme allocations or delivery programmes are proposed. It is currently anticipated that all other schemes will progress as indicated in the earlier budget reports.
2. Details of the current and proposed allocations for all schemes in the programme are set out in Annex 2.

**Transport Schemes****ACCESS YORK PHASE 1****Programme: £350k****Spend to 31 December 2015: £166k**

3. The Access York project (AY01/09) is now largely completed with only minor snagging works outstanding. A large proportion of the 15/16 budget for this scheme is for the retention payment, which will be made in early 2016.

**PUBLIC TRANSPORT SCHEMES****Programme: £1,655k****Spend to 31 December 2015: £439k**

4. Work on the replacement of the Rougier Street bus shelter has been delayed as the new shelter cannot be installed until the developer of Roman House has completed work on the building. The developer is expected to start work in March 2016 for six months. It is proposed to slip £240k to 2016/17 to allow the new bus shelter to be installed once the building works are completed.
5. No other changes are proposed to schemes in the Public Transport block at this stage of the year, and schemes are progressing as previously reported. Work to address pinchpoints on bus routes is being progressed, including measures to provide off-road parking at locations where buses are being delayed by parked cars, and improvements to traffic signals on main routes into the city.

**2015/16 CES Capital Programme: Monitor 2 Report  
Annex 1**

The improvements to the Clarence Street/ Lord Mayor's Walk/ Gillygate junction will be progressed once the utility diversion works have been done.

**TRAFFIC MANAGEMENT****Programme: £2,865k****Spend to 31 December 2015: £1,234k**

6. Work on Phase 1 of the A19 Pinchpoint scheme (improvements to the A19/A64 junction) was completed earlier in 2015. Phases 2 and 3 have now been put on hold as they are dependent on the progress of the Germany Beck development. It is proposed to slip £1m of the budget to 2016/17, as no work on these schemes will be carried out in 2015/16.
7. Following a successful bid by the council, £308k of Clean Bus Technology grant funding has been awarded by the Department for Transport to retrofit existing school buses in York to reduce pollution. It is proposed to add this funding to the capital programme to allow work on this scheme to start in 2015/16, with the conversion work planned to take place during school holidays.
8. No other changes are proposed to the schemes in the Traffic Management block at this stage of the year, and schemes are progressing as previously reported. Six new rapid charging points have been installed at Poppleton Bar, Askham Bar, and Monks Cross Park & Ride sites, which have been part-funded by a grant from the government's Office for Low Emission Vehicles.
9. Work is continuing on the upgrade and replacement of traffic signals across the city, as part of the five-year programme of work that was approved by the Cabinet Member in November. Following a trial of repairs to four Variable Message Signs (VMS), work to repair six directional signs on the Inner Ring Road will be carried out in early 2016.

**PEDESTRIAN AND CYCLING SCHEMES****Programme: £897k****Spend to 31 December 2015: £398k**

10. The construction of the new cycle route on Monkgate was completed in early 2015/16, but additional work to amend on-street parking has been identified following a review of the scheme.

**2015/16 CES Capital Programme: Monitor 2 Report  
Annex 1**

It is proposed to increase the allocation for this scheme to £20k for this work by transferring funds from the Hungate Phase 2 cycle scheme allocation.

11. It is proposed to reduce the allocation for the Hungate Phase 2 cycle scheme to £20k, as the feasibility work for this scheme has taken longer than expected, so the costs in 2015/16 will be lower than originally expected.
12. No other changes are proposed to the schemes in the pedestrian and cycling schemes block at this stage of the year, and schemes are progressing as previously reported. Several schemes have already been completed, including a new off-road cycle path between the A1237 and Askham Bryan College, a new cycle route on Jockey Lane, and a new shared-use path between the two sections of Clifton Moor Retail Park.

**SAFETY SCHEMES****Programme: £545k****Spend to 31 December 2015: £134k**

13. It is proposed to increase the allocation for the Speed Review Process from £90k to £100k, which will allow all the schemes approved in the Speed Review report to the 12 November Decision Session is to be progressed in 2015/16. This will be funded by the allocation for the Navigation Road/ Walmgate speed management scheme, which is no longer required.
14. An allocation was included in the programme for a review of speed issues on Navigation Road/ Walmgate, following a petition from residents. A review of speed surveys carried out in the area has confirmed that the average schemes are below the speed limit, so no further work will be progressed. It is proposed to transfer the £10k allocated for this scheme to the Speed Review Process budget, as stated above.
15. No other changes are proposed to the schemes in the Safety Schemes block at this stage of the year, and schemes are progressing as previously reported. A review of the existing wigwag equipment has been carried out for the School Crossing Patrol Improvements, and work on school safety schemes is being progressed for implementation in early 2016.

16. Progress on the Casualty Reduction schemes has been delayed due to lack of staff resources, but work is now being progressed on the five sites identified for works in 2015/16.

### **SCHEME DEVELOPMENT**

**Programme: £748k**

**Spend to 31 December 2015: £134k**

17. No changes are proposed to the schemes in the Scheme Development block at this stage of the year. Feasibility work has started on several public transport and cycling schemes to develop schemes for implementation in 2016/17.

## **CES Maintenance Budgets**

### **CITY WALLS**

**Programme: £253k**

**Spend to 31 December 2015: £264k**

18. Work on the restoration of Walmgate Bar was completed in December 2015, and the Bar is now open to the public again. The supports to the Bar have been replaced, and a new viewing platform has been added to the roof. As the cost of the work was higher than originally expected due to additional works identified throughout the scheme, it is proposed to transfer £113k from the City Walls Restoration budget to the Walmgate Bar budget to fund these additional works. This means the planned work on Micklegate Bar will now be carried out in 2016/17, as no further funding is available in 2015/16.

### **REINSTATEMENT**

**Programme: £33k**

**Spend to 31 December 2015: £0k**

19. No changes are proposed to the CityFibre Reinstatement works budget at this stage of the year.

**ALLEYGATING**

**Programme: £58k**

**Spend to 31 December 2015: £9k**

20. No changes are proposed to the Alleygating budget at this stage of the year. The Stanley Mews alleygating scheme has been completed, and the alleygating schemes at Baile Hill Terrace and Cornlands Park will be completed in early 2016.

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Scheme Ref	2015/16 Transport Capital Programme	15/16 Monitor 1 Budget	Proposed 15/16 Monitor 2 Budget	Total Spend to 31/12/15	Scheme Type	Comments
		£1,000s	£1,000s	£1,000s		

<b>Access York Phase 1</b>						
AY01/09	Access York Phase 1	350.00	350.00	166.03	Retention	
	Askham Bar Overspill					
	A59 (Poppleton Bar)					

<b>Total Access York Phase 1</b>	<b>350.00</b>	<b>350.00</b>	<b>166.03</b>
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<b>Public Transport Schemes</b>						
PT01/15	Park & Ride Site Upgrades	175.00	175.00	50.25	Works	
PT02/15	Bus Network Pinchpoint Improvements	200.00	200.00	35.30	Works	
PT03/15	BBA2 - Congestion Busting	30.00	30.00	4.97	Works	
PT04/15	BBA2 - Scarcroft Road/ The Mount Signals (Tadcaster Road Improvements)	105.00	105.00	9.92	Works	

<b>Public Transport - Carryover Schemes</b>						
PT03/14	BBAF - Duncombe Place Contribution (Reinvigorate York)				N/A	Scheme removed from programme at Consolidated Report
PT05/12	BBAF - Clarence Street Bus Priority Scheme	185.00	185.00	24.41	Works	
PT08/12b	BBAF- Way- Finding Scheme Contribution (Reinvigorate York)				N/A	Scheme removed from programme at Consolidated Report
PT09/12b	BBAF - Museum Street Bus Stop	50.00	50.00	7.76	Works	

Scheme Ref	2015/16 Transport Capital Programme	15/16 Monitor 1 Budget	Proposed 15/16 Monitor 2 Budget	Total Spend to 31/12/15	Scheme Type	Comments
		£1,000s	£1,000s	£1,000s		
PT10/12b	BBAF - Rougier Street - Roman House Bus Shelter	280.00	40.00	25.10	Works	Allocation Reduced - Installation of new shelter delayed until developer has completed work on Roman House
PT02/14	Clean Bus Technology Fund	476.00	476.00	0.00	Works	
PT04/14	Burdyke Avenue Layby	50.00	50.00	35.93	Works	Scheme Complete
PT13/12	BBAF District Centre Bus Stop Improvements	50.00	50.00	38.27	Works	
PT02/12	Park & Ride Barriers				N/A	Scheme removed from programme at Monitor 1 Report
	Off Bus Ticket Machines	0.00	0.00	194.39	Equipment	
PT03/12	BBAF Personalised Public Transport Web Portal	8.00	8.00	2.50	Works	
PT05/15	Regional RT Information System	46.00	46.00	9.89	Equipment	

<b>Total Public Transport Schemes</b>	<b>1,655.00</b>	<b>1,415.00</b>	<b>438.70</b>
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Traffic Management						
TM03/13	A19 Pinchpoint Scheme	2,222.00	1,222.00	907.62	Works	Allocation Reduced - Phases 2 and 3 are on hold due to the delayed Germany Beck development
TM01/15	Street Furniture	12.00	12.00	5.16	Works	
	Review of Lining	9.00	9.00	3.37	Works	
	Review of Signing	9.00	9.00	6.20	Works	
TM02/15	Footstreets Review	10.00	10.00	0.02	Works	
TM03/15	Air Quality Monitoring	20.00	20.00	20.00	Works	



Scheme Ref	2015/16 Transport Capital Programme	15/16 Monitor 1 Budget	Proposed 15/16 Monitor 2 Budget	Total Spend to 31/12/15	Scheme Type	Comments
		£1,000s	£1,000s	£1,000s		
TM04/15	Urban Traffic Management & Control/ Bus Location & Information Sub-System	60.00	60.00	100.23	Works	
TM05/15	Traffic Signals Improvements	270.00	270.00	18.29	Works	
TM07/15	Traffic Signals Asset Renewals	100.00	100.00	0.00	Works	
TM06/15	Variable Message Signs (VMS) Upgrade	90.00	90.00	27.38	Works	
AQ02/13	Electric Vehicle Rapid Charging Points	63.00	63.00	145.54	Works	Scheme Complete
New	School Bus Refits		308.00	0.00	Works	New Scheme - Works to school buses to reduce polluting emissions

<b>Total Traffic Management</b>	<b>2,865.00</b>	<b>2,173.00</b>	<b>1,233.81</b>
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Pedestrian & Cycling Schemes						
PE01/15	Pedestrian Minor Schemes	80.00	80.00	12.04	Works	
CY01/15	Cycle Minor Schemes	35.00	35.00	4.61	Works	
CY02/15	Monkgate Roundabout Cycle Route	30.00	30.00	6.23	Works	
CY03/15	Holgate Road Cycle Route	20.00	20.00	8.54	Works	
CY06/15	Monkgate Cycle Route	10.00	20.00	12.64	Works	Allocation Increased - Additional cost of amendments to parking bays following completion of cycle scheme in early 2015/16
CY04/15	Scarborough Bridge Improvements	333.00	333.00	0.00	Study	
CY05/15	Hungate Phase 2 Pedestrian & Cycle Improvements	30.00	20.00	4.92	Study/ Works	Allocation Reduced - Lower cost of feasibility work in 2015/16
CY07/15	Askham Bryan College cycle link	0.00	0.00	27.54	Works	Scheme Complete

Scheme Ref	2015/16 Transport Capital Programme	15/16 Monitor 1 Budget	Proposed 15/16 Monitor 2 Budget	Total Spend to 31/12/15	Scheme Type	Comments
		£1,000s	£1,000s	£1,000s		
CY08/15	Former York College site cycle link	0.00	0.00	0.00	Works	
CY05/13	University Cycle Route	5.00	5.00	11.32	Works	Scheme Complete
	<b>Pedestrian &amp; Cycling Schemes - Carryover Schemes</b>					
CY01/13	Jockey Lane Cycle Route	175.00	175.00	131.97	Works	Scheme Complete
CY10/11	Haxby to Clifton Moor Cycle Route	50.00	50.00	90.79	Works	Scheme Complete
CY03/14	Clarence Street Cycle Facilities	10.00	10.00	0.00	Works	
PE06/11	Clifton Moor Pedestrian & Cycling Link Improvements	64.00	64.00	83.31	Works	Scheme Complete
PE02/15	Station Rise Tactiles/Bollards	15.00	15.00	0.00	Works	
CY09/15	Match Funding of Workplace Grants	40.00	40.00	3.78	Works	

<b>Total Pedestrian &amp; Cycling Schemes</b>	<b>897.00</b>	<b>897.00</b>	<b>397.67</b>
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<b>Safety Schemes</b>						
SR02/15	SSS Sim Balk Lane	12.00	12.00	0.15	Works	
SR03/15	SSS Applefields School	17.00	17.00	0.00	Works	
SR04/15	SSS Tang Hall Primary	15.00	15.00	0.24	Works	
SR05/15	SSS Sheriff Hutton Road, Strensall	3.00	3.00	0.07	Study/ Works	
SR06/15	SSS Modeshift Stars award minor schemes	10.00	10.00	0.00	Works	
SR07/15	SSS Safety Audit works and other school schemes	43.00	43.00	8.25	Works	
SR01/14	SSS Osbaldwick Primary SRS	17.00	17.00	16.48	Works	Scheme Complete
SR01/15	School Crossing Patrol Improvements	100.00	100.00	0.66	Works	
	<b>Safety Schemes</b>					

Scheme Ref	2015/16 Transport Capital Programme	15/16 Monitor 1 Budget	Proposed 15/16 Monitor 2 Budget	Total Spend to 31/12/15	Scheme Type	Comments
		£1,000s	£1,000s	£1,000s		
LS01/14	SAF Manor Heath/Hallcroft Lane	22.50	22.50	37.82	Works	Scheme Complete
LS01/15	SAF Casualty Reduction Scheme review and development	80.00	80.00	5.26	Study/ Works	
DR01/15	SAF Danger Reduction Schemes	15.00	15.00	0.12	Study/ Works	
LS06/14	SAF Pavement/Whip Ma Whop Ma Gate LSS	7.50	7.50	0.06	Works	
DR01/14	SAF Heslington Lane	13.00	13.00	0.12	Works	
	<b>Speed Management Schemes</b>					
SM02/15	SPM Speed Review Process scheme prioritisation and Implementation	90.00	100.00	20.27	Study/ Works	Allocation Increased - Higher cost of schemes being progressed for implementation in 2015/16
SM03/15	SPM project TBC (used to be Navigation Road/Walmgate 20mph)	10.00	0.00	0.00	N/A	Allocation Reduced - No work planned on Navigation Road following review of speed data
SM04/15	SPM Monitoring commitment	10.00	10.00	1.00	Monitoring	
SM05/15	SPM Miscellaneous speed limit issues	5.00	5.00	0.00	Study/ Works	
SM02/14	SPM University Road Speed Management Scheme	20.00	20.00	27.99	Works	Scheme Complete
SM06/15	SPM Stockton Lane	5.00	5.00	2.21	Works	
SM01/15	Vehicle Activated Signs (VAS) Review	50.00	50.00	13.67	Works	
<b>Total Safety Schemes</b>		<b>545.00</b>	<b>545.00</b>	<b>134.36</b>		
	<b>Scheme Development</b>					
SD01/15	Future Years Scheme Development	50.00	50.00	0.00	-	
-	Haxby Station Study	0.00	0.00	0.00		

