



**Notice of a public meeting of
Decision Session - Cabinet Member for Transport, Planning &
Sustainability**

To: Councillor Merrett (Cabinet Member)
Date: Thursday, 16 January 2014
Time: 5.00 pm
Venue: The Auden Room - Ground Floor, West Offices (G047)

AGENDA

Notice to Members – Calling In

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

4:00 pm on Monday 20th January 2014, if an item is called in *after* a decision has been taken.

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

Written representations in respect of items on this agenda should be submitted to Democratic Services by 5.00pm on Tuesday 14th January 2014.

1. **Declarations of Interest**

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

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

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

2. **Minutes** (Pages 3 - 8)

To approve and sign the minutes of the meeting held on 14th November 2013.

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 15th January 2014**.

Members of the public may speak on:

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

4. **City of York Council, North Yorkshire County Council and North York Moors National Park Minerals and Waste Joint Plan** (Pages 9 - 16)

The purpose of this report is to advise the Cabinet Member for Transport, Planning and Sustainability of the current position with regard to the progress of the Minerals and Waste Joint Plan for North Yorkshire, York and North York Moors and to seek approval in respect of the Issues and Options consultation documents (Annex A) for the purposes of public consultation.

5. **Resident Parking Petition from Residents of Sails Drive Estate** (Pages 17 - 26)

This report asks the Cabinet Member to consider a petition which requests the implementation of residents only parking within the Sail's Drive estate.

6. Clarence Street Bus Lane (Pages 27 - 36)

This paper reports the progress made with the Better Bus Area Fund scheme to improve bus journey times on Clarence Street, and proposes a scheme to take forward to consultation with local residents, businesses and other stakeholders in February/ March.

7. Urgent Business

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

Democracy Officer:

Name: Laura Bootland

Contact Details:

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

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

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

Contact details are set out above

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If you would, you will need to:

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

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Further information about what's being discussed at this meeting

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

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interpreter providing sufficient advance notice is given. Telephone York (01904) 551550 for this service.

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Holding the Cabinet to Account

The majority of councillors are not appointed to the Cabinet (39 out of 47). Any 3 non-Cabinet councillors can 'call-in' an item of business following a Cabinet meeting or publication of a Cabinet Member decision. A specially convened Corporate and Scrutiny Management Committee (CSMC) will then make its recommendations to the next scheduled Cabinet meeting, where a final decision on the 'called-in' business will be made.

Scrutiny Committees

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

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

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- All public agenda/reports can also be accessed online at other public libraries using this link

<http://democracy.york.gov.uk/ieDocHome.aspx?bcr=1>

City of York Council

Committee Minutes

| | |
|---------------|--|
| Meeting | Decision Session - Cabinet Member for Transport, Planning & Sustainability |
| Date | 14 November 2013 |
| Present | Councillor Merrett (Cabinet Member) |
| In Attendance | Councillors Barton and Orrell |

26. Declarations of Interest

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

27. Minutes

Resolved: That the minutes of the last Decision Session held on Thursday 17th October 2013 be approved and signed by the Chair as a correct record.

28. Public Participation - Decision Session

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

There were 2 registered speakers in respect of items on the agenda, as follows:

Councillor George Barton had registered to speak in respect of agenda item 4 – Deighton Speed Limit Reduction Objections. He thanked the Cabinet Member for listening to the community and reported that almost 100% of residents had wanted the 40 mile per hour limit on the stretch of the A19 at Deighton.

Councillor George Barton had also registered to speak for agenda item 5 – Elvington Speed Limit Reduction Objection. He again thanked the Cabinet Member for taking the time to listen to the community and referred to the well constructed comments made by the School Council. He urged the Cabinet Member to

over turn the Police objection and approve the 30 and 20 mile per hour limits.

Councillor Keith Orrell had registered to speak on agenda item 6, Jockey Lane Cycle and Pedestrian Improvements. He referred to Councillor Hymans comments as Ward Councillor which had not been included in full in the agenda report (full details attached to the online agenda). He advised that the right turn into The Range store on Jockey Lane is considered unsafe and a filter lane would improve the situation. This had been proposed when the site got planning permission but subsequently overturned. He stated that the Ward Councillors generally welcome the scheme and it will benefit the area.

29. Deighton Speed Limit Reduction Objections

The Cabinet Member considered a report which requested a decision to overturn or uphold objections made to a proposal to introduce a 50 and 40 mile per hour speed limit on the A19 close to Deighton.

The Cabinet Member commented that the stretch of road was a difficult area to address in terms of speed and it had taken a considerable amount of time to reach this point but a sensible compromise had now been found and he was happy to agree the recommendation.

In response to the Cabinet Members question, Officers confirmed that periodic monitoring of the area to see how the new speed limits perform would be possible.