Scheme Ref	2015/16 Transport Capital Programme	15/16 Monitor 1 Budget	Proposed 15/16 Monitor 2 Budget	Total Spend to 31/12/15	Scheme Type	Comments
		£1,000s	£1,000s	£1,000s		

SD02/15	Development- Funded Schemes	300.00	300.00	75.26	-	
-	Previous Years Costs	98.00	98.00	58.68	-	
-	Staff Costs	300.00	300.00	0.00	-	

<b>Total Scheme Development</b>	<b>748.00</b>	<b>748.00</b>	<b>133.94</b>
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<b>Total Integrated Transport Programme</b>	<b>7,060.00</b>	<b>6,128.00</b>	<b>2,504.51</b>
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Scheme Ref	2015/16 Transport Capital Programme	15/16 Monitor 1 Budget	Proposed 15/16 Monitor 2 Budget	Total Spend to 31/12/15	Scheme Type	Comments
		£1,000s	£1,000s	£1,000s		

<b>CES Maintenance Budgets</b>						
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<b>City Walls</b>						
CW01/15	City Walls Restoration	133.00	20.00	17.70	Works	Allocation Reduced - Funding transferred to Walmgate Bar budget
CW01/12	Walmgate Bar	120.00	233.00	246.08	Works	Allocation Increased - Cost of improvements at Walmgate Bar higher than originally estimated

<b>Total City Walls</b>	<b>253.00</b>	<b>253.00</b>	<b>263.77</b>
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<b>Reinstatement</b>						
CF01/15	City Fibre Reinstatement Programme	33.00	33.00	0.00	Works	

<b>Total Reinstatement</b>	<b>33.00</b>	<b>33.00</b>	<b>0.00</b>
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<b>Alleygating</b>						
AG01/13	Alleygating Programme	58.00	58.00	8.97	Works	

<b>Total Alleygating</b>	<b>58.00</b>	<b>58.00</b>	<b>8.97</b>
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<b>Total CES Maintenance Schemes</b>	<b>344.00</b>	<b>344.00</b>	<b>272.74</b>
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<b>Total Capital Schemes</b>	<b>7,404.00</b>	<b>6,472.00</b>	<b>2,777.25</b>
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<b>Total Reserve Schemes</b>	<b>500.00</b>	<b>500.00</b>
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<b>Total Capital Programme</b>	<b>7,904.00</b>	<b>6,972.00</b>
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**Decision Session – Executive Member for  
Transport and Planning**

**11 February 2016**

Report of the Acting Director of City and Environmental Services

**Local Safety Schemes – Casualty Reduction Programme 2015/16**

**Summary**

1. This report seeks approval of a detailed 15/16 Casualty Reduction programme, following initial consultation, and identifies three packages of work – Schemes, Minor Works and Studies.

**Recommendation**

2. It is recommended that the Executive Member approves Option (i), which comprises:
  - Approval in principle the proposed programme of schemes: Hull Rd/Tang Hall Ln (**Annex B**), Cornlands Rd/Gale Lane (**Annex C**) and Tudor Rd/Kingsway West (**Annex D**) and authorise officers to undertake further local consultation and advertisement of traffic orders as necessary, and implement the schemes if no significant objections are received. Any insurmountable objections will be reported back to the Executive Member for a decision;
  - Approve the other elements of the 15/16 programme as set out in **Annex F** (Minor Works) and **Annex G** (Studies).

Reason: To improve the overall level of safety in the city and reduce the number of casualties.

## Background

3. Every year City of York Council review injury accident data gathered by North Yorkshire Police to identify accident cluster sites across the authority. A cluster site is defined as a group of four or more accidents in a 50 metre radius over a three year period.
4. The aim of the review is to identify patterns in the collision data and develop engineering works or other interventions to try and remedy the predominant accident characteristics, and reduce the number of collisions in the area.

## Programme 2015/16

5. The 15/16 review used three years of injury collision data between 1 January 2012 and 31 December 2014. Following detailed analysis of the data, 14 sites were identified for inclusion in the 15/16 Local Safety Scheme – Casualty Reduction programme. After initial consultation these sites were split into three sub-groups described below, totalling 15\* work elements.

- *Schemes – Sites where engineering solutions should be feasible subject to detailed design and consultation with stakeholders.  
(4 sites)*
- *Minor Works – Sites where only minor measures are considered necessary and these would have minimal impact on stakeholders.  
(7 sites)*
- *Studies – Complex sites which require further detailed investigation to develop effective solutions.  
(4 sites)*

*\*Micklegate/Skeldergate/North St junction has both planned minor works and a study.*

These sub-groups are discussed in more detail below.



## Schemes

6. Proposals were developed for five sites and the schemes given a priority ranking based on the number of accidents being treated and cost.

Ranking	Site	No. of accidents treated	Estimated cost
1	Cornlands Rd / Gale Lane	4	£2k
2	Tudor Rd / Kingsway West	4	£5k
3	Thanet Road between Gale Lane and St James Place	4	£20k
4	A19 Clifton / The Avenue	3	£12.5k
5	Hull Road / Tang Hall Lane junction	2	£18k
	<b>TOTAL</b>		<b>£57.5k</b>

7. A detailed information sheet for each site along with a plan showing the outline design of the scheme is provided in **Annex A – E**. This also includes a summary of initial consultation and feedback from relevant CYC officers, ward members, group spokespersons and North Yorkshire Police.
8. Following consideration of all the comments received, the proposed schemes: Hull Rd/Tang Hall Ln (**Annex B**), Cornlands Rd/Gale Lane (**Annex C**) and Tudor Rd/Kingsway West (**Annex D**) are recommended for implementation, subject to further consultation with local residents. Any insurmountable objections to the schemes will be reported back to the Executive Member for a decision.
9. The proposal at Thanet Road (**Annex A**), to implement a nearside kerb build out generated several comments about the impact it might have on local traffic. To ensure a scheme more sensitive to local transport needs is developed, it is proposed to undertake a further study of the safety problem with a view to developing an alternative solution.

10. The proposal at Clifton / The Avenue (**Annex E**) received negative comments regarding enforcement of the proposed no entry restriction and concerns have been raised regarding the potential for introducing new safety problems. Given the level of concern it is not considered viable for this option be taken forward for public consultation, and instead it is proposed to undertake a further study of the safety problem with a view to developing an alternative solution.

### **Minor Works (Annex F)**

11. Seven sites have been identified for very minor works (i.e. signing or road markings) and are listed in **Annex F**. Residents and businesses adjacent to the works, along with the appropriate Members, will be notified before any work is carried out, The estimated cost of this work is £15k.

### **Studies (Annex G)**

12. Three of the sites reviewed are considered to require further in depth investigations to establish the solutions with the most benefit. These are complex sites with potentially expensive solutions; therefore they have been identified for studies in 15/16 with any affordable work potentially forming part of the 16/17 programme. The estimated cost of these studies is £7.5k.

In addition, further studies of the problems at Thanet Rd (referred to in paragraph 9) and Clifton / The Avenue junction (referred to in paragraph 10) have been added to this list, with an estimated cost of £2.5k each.

### **Options**

13. Option (i) –
  - Approve in principle the proposed programme of schemes: Hull Rd/Tang Hall Ln (**Annex B**), Cornlands Rd/Gale Lane (**Annex C**) and Tudor Rd/Kingsway West (**Annex D**) and authorise officers to undertake further local consultation and advertisement of traffic orders as necessary, and implement the schemes if no significant objections are received. Any insurmountable objections will be reported back to the Executive Member for a decision;

- Approve the other elements of the 15/16 programme as set out in **Annex F** (Minor Works) and **Annex G** (Studies).

Option (ii) –

- As Option (i) but with revisions as the Executive Member deems appropriate.

Option (iii) -

- Do nothing, and reallocate the funding to other programmes of work.

## Analysis

### 14. Option i)

Casualty reduction forms part of the local safety schemes programme. The proposed schemes are designed to reduce the number of casualty accidents in the city within the level of funding available in the 15/16 capital programme.

Initial consultation has presented general support for three schemes, which if approved would move forward to local public consultation, detailed design and implementation.

There is the potential as with all highway schemes that new risks could be introduced and lead to other types of accidents occurring at the same location. However, this is minimised through the Road Safety Audit process and the sites will continue to be monitored each year through the analysis of accident cluster data.

Negative comments were presented against two of the proposed schemes:

- Thanet Road about the schemes impact upon local traffic.
- Clifton / The Avenue regarding enforcement and potential new collision types.

These schemes are not considered viable to be progressed in their current form.

These locations now require a study to identify other viable alternatives that could achieve the same casualty reduction aims.

In addition to the schemes seeking further progress, there are five schemes which need further in-depth study to identify possible solutions. These would be carried out with further reporting to the executive member at the conclusion of the study process.

15. Option ii)

This option offers the Executive Member the opportunity to review and change the proposed works after considering the responses to the consultation and officers comments.

16. Option iii)

Doing nothing would not seek to address the ongoing injury accident record within the Authority's area.

## Council Plan

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

- **A Prosperous City for All.**

The estimated average cost to society of a casualty accident is £77,825 (Reported Road Casualties Great Britain Annual Report 2014). The prevention of further accidents in the city will help reduce these costs and allow this money to be spent elsewhere.

## Implications

18. *Financial* –

The estimated total cost to deliver the programme is £52.5k. The current Casualty Reduction allocation for 15/16 is £80k, with £6k already spent during the initial investigations. Therefore all schemes are affordable within this year's budget.

19. *Human Resources* - None.

- 20. *Equalities* – Any highway works aimed at pedestrians or that links with a footway is designed to cater for more vulnerable road users including those with mobility issues or visual impairments. For this reason, representative groups will be consulted at the next phase of consultation, as appropriate.
- 21. *Legal* – Traffic Regulation Orders may be required for any changes to parking restrictions to ensure they are enforceable. City of York Council has powers to advertise and make these orders under the Road Traffic Regulation Act, 1984. These are organised through the Transport team who ensure all legal requirements are met.
- 22. *Crime and Disorder* – None
- 23. *Information Technology (IT)* - None
- 24. *Property* - None.

**Risk Management**

- 25. In compliance with the Council’s risk management strategy, the following risks associated with the recommendations in this report have been identified and described in the following points, and set out in the table below:
- 26. Authority reputation – this risk is in connection with public perception of the Council if nothing is done to tackle known accident problems in the authority area and is assessed at 14.

Risk Category	Impact	Likelihood	Score
Organisation/ Reputation	Moderate	Possible	14

- 27. This risk score, falls into the 11-15 category and means the risk has been assessed as being “Medium”. This level of risk requires frequent monitoring. This is already undertaken by CYC officers during the annual review of accident data which is published by our Transport

team. The ongoing Local Safety Schemes programme is designed to reduce accidents by looking for trends in previous accidents which can be addressed.

**Contact Details**

**Author:**

Ben Potter  
Engineer  
Transport Projects  
Tel: 01904 553523

**Chief Officer responsible for the report:**

Neil Ferris, Acting Director, City and Environmental Services



**Report  
Approved**

**Date 18/01/16**

**Specialist Implication Officer(s)**

**Wards Affected:**

Clifton / Dringhouses & Woodthorpe / Hull Road / Westfield

**For further information please contact the author of the report.**

**Annexes**

**Annex A, B, C, D & E**, Casualty Reduction Schemes 15/16

**Annex F**, Casualty Reduction Schemes – Minor Works

**Annex G**, Casualty Reduction Schemes - Studies

**Site:** Thanet Road  
Between Gale Lane and St James Place

**ANNEX A**

**Injury Collisions Jan 2012 – Dec 2014:** 11 Slight

**Predominant Accident Characteristics:** 4 child pedestrians stepping out or running into the road in front of a vehicle. Inappropriate speed may be a factor. NB. Adjoining Gale Lane and Foxwood Lane do not have this degree of collisions despite similar pedestrian movements, both are traffic calmed.

**Proposals:** Introduce a speed table with build-out to slow down traffic and reduce crossing distance for pedestrians. There is a rough desire line at this point with Lidl being the main attractor for pedestrians. Includes a priority give way system.

**Consultation Comments:**

*CYC Public Transport Officer* – Concerned about potential delays to bus service 4. Have we considered the existing telecoms cabinets?

*CYC Cycling Officer* – Queried carriageway width at build-out to discourage or allow safe overtaking of cyclists as appropriate.

*CYC Transport Planner* – Supports the use of a speed table because of the speed reduction, but not the build-out. At busy times, queues could go back as far as blocking the roundabout, leading to drivers taking risky manoeuvres and potentially coming into conflict with other road users and pedestrians.

*Cllr Reid* – Has no problem with the speed table but is concerned about the build-out and priority system which has not been a popular measure in the past as it can cause congestion. There are often queues around the Lidl access which can be exacerbated by vehicles also turning in and out of the nearby Bowls club. Adding the priority system will just complicate matters further. A site meeting has been requested.

*Westfield Cllrs combined response* – Concerned about the proposed build-out and how it might affect driver behaviour and cause further problems for drivers exiting the rugby club. Worried it could reduce the safety of other features in the area. A site meeting has been requested.

*North Yorkshire Police* – Have more up to date accident records been considered? Proposal supported as reduction in vehicle speed likely to have a positive effect. Although nature of pedestrian accidents may mean they continue.

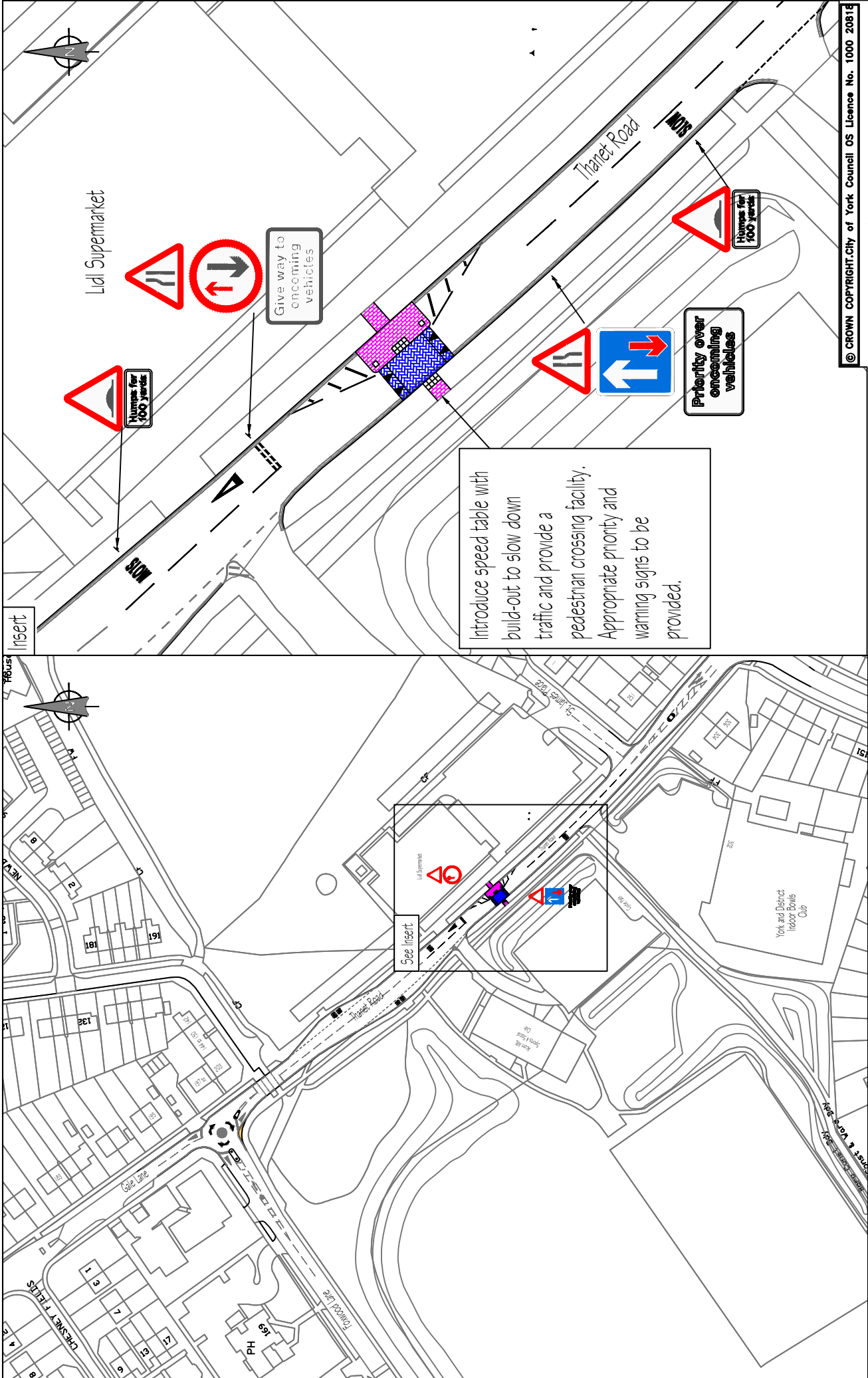
**Analysis / Response:**

The build-out was proposed to overcome restricted visibility caused by various items of street furniture such as telecoms cabinets which would be extremely expensive to move, but it is recognised that the priority system could have an impact on local traffic. To ensure a scheme more sensitive to local transport needs is developed, it is proposed to undertake a further study of the safety problem with a view to developing an alternative solution.

The preliminary design has a carriageway width at the build-out of 4 metres to allow safe overtaking of cyclists.

Although more up to date statistics have been considered, accident numbers are ever changing, and to continually take account of new information, would require the programme to be very fluid. To expedite the process a set three years accident data has been selected for the cluster site study. If there were any recent changes to the road environment at a cluster site, this would be taken into account.





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LOCAL SAFETY SCHEMES 15/16  
 GALE LN/THANET RD/FOXWOOD  
 CASUALTY REDUCTION SCHEME  
 CONSULTATION PROPOSALS

LN/ST. JAMES PLACE

TP/150019/GLTR/01

INITIAL	REV	AMENDMENT	DATE
DR			
IR			
SCALE	1:2000/1:500		A4
DATE	NOV 2015		

**CITY OF YORK COUNCIL**  
 Transport, Parks and Delivery Team  
 High Street, Council House, York, YO1 2PS  
 www.york.gov.uk

**Injury Collisions Jan 2012 – Dec 2014: 8 Slight**

**Predominant Accident Characteristics:** 2 shunts on the westbound approach. Visibility and skid resistance may be a factor. 4 accidents involved cyclists, 2 in an eastbound direction.

**Proposals:** Improve skid resistance on westbound approach and introduce countdown stripes and cut back vegetation to increase awareness and visibility of the signal heads. Signing on approach to be improved. The original proposals included extending the existing off-road cycle facilities by adding a link and converting the crossing to a toucan.

**Consultation Comments:**

*CYC Cycling Officer* – Concerned about proposed off-road cycle link. High hedge on corner increases risks of pedestrian / cyclist conflict. Outbound Advance Stop Line has recently been re-installed assisting cyclists on-road.

*CYC Transport Planner* – supportive of proposals.

*CYC Environmental Protection Officer* – Will the countdown stripes generate noise?

*Cllr Barnes* – Concerned about nearby pedestrian / cycle facility adjacent to bus stop. Can footway and cycle track be switched to more common layout?

*Cllr Levene* – supports Cllr Barnes comments.

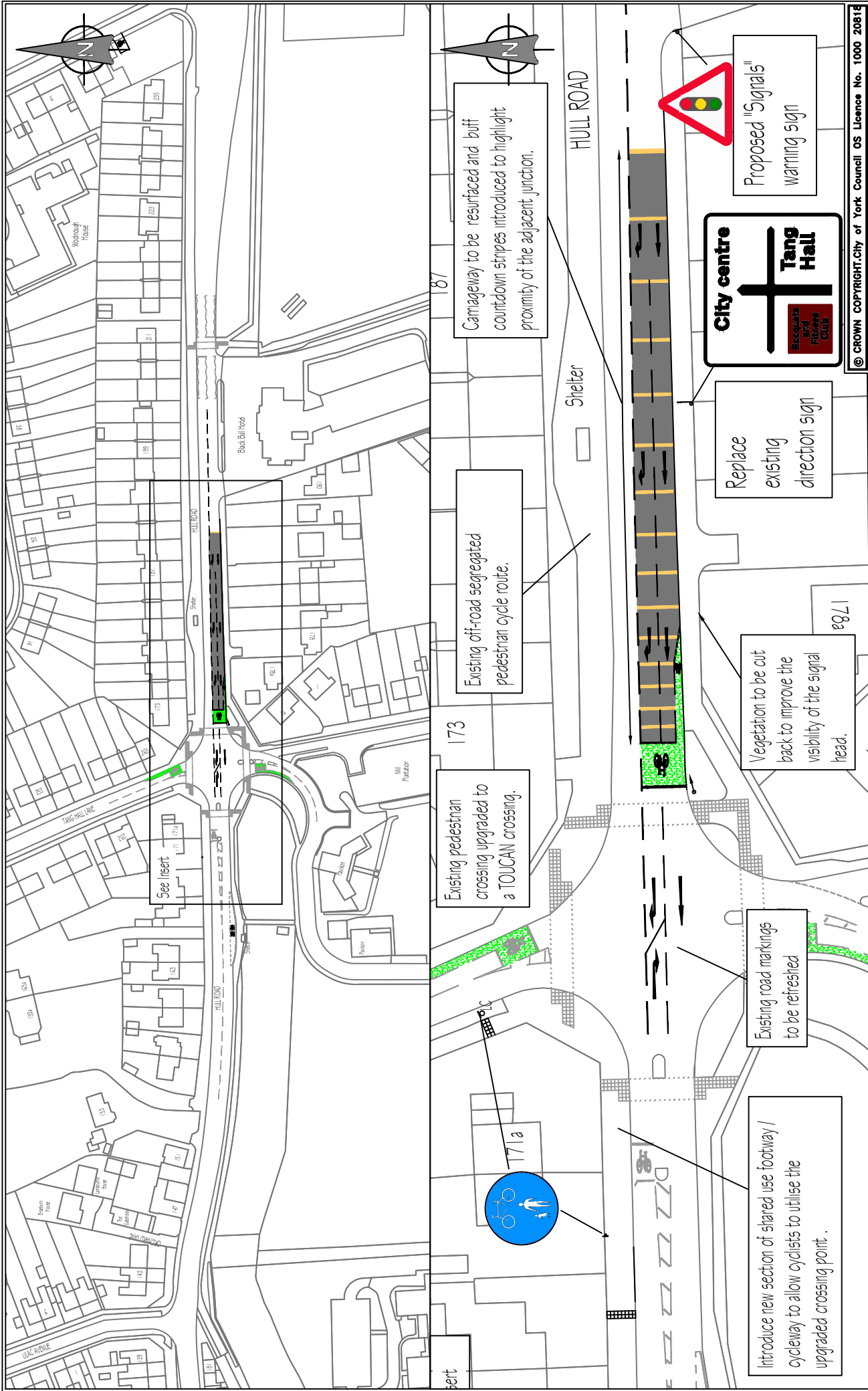
*Cllr Shepherd* - supports Cllr Barnes comments.

*North Yorkshire Police* – As Annex A regarding accident data. The proposals seem appropriate to treat accident problems so support.

**Analysis / Response:** Agree with Cycling Officer's comments. Extension of cycle facilities removed from scheme.

The alternating colours of the stripes would not be designed to give a rumble effect and therefore no significant increase in noise levels are expected.

Alterations to existing cycle facilities near bus stop to be included as part of any resulting casualty reduction works at this location.



 <p><b>CITY OF YORK COUNCIL</b> Highways - Transport Projects and Delivery Team 15, West Gate, York, YO1 1BB</p>		DRAWN BY: IR CHECKED BY: A4 DATE: NOV 2015	AMENDMENT:	DATE:
LOCAL SAFETY SCHEMES 15/16 TANG HALL/HULL ROAD CASUALTY REDUCTION SCHEME CONSULTATION PROPOSALS				
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**Injury Collisions Jan 2012 – Dec 2014:** 1 Serious 4 Slight

**Predominant Accident Characteristics:** 4 accidents involving cyclists being hit by a vehicle that had failed to give way. Restricted visibility a likely factor.

**Proposals:** Remove guardrail to improve junction inter-visibility. The junction road markings have been renewed as part of a recent resurfacing scheme with the Cornlands Road give way lines moved further forwards to improve conspicuity of traffic entering the roundabout.

**Consultation Comments:**

*CYC Transport Planner* – Supports proposal. Is a regular user of this route and queries the levels of lighting?

*Westfield Cllrs combined response* – Concerned about a potential increase in pedestrian crossing Cornlands Road on the roundabout if the guardrail is removed. Not convinced that the guardrail is having an impact on visibility. A site meeting has been requested.

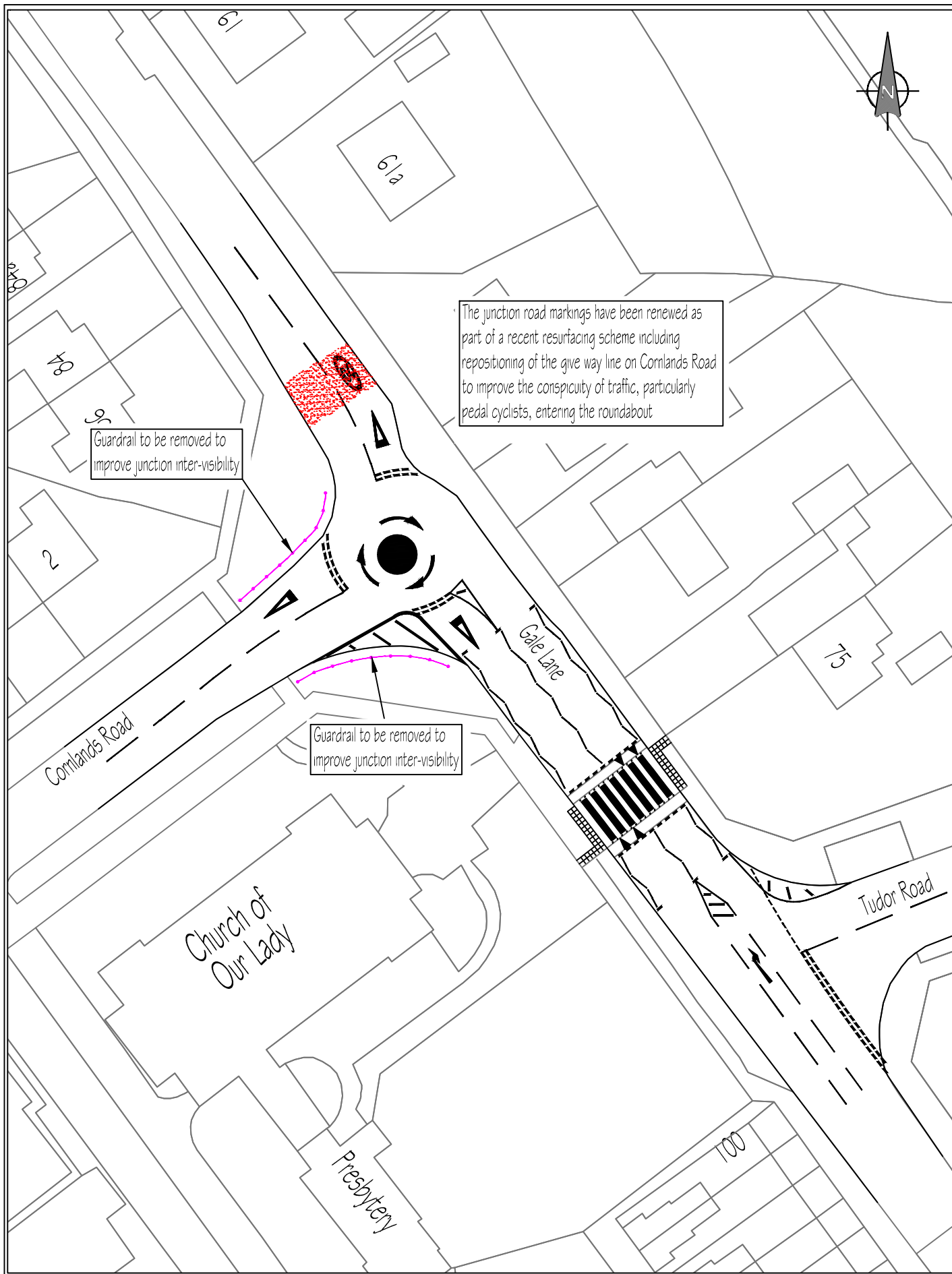
*North Yorkshire Police* – As Annex A regarding accident data. The part the guardrail has played in the accident data is queried. Inappropriate entry speed could also be factor which has not been addressed. The guardrail may have been introduced to guide pedestrians to more appropriate crossing points and there are schools in the area. Removing the guardrail may increase visibility and thereby vehicle speed, and have safety implications for pedestrians.

**Analysis / Response:**

Only 1 of the 5 accidents occurred in the hours of darkness which does not suggest a significant problem. There are some trees in the area which may be obscuring lamp columns, this will be checked and any vegetation cut back if considered to be required.

Suitable crossing points both controlled and uncontrolled are provided close to the roundabout to encourage desire lines at suitable locations. The removal of the guardrail is unlikely to encourage crossing in other locations due to the presence of the grass verge.

It is not possible to say with certainty that the guardrail was a factor in these accidents but any street furniture in the visibility splay could obscure approaching cyclists. There is already vertical traffic calming on the approaches and some deflection at the mini roundabout, so approach speeds are controlled to some extent. York High on Cornlands Road is the closest school to this location and has a zebra crossing adjacent to the school gate. Therefore, this is likely to be the most attractive crossing point on Cornlands Road for the majority of school children.