Resolved: That the Cabinet Member agreed to introduce the advertised speed limit restrictions.

Reason: To fulfil the residents request for a 40mph speed limit on the A19 adjacent to the village.

30. Elvington Speed Limit Reduction Objection

The Cabinet Member considered a report which sought a decision to overturn or uphold as appropriate, the objections made to the proposal to introduce a 30mph speed limit on the B1228 Wheldrake Lane and 20mph limits for both The Conifers and Elvington Park in Elvington.

The Cabinet Member endorsed the comments made earlier in the meeting by Councillor Barton and was happy to introduce the speed limits as advertised.

Resolved: That the Cabinet Member agreed to over turn objections and introduce the advertised 30mph and 20mph speed limit restrictions as advertised.

Reason: To improve safety by reducing the speed of vehicles in this busy section of Elvington Village.

31. JOCKEY LANE CYCLE AND PEDESTRIAN IMPROVEMENTS.

The Cabinet Member considered a report which highlighted the problems that pedestrians and cyclists currently experience along Jockey Lane. The report also recommended a scheme for implementation to improve facilities to benefit pedestrians and cyclists.

The Ward Members for Huntington and New Earswick had submitted comments as follows:

- The speed limit of 40mph that starts at the exit from The Range needs to be lowered to 30mph along the full stretch to the roundabout after the traffic lights on Jockey Lane.
- The entrance and exit to The Range are inadequately signed causing cars to stop in the road to work out which is which. There should also be a filter lane into the site to get traffic off the road quickly.
- There is an ongoing issue with transporter lorries for the garages along Jockey Lane unloading from the road while parked on the double yellow lines. When approaching from Monks Cross the bend in the road is nearly blind. When there is a crossing in place this will be very dangerous.

Officers reported that in order to address two of the issues raised by the Ward Members, amendments to the scheme would be made, as outlined below.

The Cabinet Member advised that unfortunately the physical road measures required to address the issue regarding the entrance and exit to The Range would add £20k to the scheme and there was not the budget to do this.

The Cabinet Member was happy to approve the scheme with the amendments.

- Resolved: (i) That the Cabinet Member approved the implementation of the scheme shown on the plan forming Annex A, subject to agreement with the landowners of Portakabin's site regarding the transfer of land for use as additional footway area.
- (ii) That the following amendments to the scheme were approved:

The speed limit shall be changed from the posted 40 mph to 30 mph from the gateway adjacent to the exit point from the Range superstore through to Monks Cross, New 40 mph gateways will be installed at the start of the dual carriageway section of Jockey Lane, near to ASDA's fuel station, and at the North East roundabout adjacent to the entrance exit of Monks Cross main car park behind M&S.

Loading restrictions shall apply between the bus stop on Jockey Lane, opposite Sainsbury's loading entrance and Forge Close.

- Reasons: (i) To provide facilities to benefit pedestrians and cyclists in the area.
- (ii) In response to comments made by the Ward Members.

32. AIR QUALITY UPDATE

The Cabinet Member considered a report which provided an update on Local Air Quality Management (LAQM), progress with the Low Emission Strategy (LES) and development of the third Air Quality Action Plan (AQAP3).

Officers outlined the key points of the report.

The Cabinet Member queried the current timetable for the AQAP3. Officers confirmed that the draft should be completed by the end of 2013 or early 2014 and the draft will form the basis of a further report to the Cabinet Member.

The Cabinet Member thanked Officers for their good work, in particular the work on transport and the winning of significant grants which had given meaning to the Councils ambitions for green transport.

Resolved: That the Cabinet Member noted the report.

Reason: LAQM is a statutory undertaking that contributes towards the corporate priorities on protecting the environment and protecting vulnerable people,

Cllr D Merrett, Cabinet Member
[The meeting started at 5.00 pm and finished at 5.25 pm].

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**Decision Session – Cabinet Member for
Transport, Planning & Sustainability**

16 January 2014

**Minerals and Waste Joint Plan: Issues and Options
Consultation**

Summary

1. The purpose of this report is to advise the Cabinet Member for Transport, Planning and Sustainability of the current position with regard to the progress of the Minerals and Waste Joint Plan for North Yorkshire, York and North York Moors and to seek approval in respect of the Issues and Options consultation documents (attached at Annex A) for the purposes of public consultation.