Highways – Transport Projects and Delivery Team  
 Eco Depot, Hazel Court, James Street, York, YO10 3DS  
[www.york.gov.uk](http://www.york.gov.uk)

LOCAL SAFETY SCHEMES 15/16  
 CORNLANDS ROAD / GALE LANE  
 CONSULTATION PROPOSALS

REV	AMENDMENTS	DATE	TP/150019/CRGL/01	SCALE	1:500
			DR	DATE	NOV 15

**Site:** Tudor Road / Kingsway West

**ANNEX D**

**Injury Collisions Jan 2012 – Dec 2014:** 5 Slight

**Predominant Accident Characteristics:** 4 accidents involving cyclists  
2 being hit by drivers exiting Kingsway West.

**Proposals:** Introduce a bolt down traffic island incorporating a bollard to encourage drivers to join Tudor Road first and then give way at the roundabout. This should promote slower and more considered manouevres.

**Consultation Comments:**

*CYC Transport Planner* – The right turn out of Kingsway West would be more difficult for larger vehicles. An alternative would be to make Kingsway West one way in for a short distance so vehicles would have to exit via Danesfort Avenue and Stuart Road.

*Westfield Cllrs combined response* - Consider the island to be a positive step but suggest that consultation and engagement with local residents to explain why its introduction is necessary will be required.

*North Yorkshire Police* – As Annex A regarding accident data. The viewing angle of the driver waiting to turn out of Kingsway West may also be a contributory factor and this would not be addressed by the proposals. The installation of an island may make it impossible for large vehicles (including refuse vehicles) to make the right turn.

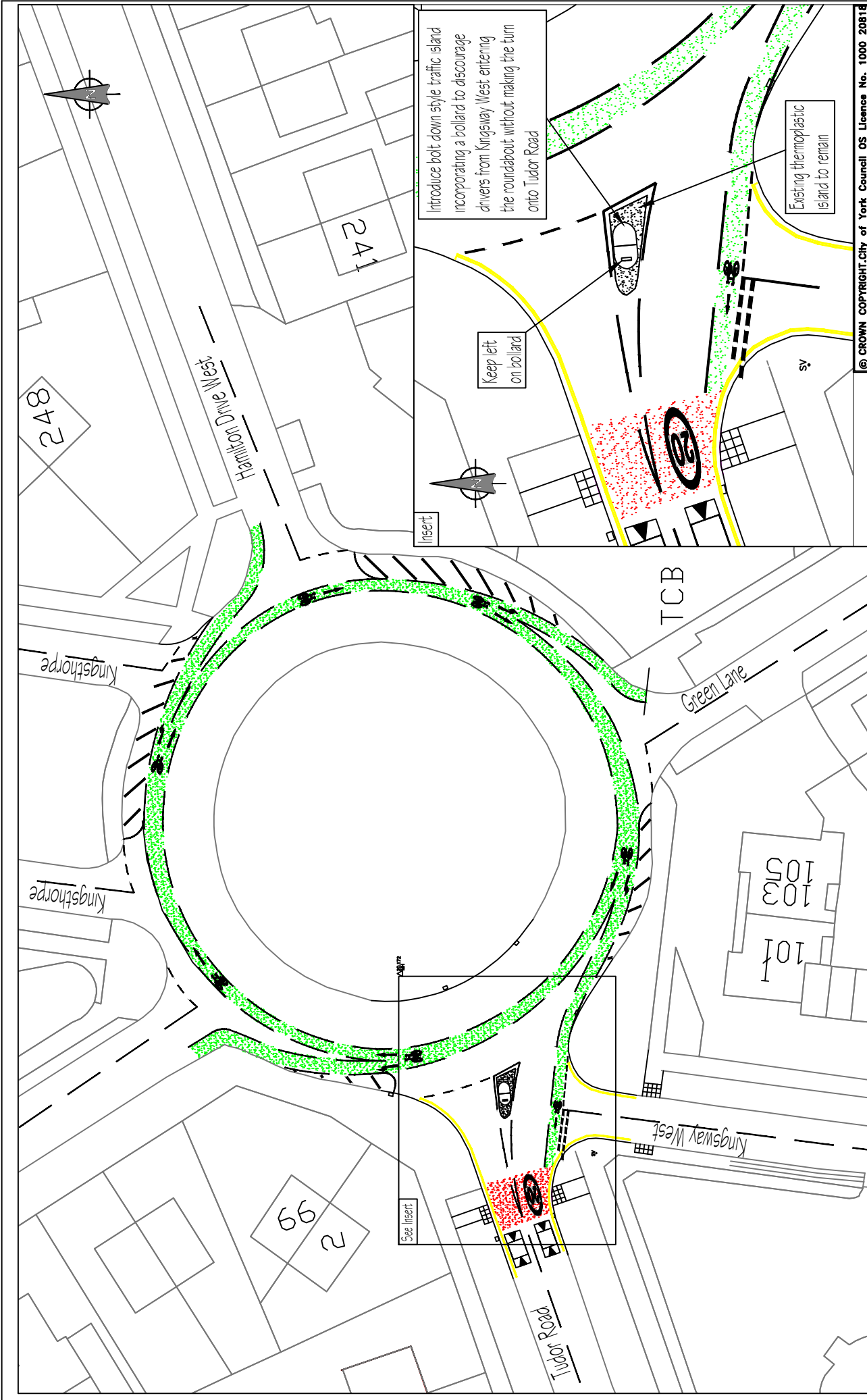
**Analysis / Response:**

Vehicle swept path analysis has been undertaken and large vehicles should be able to negotiate the island but in a slow and more considered manner. Kingsway West already has a point closure at Thanet Road, and Stuart Road similarly at Gale Lane. Being quite a large area, this extra traffic may cause problems at the two remaining exit points.

Local residents will be consulted before any work is carried out and significant objections will be reported back to the Executive Member for a decision.

Although the viewing angle of emerging drivers is also a likely contributory factor, aligning the exit of Kingsway West further towards the roundabout may encourage faster entry onto the roundabout. Changes to the road markings on the roundabout is another option but would affect the whole roundabout. However, there is a history of accidents concentrated around this approach and not the others, so the proposals as they stand are considered to be the preferred choice. The outcome will however, be closely monitored. Vehicle swept path analysis has been undertaken as above.





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LOCAL SAFETY SCHEMES 15/16  
 TUDOR ROAD / KINGSWAY WEST  
 CASUALTY REDUCTION SCHEME  
 CONSULTATION PROPOSALS

TP/150019/TRKW/01

INITIAL	REV	AMENDMENT	DATE

DRAWN BY	JIR
CHECKED BY	
SCALE	1:500/1:250
DATE	NDV 2015



**CITY OF YORK**  
 council

Highways – Transport Projects and Delivery Team  
 1st Floor, James Street, York, YO1 1PS  
 www.york.gov.uk

**Injury Collisions Jan 2012 – Dec 2014:** 2 Serious / 6 Slight

**Predominant Accident Characteristics:** 7 accidents involving cyclists. 3 near identical collisions at The Avenue junction, where a northbound cyclist has been hit by a left turner in during the afternoon peak.

**Initial Proposals:** The junction of The Avenue / Clifton narrowed and made no entry for all users except cyclists to eliminate manoeuvre featured in accidents at this location.

**Consultation Comments:**

*CYC Traffic Management Officer* – Concerned that a short 1 way plug would be regularly ignored.

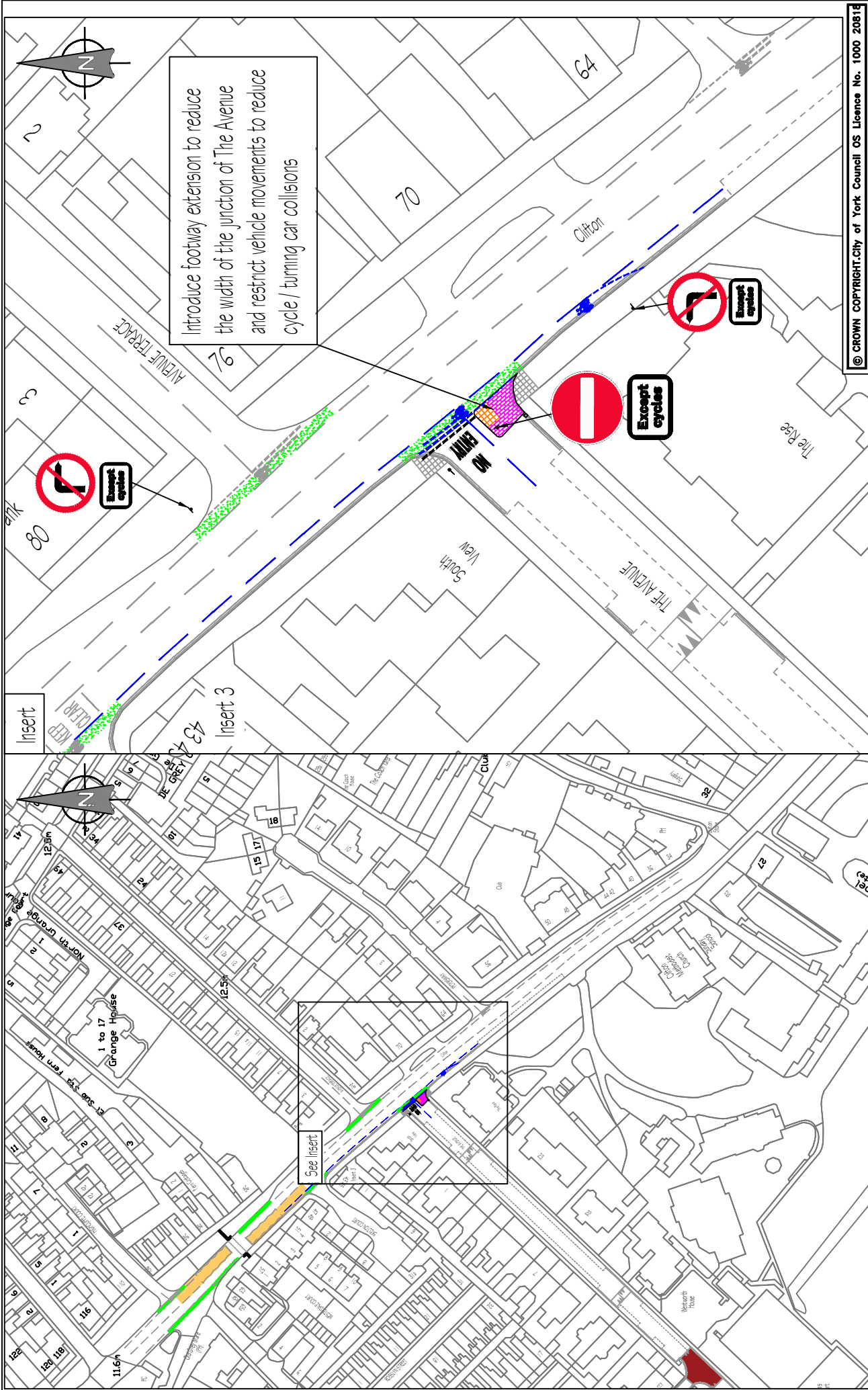
*CYC Cycling Officer* – The proposed layout would make it difficult for cyclists to turn left into The Avenue. They may have to swing out coming into conflict with traffic behind them, and also may encounter a vehicle waiting to turn out.

*CYC Transport Planner* – Recognises the benefits of the proposal but doubts residents will accept the inconvenience.

*North Yorkshire Police* – As Annex A regarding accident data. NYP objects to the proposal due to the high potential for non-compliance and subsequent demand for enforcement. It has previously been suggested that the road should be stopped up and the potential to cut through removed.

**Analysis / Response:**


Following the negative comments received regarding enforcement of the proposed no entry restriction, and concerns regarding the potential for introducing new safety problems, it is not considered viable for this option be taken forward for public consultation. Instead it is now proposed to undertake a further study of the safety problem with a view to developing an alternative solution.



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LOCAL SAFETY SCHEMES 15/16  
CLIFTON/THE AVENUE  
CASUALTY REDUCTION SCHEME  
CONSULTATION PROPOSALS

TP/150019/CTA/01

 <p><b>CITY OF YORK COUNCIL</b> Transport Projects and Delivery Team Highway Department Council Chamber Street, York, YO1 8BT www.york.gov.uk</p>	DRAWN BY	DR	INITIAL	REV	AMENDMENT	DATE
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SCALE 1:2000/1:500		DATE NOV 2015		A4		

Cluster Site	Total No. Accidents in Cluster 2012-2014	Fatal	Serious	Slight	Predominant accident characteristics	Minor Works Details	Estimate
Pavement / Whip-ma-whop-ma-gate junction	8		2	6	7 accidents involving pedestrians. 2 accidents involving parking or reversing vehicles. Suspected contravention of 1 way.	Second No Entry sign and minor changes to road markings	£1,200.00
Wetherby Rd / Beckfield Lane	6		1	5	All involving cyclists & cars. Different manoeuvres. Possible visibility issues.	Cycle warning signs / road markings	£3,000.00
Foss Islands / Navigation Rd	6			6	4 accidents involving cyclists on the off road path and cycle lane coming into conflict with motor vehicles turning into or out of the builders merchant and wine warehouse often through queuing traffic causing visibility issues.	Extend keep clears at the two accesses. Add elephants feet markings across both accesses to raise awareness of the cycle path.	£1,500.00
Hull Rd junc with Grimston P&R	5		2	3	3 accidents involving westbound vehicles going through a red light.	Relocate or cut back vegetation. Consider use of louvres on next set of inbound signals.	£3,500.00
Micklegate / Skeldergate / North St	5		1	4	4 accidents involving cyclists. All different manoeuvres but 2 cyclists going straight on hit by left turners.	Also study. Possible trial of Trixi mirrors (mirrors mounted on signal posts to provide drivers with a view to nearside of vehicle to help see cyclists approaching).	£2,000.00
Poppleton Rd / Grantham Dr	5			5	3 collisions involving vehicle exiting Grantham Drive - possible visibility issues to the right.	Remove or relocate sign post, bus stop flag and cut back vegetation within the visibility splay.	£2,500.00
Crichton Ave / Burton Stone Lane	5			5	All involving cyclists. Possible visibility issues exiting Burton Stone Lane.	Install cycle lane signs. Refresh markings, relocate cycle symbol at junction.	£1,300.00

Total £15,000.00

Cluster Site	Total No. Accidents in Cluster 2012-2014	Fatal	Serious	Slight	Predominant accident characteristics	Notes	Details	Estimate
Station Rd / Rougier St / Station Ave	20		1	19	3 or 4 overlapping clusters, 12 cyclist collisions, 7 pedestrians, complicated road, layout narrow lanes.	Engineering solutions likely to be expensive. Fesaibility report with estimates required.	Study	£2,500.00
Burdyke Ave / Kingsway North	6		2	4	All cyclist accidents. Failure by motor vehicle drivers to give way & overtaking on roundabout.	Already has marked lanes encouraging cyclists to use outside of roundabout. Consider road marking improvements and off-road facilities. Movement survey required to establish key desire lines.	Study	£2,500.00
Micklegate / Skeldergate / North Street	5		1	4	4 accidents involving cyclists. All different manoeuvres	Busy cycle route. Feasibility study to consider traffic signal improvements. Also minor works to be implemented in the short term.	Study	£2,500.00
Clifton / Clifton Green	8		2	6	7 accidents involving cyclists. 3 near identical collisions at The Avenue junction, where a northbound cyclist has been hit by a left turner in during the afternoon peak.	Original proposal to build out the footway at the Clifton / The Avenue junction and restrict access received negative comments. Further investigation work is needed to identify potential alternative options.	Study	£2,500.00
Thanet Road	11			11	4 child pedestrians stepping out or running into the road in front of a vehicle. Inappropriate speed may be a factor.	Original proposal to provide a build out and raised table crossing point received negative comments. Further investigation work is needed to identify potential alternative options.	Study	£2,500.00
							Total	£12,500.00

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

**11 February**  
**2016**

Report of the Acting Director of City and Environmental Services

**Objections to the advertised Residents Priority Parking Scheme on  
Nunthorpe Grove, Micklegate Ward**

**Summary**

1. A petition from 56% of households on Nunthorpe Grove was received last year. This was considered at a Decision Session. The Director of City and Environmental Services in consultation with the Cabinet Member for Transport subsequently approved the decision to undertake a formal consultation with residents of Nunthorpe Grove. From this we received a 54.4% return rate and of the ballots received 53% were in favour. The level of support was considered to be sufficient and the decision was taken to initiate the legal process to amend the Traffic Regulation Order to include a Residents' Priority Parking Area for Nunthorpe Grove. This amendment for Nunthorpe Grove to become residents' priority parking was advertised in December 2015. A copy of the formal advertised proposal is included as Annex A.

During the advertisement period we received four formal objections to the scheme, summarised in Annex B. The purpose of this report is to consider the objections received.

**Recommendations**

2. The Executive Member is asked to overturn the objections made and implement the scheme as advertised to introduce a 24 hour Residents Priority Parking area on Nunthorpe Grove.

Reason: This is in line with a well established procedure when dealing with requests for new Residents Parking Schemes; however the return percentages are very close to the implementation limits.

Timescale: The order will be made and operational on street during April/May 2016.

## Background

3. In October 2014, a Residents' Priority Parking Area was implemented in Nunthorpe Drive, Nunthorpe Crescent, Nunthorpe Gardens and Nunthorpe View, this is located in close proximity to Nunthorpe Grove. The timing of the petition being received which started the consultation process suggests there may have been some commuter vehicles displaced onto Nunthorpe Grove.
4. The additional parking on Nunthorpe Grove has caused some residents to consider the amount of non-residential parking taking place unacceptable.
5. There have been suggestions that customers of near by guest houses have also been directed to park on Nunthorpe Grove for free parking.

## Consultation

6. Residents were consulted in June 2015 and asked to return a ballot sheet in order to register their preference.
  - 30 of 55 ballot papers were returned (54.5%)  
Of those returned:
    - 16 Supported the introduction of a Residents' Priority Parking Scheme: 12 of these expressed a preference for a 24 hour, 7 days a week scheme and 3 expressed a preference for Monday to Friday, 9am to 5pm and one gave a preference of 9am to 5pm 7 days a week. .
    - 14 residents did not support the introduction of a Residents' Parking scheme.
7. It is common procedure to require a 50% return of ballot sheets with the majority of returns in favour of introducing a resident parking scheme before we support a proposal to amend the Traffic Regulation Order to include a scheme.
8. The order was then advertised in the local press and on street for three weeks. In addition all properties on Nunthorpe Grove were hand delivered details of the proposal and how to submit representation for or against the scheme.
9. During the advertisement period we received four objections to the scheme, three from residents who had already expressed a no vote in the original consultation and one from a nearby resident who resides on a different street which currently has residents parking. A précis of each representation has been included as Annex B; concerns have been made about the costs of permits and the necessity to take action.



## Options

10. The options available are:
  - 1 To overturn the objections and implement the scheme as advertised.
  - 2 To uphold the objections and take no further action to implement a scheme.
  - 3 To place the scheme on hold and re consult with residents in six to twelve months time. From which if a larger percentage of returns are received and in favour the scheme can then be implemented without incurring advertising costs again.

## Analysis

11. Option 1 is the recommended action as this follows the procedures currently in place. Although the support is only marginally in favour CYC are currently undertaking a consultation with other streets in the area, this includes Bishopthorpe Road, St Clement's Grove, Aldreth Grove and Cameron Grove, from which a further residents parking scheme will be advertised, this could have a negative impact on Nunthorpe Grove and surrounding streets from commuter parking trying to find spaces.
12. Option 2 does not adequately meet the expectations of the local residents; as such this is not the recommended option.
13. Option 3 acknowledges that action may need to be taken in the future and gives residents the opportunity to vote again without the need for a further petition. However consultation and implementation does take time, as such the other proposed Residents Parking scheme in the area may be implemented first and this could then have an adverse effect on parking which residents of Nunthorpe Grove would have to contend with until a second consultation can be completed.

## Council Plan

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

## Implications

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

**Human Resources (HR)** There are no HR implications

**Equalities** There are no Equalities implications

**Legal** There are no Legal implications

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

**Information Technology (IT)** There are no IT implications

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

**Other** There are no other implications

### **Risk Management**

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

### **Contact Details**

**Author:**

**Annemarie Howarth**

Traffic Technician,  
Traffic Management  
Tel No. 01904 551337

**Chief Officer Responsible for the report:**

**Neil Ferris**

Acting Director City and Environmental Services

**Report Approved**



**Date** January 2016

**Wards Affected:** Micklegate

**All**

**For further information please contact the author of the report**

**Background Papers:** Director Decision: Nunthorpe Grove, results of the consultation on a Residents' Priority Parking Scheme

### **Annexes**

Annex A – formal advertised proposal

Annex B – Details of representations received

Annex C – Plan of advertised residents parking area

# Annex A

**CITY OF YORK COUNCIL**  
**NOTICE OF PROPOSALS**  
**THE YORK PARKING, STOPPING AND WAITING (AMENDMENT) (No 14/14)**  
**TRAFFIC ORDER 2015**

Notice is hereby given that City of York Council, in exercise of powers under Sections 1, 2, 4, 32, 35, 45, 46, 53 and Schedule 9 of the Road Traffic Regulation Act, 1984 ("the Act") and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Schedule 9 of the Act, proposes to make an Order which will have the effect of:

1. introducing a Residents' Priority Parking Zone (Zone) comprising Nunthorpe Grove, York the said Zone to be identified as Zone 55, that Zone to include properties adjacent to and having direct private access to the said road;
2. restricting the entitlement to Residents' Priority Parking Permits in the Zone identified in paragraph (1) to exclude "Guest House and Multiple Occupancy Permits" and "Business Permits" ("Household Permit Holders" will be entitled to unlimited periods of parking during operative periods);
3. designating those existing unrestricted lengths of Nunthorpe Grove, between the projected northern highway boundary line of South Bank Avenue and the projected southern highway boundary line of Southlands Road as a Residents' Priority Parking Area for use only by Zone R55 'Permit Holders' thereby providing 24 hour unlimited parking for Permit Holders, the said lengths being identifiable by the placement of upright traffic signs at the Area 'entry' and 'exit' points (as opposed to the placement of Residents' Parking signs and road markings adjacent to the kerb);

A copy of the draft Order, Statement of Reasons for making it and relevant maps can be inspected at the Reception, West Offices, Station Rise, York, during normal business hours. Objections or other representations specifying reasons for the objection or representation should be sent to me in writing to arrive no later than Friday 11<sup>th</sup> December 2015.

Dated the 20<sup>th</sup> November 2015

Assistant Director (Highways, Transport and Waste)  
West Offices, Station Rise, York, YO1 6GA  
Email: [highway.regulation@york.gov.uk](mailto:highway.regulation@york.gov.uk)

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## Annex B

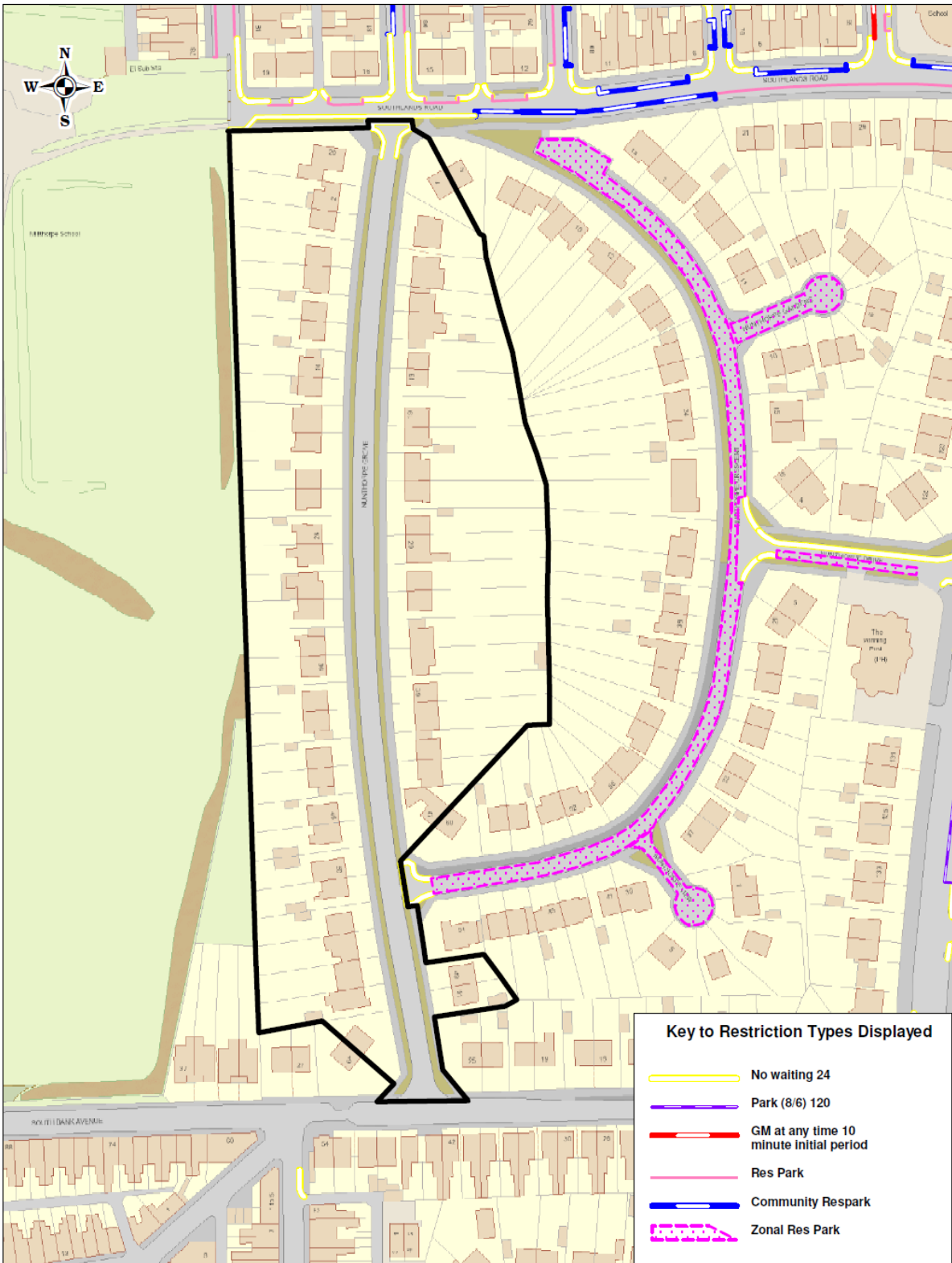
<b>Objection</b>	<b>Officer comments</b>
<p>Very much against the scheme, do not mind other people using the street for parking. If the council keep making street ResPark no one will be able to park anywhere including ourselves. I don't think residents parking is the answer.</p>	<p>ResPark is only implemented through a majority vote and not consulted on until a petition is received from residents themselves.</p>
<p>My main objection is that the surrounding Southbank area is already heavily and dangerously congested so forcing local residents to park elsewhere other than Nunthorpe Grove would increase this problem. The street acts perfectly as an overflow for this area, the street is still accessible and the local guest houses all issue permits for a different zone directly outside their properties proving there is no link between the parked cars on Nunthorpe Grove and the guesthouses. I feel that threats of violence, intimidation and costly vandalism to my vehicle for attempting to park on this street set a precedent for this type of behaviour to gain results.</p>	<p>ResPark is resident driven and each request is looked at individually or includes the immediate streets. Nunthorpe Grove is currently available for all highway users; as such we do not condone acts of vandalism. If any obstruction is occurred to driveways then a penalty charge notice can be issued by CYC civil enforcement officers.</p>
<p>We are against this proposal for a number of reasons. But, Primarily, we don't believe there to be a parking problem on the street and we don't feel we should pay for parking for our own, or our family's vehicles. We hope you consider this when you are coming to your decision.</p>	<p>ResPark charges are agreed annually and all cost details are sent to each resident during the consultation to enable them to make an informed decision.</p>

I have never experienced the issue of failing to be able to park outside my house. I see no reason other than profiteering why ResPark can't be enforced free of charge. The obvious fair solution should be to fine the non residents and not to penalise residents financially in exchange for exclusive rights to use there own street when they should already be entitled to. I see no reason why the fee increases for every additional vehicle owned by the household.

ResPark charges are agreed annually and all details of charges are sent to each resident during the consultation to enable them to make an informed decision to weigh up the advantages and disadvantages. ResPark is resident driven. Policy's are in place to encourage sustainable travel as such prices increase per vehicle to support this.

# Annex C

## Plan of advertised Residents Parking Area



ANNEX D - proposed ResPark scheme Nunthorpe Grove

SCALE	1 : 1500
DATE	01/10/2015
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Decision Session – Executive Member for  
Transport and Planning

**11 February 2016**

Report of the Acting Director of City and Environment Services

**Free weekend bus travel for young people in January & February  
2016 update**

**Summary**

1. This report provides an update on the take-up of the free weekend bus travel offer, agreed by the Executive Member at his 9<sup>th</sup> December Decision Session
2. A one off sum of £100,000 was allocated by the Council for the provision of incentives which would make bus travel more attractive for young people. Following a period of commercial negotiation, the Council and operators agreed an in principle offer applying to every Saturday and Sunday for the months of January and February 2016. The offer will provide free local bus travel within the City of York administrative area for children and young people up to the age of 18 years old.
3. The 9<sup>th</sup> December decision included a recommendation for officers to return to this Executive Member Decision Session to provide an update on take up of the free travel offer with a view to whether or not the offer should be extended for a more sustained period.
4. Take up of the free travel offer has been modest and the increase in youth bus use desired has not materialised.

**Recommendations**

5. The Executive Member is requested to:
  - a. Cease provision of the free travel offer at the end of February 2016

- b. Agree to the undertaking of surveys of young bus users to establish awareness of the offer and more general reasons for bus use.

Reason: The scheme has not generated increased bus use in the target market (children and young people).