Background

2. The City of York Council as a unitary authority is also a waste and minerals planning authority and to satisfy the provisions in Planning Policy Statement 10 and the National Planning Policy Framework, it must develop the necessary policies for minerals and waste. This statutory responsibility effectively involves identifying all waste arising in the area from all sources, such as, household, commercial, hazardous and agricultural, and demonstrating how this is dealt with spatially. With regard to minerals it is necessary to identify the requirement for minerals including aggregates and how these will be sourced. Both these tasks have to be addressed for the lifetime of any development plan.
3. City of York is currently preparing a Local Plan with strategic policies on minerals and waste and a separate joint minerals and waste development plan document with North Yorkshire County Council and the North York Moors National Park Authority. This is known as the Minerals and Waste Joint Plan.
4. The Minerals and Waste Joint Plan involves a number of key public consultation stages to ensure there is every opportunity for community involvement. The key stages include:

- First Consultation (completed May/June 2013)
 - Issues and Options Consultation (Scheduled for February/March 2014)
 - Preferred Options Consultation (Scheduled to commence October 2014)
 - Pre-Submission Publication stage (Scheduled to commence early 2015)
 - Submission stage (Scheduled for Spring 2015)
 - Examination in Public (Scheduled for Summer 2015)
 - Adoption (Expected late 2015)
5. The First Consultation stage took place in May and June 2013. This stage presented initial information about the Plan and sought views on what the Plan should contain. The comments received were assessed, along with relevant evidence, and fed into the forthcoming Issues and Options consultation documents. A summary of the responses is contained at Annex B.
6. The Issues and Options stage is a key stage of the process involving the identification of realistic and reasonable options to address the issues identified and to give other parties an opportunity to suggest alternative options. Each potential option has also undergone a sustainability appraisal to aid the selection of the most suitable option; this information is included in the Issues and Options documents (Annex A)
7. The options which are selected following the Issues and Options stage will be presented in a Preferred Options consultation before a draft plan is produced.

Key Issues

8. The Plan addresses key issues relating to future minerals supply, particularly aggregate minerals (sand and gravel and crushed rock) and potential future waste capacity requirements. The Plan also deals with protection of amenity and the environment in relation to minerals and waste activity, as well as related social and economic issues.
9. It contains a vision and objectives to help give direction to the policies. The vision provides a picture of what the Plan hopes to achieve by 2030 in terms of minerals and waste development activity. Essentially it

seeks a balance between meeting needs for minerals and waste development and protecting and enhancing the economy, environment and communities. The objectives provide a means of taking the vision forward to help ensure it is achieved within the timeframe of the Plan.

10. The Plan may also allocate minerals and waste sites to support minerals supply and provide adequate waste management capacity up to 2030. A range of sites were submitted for consideration by interested parties as part of the First Consultation. An outline plan and simple proforma for the sites in York is included for information at Annex C. The sites are not proposed by the Council and are just included for information at this stage. These will be assessed in detail against a site methodology and will undergo a Sustainability Appraisal before being put out for formal consultation at the Preferred Options stage later in 2014.
11. Three sites have been submitted in the York area:
 - Harewood Whin, Rufforth
Retention of following facilities beyond 2017 – landfill, open windrow composting, recycling, energy from waste, kerbside recycling and waste transfer operation.
 - North Selby Mine, Escrick
Anaerobic digestion and horticultural glasshouse project including CHP units.
 - Dutton Farm, Upper Poppleton
Extraction of clay followed by landfill with inert material.

Financial Implications

12. The production of a Joint Plan is expected to lead to an opportunity for some cost savings over the total life of the project, arising partly from merging minerals and waste issues into a single plan and, particularly, through the holding of a joint Examination in Public, which provides an opportunity to share legal, administrative and certain other costs between the three authorities. The sharing of costs is detailed in a Memorandum of Understanding between the three authorities. Table 1 below shows a break down of the costs over the period of the plan production. Costs will need to be contained within budgets across the directorate that support the Local Plan and Waste Strategy.

Table 1

| Year | Description | Cost |
|-------------|--|----------------|
| 2013/14 | Evidence base | £22,700 |
| 2013/14 | Waste and Minerals Specialist | £4,977 |
| 2013/14 | Consultation (Initial and Issues & Options) | £5,000 |
| 2014/15 | Consultation (Preferred Options and Pre-submission) | £10,000 |
| 2014/15 | Waste and Minerals Specialist | £5,000 |
| 2015/16 | Examination (will depend on split between authorities) | £30,000 |
| | | £77,677 |

Consultation

13. The comments received from the First Consultation have been taken into account and relevant points taken forward into the Issues and Options stage. A summary of the responses is contained in Annex B and is also available on the County Council's website at www.northyorks.gov.uk/mwjointplan . County Council is hosting the joint webpage; there will be a link from the City of York's Local Plan page to this.
14. Informal consultation with relevant internal service areas has taken place during preparation of the draft Issues and Options consultation documents.
15. Public consultation on the Issues and Options document is expected to take place during February and March 2014. The comments received will be considered and used to help decide the most appropriate or preferred option or options for each issue.
16. A detailed consultation strategy will follow setting out specific dates, documents to be circulated and consultation methods. This report requests that the approval of this strategy (as one of the consultation documents) be delegated to informal discussions with the Cabinet Member.