## **Options**

6. The Executive Member has two deliverable options to consider:

Option 1: To cease provision of the free travel offer at the end of February and to undertake surveys of young bus users to establish awareness of the offer and more general reasons for bus use.

Option 2: To approve the funding for continuation of the offer for a further period to expire at the end of the York local authority schools' Easter holidays on Sunday 10<sup>th</sup> April 2016.

## **Analysis of Options**

### Option 1

7. York's bus operators have provided the Council with passenger data for the first three weekends of January 2016. This data reveals that for the first weekend of January, fewer than half the number of children and young people travelled than did in the first weekend of 2015. For the second and third weekends of the month, passenger numbers were broadly comparable to the equivalent weekends in 2015.
8. The offer was widely promoted ahead of its launch at the beginning of January. This included posters at bus stops and on buses as well as a sustained social media campaign and direct contact with schools and other youth and children's clubs and associations.
9. The flooding and poor weather experienced in York at the beginning of the month had a negative impact, not only on the potential awareness and success of this offer, but also on all bus patronage in the City, as people decided not to travel. The passenger numbers in the second and third weekends of January, however, suggest that the free travel offer did not increase the number of children and young people travelling on bus.

10. The Council would like to undertake surveys on weekend bus services during February to better understand the reasons for young persons' travel. Specifically, the surveys will aim to establish whether the free travel offer encouraged young people to make journeys by bus which they would otherwise not have made (or would have made using another mode of travel). The evidence from these surveys will then be used to prepare a further report to the Executive Member as to options for future bus incentivisation initiatives.

### Option 2

11. The projected cost of providing the free travel offer to the end of February is £28,000. On this basis, it is highly likely that the offer could be extended to the end of the York schools Easter holidays within the budget of £100,000 originally allocated.
12. This option would recognise the detrimental impact which the flooding and poor January weather has had on the bus network and would allow the offer to potentially deliver its initial objective of increasing the number of young persons and children travelling on York's local bus network.
13. There is a modest concern amongst bus operators that providing the free travel offer for a more sustained period might make it more difficult to revert to normal fare paying arrangements when the offer ceases.

### **Council Plan**

14. The potential benefits for the aims espoused in the Council Plan are:
15. A prosperous city for all – Efficient and affordable transport links enable residents and businesses to access key services and opportunities
16. A focus on frontline services - Every child has the opportunity to get the best possible start in life

### **Implications**

This report has the following implications.

17. **Financial** – A one off budget of £100,000 has been allocated to this initiative.

The agreed free offer period to the end of February 2016 is projected to cost the Council £28,000. Option 1 recommends the undertaking of surveys, forecast to cost a maximum of an additional £2,000. Option 2 would result in the provision of an additional six weekends of free travel. It projected that the total cost of delivery for the project is unlikely to exceed £50,000.

18. **Human Resources (HR)** – None.
19. **Equalities** – To ensure fairness of provision and opportunity, free travel is provided on the services of all eight of York's bus operators. This initiative will make it easier for young people to access leisure, retail and employment opportunities. The offer is available for all under 18s, irrespective of their ability to pay.
20. **Legal** – The City of York Council is allowed to introduce such concessions in line with Well Being powers contained in Section 2 of the Local Government Act 2000.
21. **Crime and Disorder** – None.
22. **Information Technology (IT)** – City of York Council is party to an ongoing contract for the provision of smart tickets. This includes production of YOzone passes. The Council's supplier has experienced a doubling in the number of YOzone applications over the offer period.
23. **Property** – None.
24. **Other** – None.

### **Risk Management**

25. In compliance with the Council's risk management strategy, no significant risks associated with the recommendations in this report have been identified.

**Contact Details**

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**Chief Officer Responsible for the  
report:**

Neil Ferris  
Acting Director of City and  
Environmental Services

**Report  
Approved**



**Date:** 03.02.16

**Specialist Implications Officer(s)**

There are no specialist implications

**Wards Affected:** *All*

**For further information please contact the author of the report**

**Background Papers:**

There are no background papers

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

**11 February 2016**

Report of the Acting Director of City and Environmental Services

**Petitions: Langdale Avenue and Rydal Avenue Area – Highway  
Condition and Nevinson Grove, Stirling Grove, Wilsthorpe Grove  
(Heslington Lane) – request for inclusion in future resurfacing  
plans**

**Summary**

1. Two petitions have been received by the Council relating to highway condition and adoption of private streets.
  - A petition was raised at the 8<sup>th</sup> October 2015 Council Meeting by Cllr Ayre on behalf of 49 residents in the Langdale Avenue and Rydal Avenue area regarding the condition of the areas highways.
  - A petition from Cllr. Aspden was received at Full Council on 26 March 2015 representing 24 residents on Nevinson Grove, Stirling Grove, Wilsthorpe Grove in the Heslington Lane area.
2. The Langdale Avenue petition relates to adopted and unadopted streets. A review of highway inspection records has been made and it has determined that none of the adopted roads detailed in the petition are in a condition that would raise enough concerns for them to be considered in the Council's annual maintenance programme.
3. Some of the roads in the Langdale Avenue petition and all of the streets in the Nevinson Grove petition are not part of the adopted highway and are therefore not maintainable at public expense and are not normally considered for any investment.
4. The Council has an existing policy, approved in 2005 (See Annex 3), which provides a process for the potential adoption of unadopted roads.

Progression of the adoption process is dependent on resources being available to undertake the necessary assessment work, an allocation being available in the Council's budget and funding being provided by the property owners in the area.

5. Whilst there have been no changes to the underlying legislation since the policy was approved there have been changes to the availability of resources and funding. It is therefore proposed to review the policy to check that it is still fit for purpose. It is proposed that an updated policy will be brought before a future Executive Member meeting for further consideration.

### **Recommendations**

6. The Executive Member is asked to note the findings of the investigation surrounding the petitions and approve a review of the existing policy for the adoption of private streets.

Reason: To ensure that the most appropriate policy is in place relating to the adoption of private streets.

### **Background**

7. The maintenance of unadopted streets is usually the responsibility of the frontages to the street. An unadopted section of highway would only usually be considered for adoption if it, and all of its associated assets, were in a good condition when an application is made to the highway authority for it to adopt and takeover maintenance responsibilities. This is often very difficult with significant costs being required to carry out such works. In principle these costs would be down to all of the residents fronting onto the highway on a pro-rata basis in accordance with their land ownership.
8. A policy detailing the process for the potential adoption of any of the approximate 100 private streets in the city by the Council was approved by the Executive in March 2005. See Annex 3. The following Ten Step guide summarises the process for streets which were prioritised through a ranking process.



## Ten Steps Guide.

1. Report to the relevant Planning and Transport Area Sub Committee seeking a resolution to “execute the street works.”
2. Landowners are assisted to design a scheme and an estimate is prepared.
3. The scheme is submitted to the relevant Planning and Transport Area Sub Committee for a resolution to approve the scheme. At this point the highway would be designated ‘Prospectively maintainable at public expense’
4. Notices of the resolution to approve the scheme are published in local newspapers and on the street affected by the works and each landowner notified of the estimated cost they will have to pay. This cost is based upon the proportion of frontage each landowner has to the highway
5. Objections from landowners who do not accept the scheme can then be lodged. These need to be based upon 6 specific points set out in the Highways Act. (These grounds will be advised in the advertisement at 4 above)
6. Objections are then reported to the relevant Planning and Transport Area Sub Committee with recommendations for action. The Sub Committee does not have the power to overrule these objections but can modify the scheme so as to take into account objectors’ views. If the objections cannot be resolved then a magistrate’s court hearing is convened.
7. If the magistrate does not uphold the objections then the works can start and after it is finished the total final costs of the works are calculated. These are then divided between the landowners. In the event that the objections are upheld the process stops and the designation of the highway as ‘prospectively maintainable’ lapses. The road is then removed from the priority list
8. A notice is served on the householders stating the part of the total costs they have to pay.
9. Objections to payment can be made by those who do not wish to pay (based on the 6 points as before) and these objections are heard at the magistrate’s court for resolution.
10. The scheme can now be implemented, the highway brought up to standard and adopted.

9. A potential contribution of 50% of the works cost (subject to funding being available) and the provision of an adoptions resource to progress applications is included in the policy. However funding for the adoptions work was removed from the budget several years ago partly due to the lack of demand for the adoption of streets under the policy. Funding would also need to be allocated within the Council's budget for the potential contribution to the main works. It should also be noted that it is considered likely that an alternative approval process would be needed as Planning and Transport Area sub committees no longer exist in the Council's constitution.
10. The cost of the necessary works is significant and dependent on the existing condition and construction of the highway. As an indication the cost for highway construction works alone could be over £1,000 per metre length of highway. Other elements of work to bring the highway up to standard (e.g. drainage, lighting and statutory undertakers apparatus) may introduce significant additional cost.

#### Langdale Avenue/Rydal Avenue Area Petition

11. The following roads were included in a petition raised by Cllr Ayre at the 8th October 2015 Council meeting: Burnholme Avenue, Kirkstone Drive, Langdale Avenue, Rydal Avenue, Thirlmere Drive, Meadow Way, Westlands Grove, Kirkstone Drive. 49 residents had signed the petition stating that they considered the state of the roads to be a hazard.
12. Of the listed roads only Langdale Avenue, Westlands Grove and part of Burnholme Avenue are adopted and are maintainable at public expense, the others are unadopted and are private with regard to maintenance works, it is not normal practice for public funds to be spent in their repair or upgrade.
13. We assess the condition of our adopted highways and all are given a condition score of 1 to 5 with 1 being good and 5 being poor, we consider all sections of highway that have a score of 4 and 5 and develop a needs based programme in accordance with this process.

14. All of the adopted sections of highway in the petition currently have a condition score of 3 meaning that they were not considered for any works in the forthcoming 2016/17 highways maintenance programme. Therefore no maintenance works are to be considered in our capital programmes in response to the petition.
15. Maintenance of the remaining streets on the petition which are private would only normally be considered if the streets were adopted and added to the list of streets to be maintained at public expense. The Council has an existing policy for the potential adoption of private streets. A recommendation is made in this report for the review of the existing policy to ensure that it remains fit for purpose.

#### Nevinson Grove Area Petition

16. The three streets (Nevinson Grove, Stirling Grove, Wilsthorpe Grove) included in the petition are not adopted as Public Highway. As these streets are private with regard to maintenance works, it is not normal practice for public funds to be spent in their repair or upgrade.
17. The Council has an existing policy for the potential adoption of private streets. A recommendation is made in this report for the review of the existing policy to ensure that it remains fit for purpose.

#### **Consultation**

18. Consultation has not been undertaken at this stage as the assessment of the condition of the highways is considered to be a technical matter. Consultation will be undertaken where appropriate during the review of the adoption policy.

#### **Council Plan**

19. The petition has been reviewed in line with the Council Plan:
  - **A Council That Listens To Residents –**  
The review of the adoption policy will address residents concerns relating to the condition of their roads.

## **Implications**

### **Financial**

20. There are no financial implications relating to the response to the petition. The financial implications of any changes to the Council's policy on the adoption of private streets will be considered as part of the review of the policy.

### **Human Resources (HR)**

21. There are no HR implications relating to the response to the petition. Resources would need to be recruited to undertake the potential adoption work if a revised policy was adopted by the Council following the review of the existing policy.

### **Equalities**

22. There are no Equalities implications relating to the response to the petition.

### **Legal**

23. There are no legal implications relating to the response to the petition. The legal implications of any changes to the Council's policy on the adoption of private streets will be considered as part of the review of the policy.

### **Crime and Disorder**

24. There are no Crime and Disorder implications relating to the response to the petition.

### **Information Technology (IT)**

25. There are no IT implications relating to the response to the petition.

### **Property**

26. There are no Property implications relating to the response to the petition.

**Other**

27. There are no other implications relating to the response to the petition.

**Contact Details**

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**Chief Officer Responsible for the  
report:**

Neil Ferris  
Acting Director of City and  
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**Report**



**Approved**

**Date** 02.02.16

**Wards Affected:**

**All**

**For further information please contact the authors of the report**

Annex 1 - Details of Langdale Avenue Area Petition

Annex 2 – Details of Nevinson Grove, Stirling Grove, Wilsthorpe Grove  
(Heslington Lane) Petition

Annex 3 – Existing Adoptions Policy Report – Executive March 2005.

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Cllr Ayre on behalf of 49 residents in the Langdale Avenue and Rydal Avenue area regarding the state of nearby roads and calling on the Council to work with residents to improve the roads.

List of 49 Properties in Area on:

Burnholme Avenue  
Kirkstone Drive  
Langdale Avenue  
Rydal Avenue  
Meadow Way  
Westlands Grove  
Thirlmere Drive

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A Petition from Councillor Keith Aspden

A petition to call upon the Council to adopt Nevinson Grove, Stirling Grove and Wilsthorpe Grove in order to allow the roads and footways to be included in future resurfacing plans.

List of 24 Residents of area

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**Executive**

**1 March 2005**

Report of the Acting Director of Environment and Development Service

## **Policy the Adoption of Unadopted Highways**

### **Summary**

- 1 This report seeks approval to a change in the establishment of the Network Management Section and to the establishment of a policy on the adoption of unadopted highways

### **Background**

- 2 A Highway is an area of land over which the public at large have the absolute right to use to 'Pass and Repass without let or hindrance'. Any area of land over which this right exists therefore have equal status irrespective of the use made of it or the superficial appearance. The status of Parliament Street is identical to that of a public footpath across a field for example.
- 3 Highway rights arise through either use or as a result of the Highway Authority creating them.

Use:-

- In common law by as little as use over 3 years
- Under the Highway Act 1980 20 years

Creation:-

- By being constructed by a body that is a Highway Authority
- By 'adoption' by a Highway Authority under the Highways Act 1980
- By being maintained by a Highway Authority

- 4 If a new path or road is constructed by the City Council then irrespective of why that path or road was constructed and which part of the Council's budget funded it, the law deems this path or road to have been constructed by the Highway Authority and as such that path or road automatically becomes a Highway maintainable at public

expense. If any part of a privately maintainable highway is maintained regularly by the City Council irrespective which part of the Council's budget funded it, the law deems this path or road to have been maintained by the Highway Authority and as such that path or road automatically becomes a Highway maintainable at public expense. In law the City Council cannot act so as to separate its responsibilities as a Highway Authority from its other responsibilities.

5 Roads/footways and footpaths can ONLY exist in one of three distinct legal types:-

1. A highway maintainable at the public expense
2. A highway maintainable at private expense
3. A private road/footway or footpath

No 3 is one which the public at large have no rights to use unless permission is given by the owner. ie these have the same status as a path or drive at someone's home.

Where a private path (normally as roads seldom are involved) is useful as a means of getting from A to B by the general public, the landowner may recognise this fact by granting the public permission to use it under certain conditions. These paths are commonly referred to as 'permissive paths'. If an individual uses the path but does not abide by the conditions then he or she can be asked to leave and if they refuse to do so the Police could become involved as the individual is then committing a trespass.

The difference between 1 and 2 is the maintenance aspect. In all other respects they are identical.

6 The above considerations lead to an important point:-

- It is the RIGHT of the public to use a road/footway/footpath that is critical, not who maintains it

7 With regard to this, as Highway Authority, the City of York Council have a Statutory duty to protect those rights even if the Council are not responsible for maintaining the highway in question. This means:-

- ❖ The Council must act against anyone who tries to prevent an individual either on foot, on horseback or in a vehicle (if appropriate) from travelling through the particular highway concerned. If the Council does not then it can be taken to Court and fined a substantial sum. It is immaterial if the person interfering with the highway rights is the owner of the land. (NB Vehicle includes cycles)

- ❖ The Council must ensure that the highway can be used in safety and therefore the Council have powers to require the owner to undertake the necessary repairs to the minimum standard necessary to provide the absolute minimum level of safety. If the Council are unable to secure these repairs – because the owner cannot be traced for example – then the Council have a Statutory duty to undertake the work. A legal charge can be put on the land so that if it the owner ever can be traced or the land is sold these costs can be recovered.
- 8 On a highway that is not maintainable at public expense the full weight of the highway law applies and therefore the Police can prosecute drivers for speeding, not having lights, etc.
- 9 A highway becomes maintainable at public expense by virtue of:
- Age
  - Being maintained by the Highway Authority on a regular basis
  - By a deliberate action under the Highway Act 1980
- Age
- ❖ Any carriageway that existed on or before 1835 is automatically a highway maintainable
  - ❖ Any footpath that existed on or before 1959 is automatically a highway maintainable
- 10 With very few exceptions highways that the City of York Council (and all other Highway Authorities) maintain out of the public purse are not actually owned by the Council. The only exception is where a piece of land was specifically purchased or was previously owned the council in order to build a road, etc. The Title of the land over which a highway runs is almost invariably therefore vested in someone other than the Highway Authority. The law assumes – unless there is evidence to the contrary that a highway is owned by the frontagers on each side up to the centre line of the highway.
- 11 The presence of highway rights automatically negates the rights of a landowner to use the land he/she owns other than as a member of the public. However in the case of a privately maintained highway, he/she retains rights to determine who may enter that land for the purpose of laying pipes, etc and other non highway related activities.
- 12 Within York there are some 98 highways which fall within the category 2 of paragraph 5 – ie they are highways which the public have a right to use, the council a duty to ensure that they can use but are the responsibility of others to maintain. In almost all cases this third party is the individual who owns the property that has a boundary to the highway concerned. Invariably these individuals are unaware of their

liability and the highways concerned fall into disrepair leading to considerable difficulties for those who have the right to use them.

### **Adoption of Highways**

- 13 Owners of unadopted roads can, through the Private Streetworks Act, seek the adoption of that road by the City Council. This Act sets out the process that needs to be followed to ensure that the highway is constructed properly and also deals with the payment for the necessary works. This latter has to be met by the owners themselves.
14. Many years ago our predecessor authorities did have a programme of actively seeking to assist in the conversion of these unadopted streets into ones maintained from the public purse. That programme, however, did not fund the conversion, merely identifying which streets and in what priority order, residents would be assisted to use the Private Streetworks Act procedures and setting aside a small sum of money to cover the Council's financial costs. Streets on this list were known as 'prospectively maintainable'.
15. There are several ways that the costs of "making-up" the street are recovered and usually involves a "charge" being put on the deeds of the houses. This means that the council can recover the money due in the future from the sale or leasing of the houses, or if a receiver is appointed. Paying for the works and having to wait for the recovery of this money from the householders was becoming a large long-term debt. Our predecessor council simply could not afford to go on with the programme in the 1990's and resolved to stop doing it.
16. The Streetworks procedure briefly is as follows:-
  - Firstly it will be necessary for a majority of residents to agree to the change in maintenance status – and accept the financial implications.
  - A suitable Consultant Engineer would then be appointed by the road owners
  - The necessary physical works would then be identified to bring the road to a standard acceptable to the Highway Authority.
  - All of the costs of the work, the fees of the Engineer and any legal costs would be apportioned between the frontagers by the City Council as the council has legal powers under the Act to ensure that all owners, in favour of the change or not, pay their fair share of the total cost.

It is possible, with the full agreement of the City Council, for the works to be paid for initially by the City Council and by a Legal Charge being attached to the property, these costs recovered when that property is

sold. (Clearly, however, this would effectively mean the Council using a significant amount of its own money over a period which could extend into decades)

17. It will be appreciated from the above that the process is complex, lengthy and likely not to be readily understood by lay people. The prospect of individuals committing themselves to apparently open ended financial implications is also likely to be of significant concern. It is probable that for these reasons the number of unadopted streets that have been converted to ones maintained by the Highway Authority within York over the past decade has been minimal. Records suggest that only 2 out of a possible 100 privately maintained highways in the city have been changed in that period.
18. At its meeting on the 7 July 2004 the Planning and Transport EMAP considered a report on this topic and resolved to appoint an Adoptions Engineer to move forward the process of writing a Policy and then commencing the process of adopting unadopted highways. A sum of £30,000 annually has been set aside to both fund that post and facilitate adoptions. Regrettably the funding was such that only the new post could be funded leaving nothing to undertake the actual adoption. A Growth Bid was therefore planned for 2005/06 to seek additional funds.
19. The new post has been advertised on two occasions but has attracted little interest and remains unfilled. However, in order to attain some progress a member of the existing establishment has been seconded into the role as an Adoptions technician. Funding this post requires less than the approved Engineer post and does allow for sufficient money to facilitate the work. It is therefore suggested that this arrangement be made a permanent change to the network management establishment. The duties and grade proposed are identical to those of the established Traffic technicians within the Network Management team. Annex A is the relevant Job description.

### **Proposed Policy**

20. Any policy needs to have two elements:-
  - A means of prioritising candidates for adoption
  - A methodology for undertaking any adoption which is fair and reasonable

#### **Priority**

21. With regard to the former there are two considerations:-
  - The condition of the unadopted highway

- The willingness of the owners of that unadopted highway to help themselves
22. As Highway Authority the city council has a duty of care to those that use any highway. Equally the landowners over which an unadopted highway runs have the same duty of care. The law is thus clear that a highway must be safe to use and in recognition of that fact includes various penalties applicable to landowners and powers that can be used by Highway Authorities, to secure a safe highway . It therefore follows that if a highway is not safe CyC, as Highway Authority, cannot ignore its condition but must exercise its powers to secure improvements.
  23. The use of those powers is such that the owners need to be effectively compelled to undertake repairs – which are, of course at their own expense. The total cost of the repair falls directly upon the landowner who owns the damaged/unsafe portion and thus often individuals with limited financial means. This level of work is therefore often carried out with the cheapest of materials, is very superficial and leaves the underlying problem unresolved. In essence all that happens is that a ‘sticking plaster’ is placed on the problem. Like ordinary sticking plasters the repair often fails to last leading to the cycle repeating itself after a few years, or indeed, months.
  24. Landowners caught in this situation have no choice but to repair their highway but are more often than not reluctant to spend sufficient money to solve the problem permanently. In some instances they are willing but adjacent landowners are reluctant meaning that a permanent repair is impractical. In such circumstances the result is a highway that is barely safe and one that has little realistic prospect of a permanent solution. In these circumstances the use of the Private Streetworks Act can provide a remedy as it allows those who do wish to contribute adequately to maintaining their portion of the highway to do so, knowing that the necessary works will be undertaken irrespective of who actually owns the land and secure in the knowledge that their ongoing liability is eliminated. The Act also ensures that those who would not voluntarily contribute to repairs are obliged to recognise their responsibilities.
  25. With the above considerations in mind it is suggested that all of the privately maintained highways be ranked according to condition based upon the key criteria of being safe to use. In this regard the council’s own established criteria – condition of footway, condition of carriageway, number and height of trips, etc. should be used.
  26. The Private Streetworks Act includes provisions for ensuring that contributions towards repairs are made by all landowners responsible irrespective of their willingness to make such contributions. Clearly in a case where 100% of the landowners wish to contribute the use of the relevant powers would be inappropriate. In like vein if 100% were opposed then any use of the powers would fail should the mater



progress to a Magistrates Court. In common with all matters of law the overriding principle has thus got to be that there is a consensus that action should be taken and an understanding that there is a majority support.

27. It is therefore clear that there does need to be a measure of the support for commencing the process of adoption. Such measure needs to be set such that there is a reasonable prospect of completing the process without undue difficulty. It is suggested that no action be initiated where support is below 75% of applicable landowners. Between 76% and 100% priority should be awarded according to the greatest degree of support.
28. To tie the safety consideration and the support element together to produce an overall ranking it is suggested that a points system be adopted. The tables below propose a suitable methodology:-

#### Safety

Condition	Points
Good	0
Satisfactory	2
Poor	6
Bordering upon dangerous	10

#### Support

Support level from eligible landowners	Points
Under 75%	0
76% - 80%	2
81% - 90%	6
91% - 100%	10

Given that support can vary over time it is suggested that the views of landowners be canvassed at least every five years.

## Ranking

Based upon multiplying the Safety points and the Support points together with the highest rank being awarded to the greatest number of points. The maximum score would be 100 and represent the top priority

## Methodology

29. The process laid out in the Private Streetworks Act is complex but has three key elements:-
- Formal approval of the adoption of an unadopted highway by the Highway Authority
  - Design and construction of the required works to the satisfaction of the Highway Authority
  - Apportionment of the costs

The first named requires that the council passes the appropriate resolutions as the process unfolds. It is suggested that this is best undertaken at Planning and Transport Area Sub Committee level recognising that the conclusion of the process is the acceptance of a additional maintenance liability for the community.

Members are therefore invited to adopt the following 10 step process for each scheme on the ranked priority list:-

## Ten Steps Guide.

1. Report to the relevant Planning and Transport Area Sub Committee seeking a resolution to "execute the street works."
2. Landowners are assisted to design a scheme and an estimate is prepared.
3. The scheme is submitted to the relevant Planning and Transport Area Sub Committee for a resolution to approve the scheme. At this point the highway would be designated 'Prospectively maintainable at public expense'
4. Notices of the resolution to approve the scheme are published in local newspapers and on the street affected by the works and each landowner notified of the estimated cost they will have to pay. This cost is based upon the proportion of frontage each landowner has to the highway
5. Objections from landowners who do not accept the scheme can then be lodged. These need to be based upon 6 specific points set out in the Highways Act. (These grounds will be advised in the advertisement at 4 above)
6. Objections are then reported to the relevant Planning and Transport Area Sub Committee with recommendations for action. The Sub Committee does not have the power to overrule these objections but can modify the scheme so as to take into account objectors views. If the objections cannot be resolved then a magistrate's court hearing is convened.

7. If the magistrate does not uphold the objections then the works can start and after it is finished the total final costs of the works are calculated. These are then divided between the landowners. In the event that the objections are upheld the process stops and the designation of the highway as 'prospectively maintainable' lapses. The road is then removed from the priority list
  8. A notice is served on the householders stating the part of the total costs they have to pay.
  9. Objections to payment can be made by those who do not wish to pay (based on the 6 points as before) and these objections are heard at the magistrate's court for resolution.
  10. The scheme can now be implemented, the highway brought up to standard and adopted.
30. With regard to step 2 it is suggested that the council may wish to assist the landowners in undertaking this work subject to:-
- a. The work being undertaken by the councils in house Engineering Consultancy
  - b. 50% of the cost being met by the landowners (the balance coming from the Adoptions works budget)
31. Engineering expertise is also required at steps 7 – to undertake the final design and finalise costs – and 10 – to obtain contractors and supervise the works. The council also needs to be satisfied at step 7 that the final design is suitable for adoption and this would involve checking proposals for conformity with the councils Highway Design Standards. There is also an involvement at step 10 with the council undertaking periodic checks on the construction to ensure that the specified materials are being used and in accordance with the requirements of the detailed design. This combined involvement is normally covered by a fee of 1.0% of the estimated works costs plus £500 for the checking process and 7% of the estimated works costs for approving the proposed design and supervision of the works. Clearly these costs are in addition to the costs of actually doing the design work.
32. It is suggested that council may wish to assist the landowners in undertaking this work by waiving both fees subject to:-
- a. The work being undertaken by the councils in house Engineering Consultancy
  - b. An all inclusive fee of 15% of the estimated cost of the works being met by the landowners
33. With regard to this latter Members may wish to recognise that that in effect the landowners are obtaining a design, approvable and build service for a cost of 7% of the estimated works cost – a sum that in reality would be exceeded significantly were the work to be sourced in the private sector.

## Financial Implications

34. The proposed substitution of an Adoptions Technician for the Adoptions Engineer post is suggested at the grade of Scale 4 – 6, the midpoint cost to the council of which is £21,630 in a full year. A recurring growth bid for £30,000 was approved as part of the budget process and thus funding this post would allow £8,370 to be allocated to a works budget. There would be no net change in the overall council budget position.
35. As this work has not been done previously it is not possible to estimate how many adoptions the works budget will be able to support but based upon costs involved in the adoption of newly constructed highways possibly 2 or 3 adoptions may be possible per year.

## HR Implications

36. HR have benchmarked this post with other similarly graded posts across the council.

## Recommendation

37. It is recommended that:-
- a. Approval be granted to amending the establishment of the Network Management Section by deleting the post of Adoptions Engineer and adding the post of Adoptions Technician in accordance with the job description contained in Annex A
  - b. The policy outlined in paragraphs 28 to 33 inclusive be approved in respect of the adoption by this council of unadopted highways

## Contact Details

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Phone No 551414

**Chief Officer Responsible for the report:**

Rod Jones  
Acting Assistant Director, (City  
Development and Transport)

**For further information please contact the author of the report**

## Background Papers

None

<b>Legal</b>	✓
<b>Financial</b>	✓
<b>Human Resources</b>	✓
<b>Crime and Disorder</b>	
<b>Sustainability</b>	
<b>Equalities</b>	
<b>Other</b>	



## Environment and Development Services

### Network Management Section

#### Adoptions Technician: Highway Development

#### Post Number:

Salary : The salary will be in the career grade range of Scale 4 – Scale 6

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#### Reporting Structure

See attached Figure - The Postholder is highlighted.

#### Job Purpose

Responsible for:

1. Assisting in the provision of a customer responsive service for the adoption of unadopted highways.

#### Job Dimensions

- (1) The postholder will have no responsibility for the supervision staff.
- (2) The postholder will be accountable to the Section 38 Engineer who reports to the Area Engineer Highway development

#### Job Tasks

*In carrying out any or all of the following tasks, the postholder will be expected to pay due regard at all times to the Council's stated policies relating to customer service, and equal and fair treatment for all customers and employees.*

*The postholder will be expected to carry out any reasonable task required which falls within the scope of the purpose of the post. The main tasks, which may change through the natural development of the post, are to:*

- 1) Assist the Area Engineer Highway Development in:-
  - i. the delivery of the councils policy in respect of the adoption of unadopted highways. The work areas will include assisting landowners understand the policy and assisting in facilitating the achievement of an adopted highway by landowners in accordance with the policy
  - ii. pre-application discussions on proposals with landowners.
  - iii. the assessment and evaluation of potential prospectively maintainable highways in accordance with the procedure set out in the policy.
  - iv. the preparation and presentation as necessary of reports on landowners proposals to other Council Officers, Members and representative bodies.
  - v. Liaison with the councils Engineering Consultancy in support of landowners aspirations under the policy
- 2) Establish and maintain good internal and external relationships with customers, Members and colleagues.

- 3) Contribute to and promote good practice to help establish a flagship authority.
- 4) Communicate the work of the Directorate to the Council and members of the public, including attending meetings when required and Committee meetings, as appropriate.
- 5) Provide support and cover as required for the Section 38 Engineer commensurate with the grade of post
- 6) Undertake tasks as indicated by the Head of Network Management commensurate with the grade

### **Person Specification**

This is a career graded post. Appointment and progression will be in accordance with the Council's Job Appraisal Scheme.

The Postholder will preferably be educated to BETEC (ordinary) (or similar) in a relevant subject. The Postholder will preferably be wishing to work towards becoming Chartered and have:

- Experience in Municipal Engineering, Traffic Engineering, Transport Planning or other appropriate discipline.
- Experience of working in and with a team of professional and technical officers
- The ability to work as part of a team.
- A commitment to the development and delivery of customer centred services.
- The ability to work to the disciplines necessary to succeed in a commercially orientated environment.

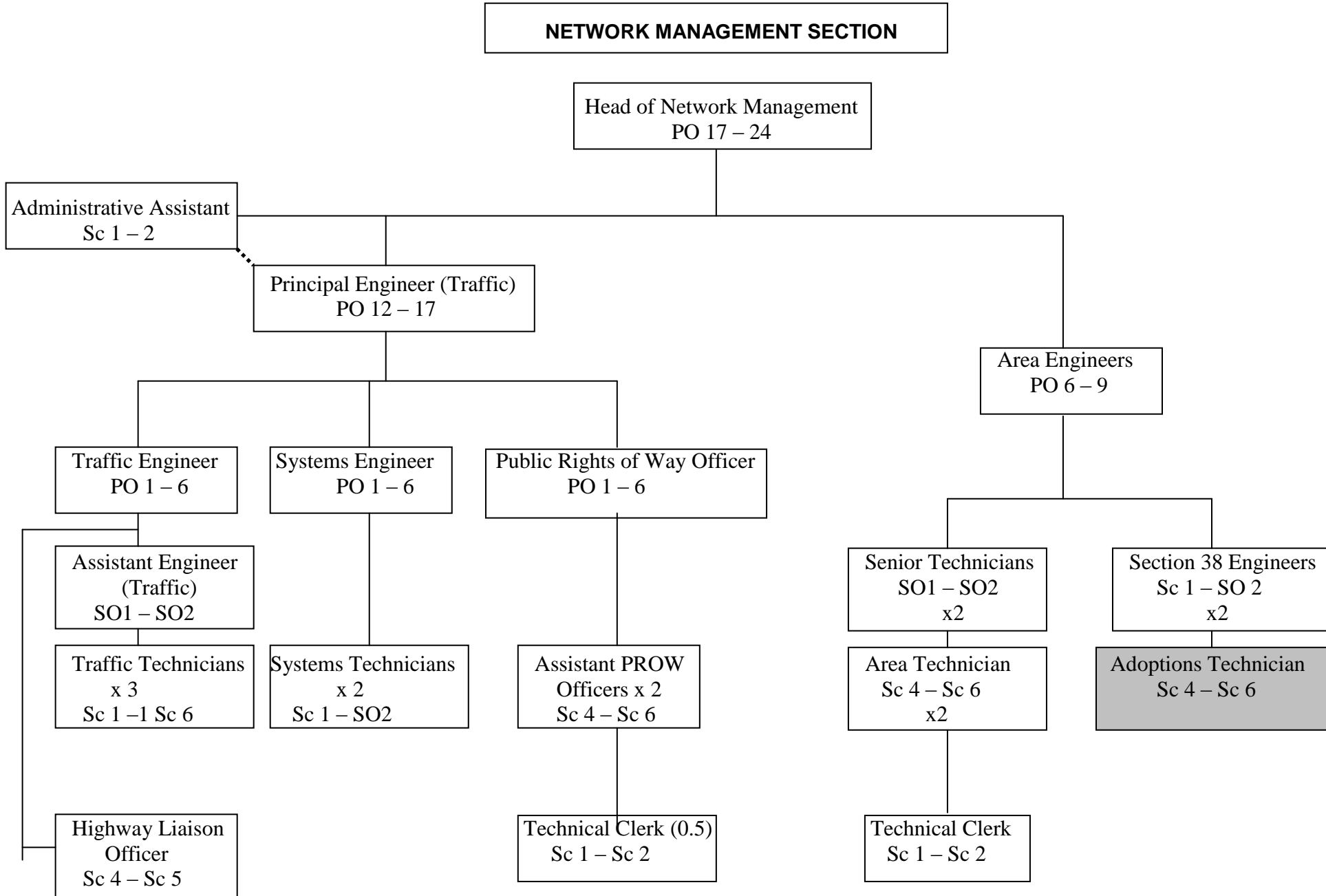
### **Specific Skills and Experience**

The following skills and experience are essential for the post:

1. Inter-personal skills and an attitude capable of operating within a multi-disciplinary, commercially orientated environment.
2. The ability to communicate effectively both written and orally.
3. The ability to work within a multi-disciplinary team environment.
4. Be computer literate
5. A current Driving Licence
6. Be physically capable of undertaking site inspections of developments at all stages of the planning and development process

Further skills which are desirable include:

- 1) Experience of working within a commercial environment.
- 2) Experience of working with members of the public in a front facing environment
- 3) Experience in public speaking





TRAFFIC

SYSTEMS

PROW

HIGHWAY DEVELOPMENT CONTROL

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Executive Member Decision Session Transport & Planning

11 February 2016- 2pm

Written Comments Annex

Agenda item	Received from	Comments
Monkgate Parking Changes	Allan Smith, City Guest House	<p>I am in the position of both resident and businessman, with my own domestic parking, and providing commercial (GM) parking for visitors to York that are resident at my Guest house.</p> <p>GM permits cost me £400 per year, and are restricted to the GM parking spaces near 44 - 48 Monkgate. Domestic permits are a different proposition, and their use cannot be extended to my guests.</p> <p>I am regularly in the position of having to explain to my visiting guests (often over language barriers) that they must only park in the GM bays, or in the multi permit space (designated a Zone C ) on Huntington Road. This last has only been provided as a recent alternative, as there have regularly been six GM permits issued and only five GM spaces in existence (the similarity to musical</p>

		<p>chairs has been remarked upon). Domestic permitted vehicles frequently park in the GM bays (they get fined for doing so, but block the bay space whilst they are there). As GM permits are permitted nowhere else on Monkgate, our guest would then be fined as well for having no-where else to park.</p> <p>Up until 2015 the GM zone was marked out in red paint, clearly differentiating it from a domestic permit zone. I am now told that this is prohibited outside London, requiring the GM zone to be marked in white and so look identical to the rest of Monkgate, allowing the unobservant to park there at the risk of being fined. Explaining this to the guests has been as straightforward as explaining to the parking Authorities that inviting tourists to York with one hand, and then fining them for unavoidable parking infringements with the other defeats the object of what we were taught during Visit York tourism conferences.</p> <p>The recent changes in parking layout tend to support this argument, as the removal of one of the five GM space to the south of Monkgate and replacing it with one on the north side only increases the number of traps for the</p>
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		<p>unwary, whilst removal of an additional domestic space compounds the problem. A possible solution would have been to re-designate the whole street as a Zone C, which would allow any permit in any space, to maximise parking for both permit groups.</p> <p>This suggestion has been rejected as requiring not just a 'prayer to the Ministry of Transport,' but an Act of God, and not worth pursuing.</p> <p>My off street parking will shortly undergo changes; I pay rent to access two garages at the rear of Agar street for the use of my guests. Planning permission is being sought by the owners and others to demolish the garages to enable the land to be re-used for building, to the detriment of my business ( 15-02091-FUL ). One solution to this would be to buy more GM permits.</p>
<p>Monkgate Parking Changes</p>	<p>Vanessa Smith</p> <p>Figure 1</p> 	<p>The following photographs illustrate the safety problem for cyclists with the current parking arrangements when vehicles exit Agar Street into Monkgate. Each figure shows a car position with the corresponding sight line for the driver.</p>

Figure 1



Fig 1(above and at the side) shows that it is impossible to see any approaching cyclist (or vehicle) round a vehicle parked adjacent to the junction.

Figure 2



Fig 2 shows that the driver needs to pull the car out across the cycle lane to get sufficient visibility down the new bicycle lane towards the Monkgate roundabout. This causes passing cyclists to swerve off the lane towards the middle of the road. At peak traffic hours a car may have to wait in this position for several minutes before being able to turn out. The Council's proposed changes to the parking layout by removal of the first parking space on the roundabout side of Agar Street will significantly improve visibility and safety.

Figure 2



Monkgate Parking Changes	Michael Skaife	<p>As you know, Huntington Road is the overspill parking for Monkgate R08, a road that was underwater during the recent floods. My car was not parked there during these floods but it could have been.</p> <p>I am now unable to find a space along Monkgate two or three times a week in the evening.</p> <p>I suggest that the current number of spaces is not reduced but parking enforcement ensure that people without permits are ticketed during the daytime and evening, so that residents have a chance of parking near their homes!</p> <p>The thought of there being fewer spaces and it becoming even more difficult to park in R08 is stressful and upsetting.</p>
Monkgate Parking Changes	Chris Acton	<p>I have been resident at 51 Monkgate for some 20 years and the parking situation has gradually become more difficult over this time. We are a family with three adults and one car, and frequently we are unable to park in the R08 zone. Removing any spaces would worsen this situation. We see absolutely no problem with the spaces that are</p>

		<p>currently in place. Simply more are needed.</p> <p>Might it be possible to allow us to park in the Monkgate car park during the day when necessary with perhaps a small additional charge, to our current permit payment?</p> <p>We are concerned that non-residents, such as the Methodist church, seem to have access to several spaces. Surely they should use the car park and not the street for parking?</p> <p>We are planning to open a holiday home at 53 Monkgate which will need a parking space. Currently this house does not use a space so again this will worsen the parking situation.</p> <p>Might it be possible for the council to allow holiday homes to use the red spaces which are currently only allocated to the B &amp; Bs?</p> <p>We understand that some homes have permits for three cars. Surely they should be restricted to a maximum of two for both environmental and fairness reasons? Again, their additional cars could perhaps be parked in the</p>
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		Monkgate car park, for an additional charge.
Monkgate Parking Changes	Maxim Flint	<p>You will know that the alternative overspill parking provided on Huntingdon Road suggested by the council was under several feet of water last month, so removing spaces on the already congested Monkgate R08 zone is totally unacceptable. I know of two R08 permit holders who had their cars destroyed by flood water on the Huntingdon Road overspill, the council have to take this into account.</p> <p>In my case my car is not a luxury. Without it I could not work and I regard the council proposals to remove parking bay space that I pay for every year as ridiculous and unfair. I would urge everybody at this meeting to reject this proposal on behalf on residents who need to park near to their homes.</p>
Petitions from 110-128 Broadway	Councillor Aspden	I note the petition received from local residents and the officer recommendation of a ballot to see if they specifically support a residents parking zone. The installation of new yellow lines on Heslington Lane has improved the situation significantly, however when dealing with this parking problem created partly by overspill from the University of York we must be

		<p>careful not to deal with it in a piecemeal fashion but to consider the problem as part of the overall parking strategy. Alongside this report I hope that City of York Council officers will consider directly approaching the Ministry of Defence to investigate if providing dropped kerbs for these residents would be a solution to further parking restrictions.</p>
<p>Objections to Residents Priority Parking Scheme on Nunthorpe Grove</p>	<p>Mr S and Mrs D Cornish</p>	<p>We are writing to you regarding the proposed resident parking in our street and we would like say we are in favour or our street becoming a resident only parking area.</p> <p>We are concerned about the number of cars parking in our street which we believe are not residents and in some cases going off to work in town or the local area which are clogging up the street. They also have no regard for the grass verges often parking on them if the street is busy and some of them have been badly damaged and churned up.</p> <p>We are also concerned with the volume of traffic in general who can't all be residents as a lot of children play in our street including my 11 year old niece</p>

		<p>and we feel it would be a safer area for her and other children to play in if our street was limited to resident only parking .</p>
<p>Objections to Residents Priority Parking Scheme on Nunthorpe Grove</p>	<p>David Fanti</p>	<p>Could you give me an update as to what is happening about residents parking on Nunthorpe Grove</p> <p>I have enclosed some photos of the state of our grass verges which has been caused by people coming and parking in the street and then disappearing into town or to work, in the past the residents have been blame and threatened to be charged by the council for the repairs.</p> <p>Also in my role as a Taxi driver I have been blocked in and made late for 2 different airport runs and other bookings, could you let me know what is happening</p> <p>PS Sorry could not download photos</p>

<p>Petitions: Langdale Avenue</p>	<p>David Brown</p>	<p>I believe that my road, Kirkstone Drive, is in need of large scale repair. The road is currently privately owned and unadopted by the council, which makes each homeowner on the street responsible for the patch of surface immediately outside their property. Whilst, in theory, this means that the road is maintained, in practice it is in very poor condition and subject to piecemeal improvements at best. This is likely to continue without anyone taking a wider overview to the required maintenance works, to the point that the road will surely become a significant hazard to residents and visitors.</p> <p>Kirkstone Drive is just one of several unadopted roads in the immediate area which, I believe, should be adopted by the council. These roads take a significant amount of traffic, particularly Burnholme Avenue and its offshoots, but there is nothing to mark them as private roads. As far as motorists are concerned there is therefore nothing to differentiate them from council adopted roads. I do not believe that it is realistic or fair to expect residents to maintain roads where through traffic is</p>

		<p>significantly adding to the breakdown of road surfaces - this is even evident on Kirkstone Drive (a cul-de-sac) which has seen a modest increase in parked traffic (often on already cracked pavements) due to the recent development work to the old Burnholme Social Club site.</p> <p>The Council's current position on road adoption means that residents must first make any necessary improvements themselves before the council will adopt the road. This is essentially a practical impossibility, as it is highly unlikely that all residents would agree to pay for works to be carried out. I would therefore like to see the Council take direct action to assess the feasibility of taking control of currently unadopted roads and of making good the poor quality surfaces. Without this intervention, Kirkstone Drive and roads like it will continue to fall further into disrepair, which will ultimately cost residents or the Council much more to put right.</p>
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<p>Petitions: Langdale Avenue and Rydal Avenue Area</p>	<p>Councillors Aspden and Ayre</p>	<p>We would like to support the recommendations:</p> <p>Following the petitions that Cllr Ayre and myself have submitted on behalf of local communities in Langdale Avenue, Rydal Avenue, Nevinson Grove, Stirling Grove, and Wilsthorpe Grove, it is clear that action is needed for City of York Council to work with communities to improve the poor state of roads and footways in these areas and we hope that the Executive Member will agree to review the road adoption policy so that progress can be made towards this goal. We look forward to working with the Executive Member and officers.</p>