Option Choices

17. The following options are available for the Cabinet Member to consider:

Option 1 – note the content of the Joint Minerals and Waste Plan Issues and Options documents and approve them for the purpose of public consultation.

Option 2 – note the content of the Joint Minerals and Waste Plan Issues and Options documents and, subject to a number of changes in response to discussion at this session, approve them for the purpose of public consultation.

Option 3 – reject the Joint Mineral and Waste Plan Issues and Options and defer consultation.

Analysis

18. It is considered that the best option is to approve the Joint Minerals and Waste Plan Issues and Options documents for consultation in February/March. This will ensure that the key milestones are achieved and the industry and public are given the opportunity to view the contents of the document and the potential sites for minerals and waste operations at the earliest date. This will also mean that the document can have an influence of the strategic waste and minerals policies in the York Local Plan publication draft.

Implications

19. **Financial** – The cost of the Plan can be contained within budgets across the directorate that support the Local Plan and Waste Strategy.

20. **Human Resources** – None.

21. **Equalities** – None

22. **Legal** –None

23. **Crime and Disorder** – None.

24. **Information Technology** – None.

25. **Property** – None.

26. **Risk Management** – None

Recommendations

27. The Cabinet Member is recommended to:

Note the current position of the Minerals and Waste Joint Plan and to:

- i) Approve the Joint Minerals and Waste Plan Issues and Options consultation documents for the purposes of public consultation.
- ii) Give authorisation to the Cabinet Member for Transport, Planning and Sustainability to make non-substantive editorial changes to the draft consultation documents prior to publication.

Reason: So that the Plan can progress to public consultation.

Contact Details:

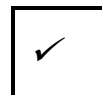
Authors

Rebecca Harrison
Development Officer
Tel No: (01904) 551667

Chief Officer Responsible for the report

Mike Slater
Assistant Director for Strategic
Planning & Transport
Tel No: 01904 551300

**Report
Approved**



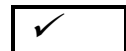
Date 03/01/2014

Specialist Implications Officer(s)

Patrick Looker
Finance Manager
(01904) 551491

Wards Affected:

All



For further information please contact the authors of the report.

Background Papers:

None.

Annexes:

Annex A – Joint Waste and Minerals Plan Issues and Options

Annex B – Summary of consultation responses from the Initial Consultation

Annex C – Sites submitted in York

Please note, due to the size of the above annexes they will be available online only or paper copy on request.

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**Decision Session - Cabinet Member for
Transport, Planning and Sustainability**

16th January 2014

**Report Requesting Direction Following Receipt of Petition for
Residents Parking in Sail's Drive Estate**

Summary

1. A petition has been received which requests the implementation of residents only parking within the Sail's Drive estate. This area is included within the surveys undertaken as part of the University of York's (UoY's) expansion programme and action needs to be considered within these parameters.

Background

2. Sail's Drive is a small estate of three residential streets in Hull Road Ward. The area is in close proximity to the UoY's Science Park and is near enough to the new East campus development to have been included within the assessment procedure.

This procedure involves UoY employing an outside agency, AECOM, to conduct surveys in thirteen zones surrounding the campus. This assessment is in two parts. Firstly, surveys determine the number of parked vehicles in the area and compare these with the pre-development figures obtained. If the number recorded is 20% above the pre-development figure, the second survey is required. This is more in-depth and involves finding out the destination of those vehicles parked in the area. Following this secondary survey, if the additional 20% (or higher) is found to be associated with UoY staff or students, this triggers financial responsibility for remedial action to fall to UoY.

The areas where the latest secondary surveys took place were agreed by CYC and occurred in early November 2013. These surveys included Zone 7 which covers the full extent of the residential area referred to by the petition received.

The outcome of these surveys was made available to CYC officers in early January 2014 and demonstrated that there had not been a suitable increase in university related vehicle numbers to warrant action.

It is worth noting that residents parking can be installed independently of the UoY assessment process. However, should measures be consulted on and agreed by residents, the financial burden for permits would fall directly to them. Furthermore, taking action in this area would result in the Zone not being considered as part of future review. Therefore, at no point could the area be considered as requiring a financially obligated UoY response.

Whoever will eventually pay for the scheme, a consultation of all affected residents in the area will need to be carried out to ensure the views of all residents are considered. The response rate would ideally be above 50% with a majority of those in favour of action being taken.

Previous surveys have concluded that action was necessary in some parts of the nearby Badger Hill estate and following these results, action was carried out by CYC at UoY's expense. The incremental approach taken for this earlier scheme was consulted upon at a similar meeting and this could therefore act as a precedent.

From site visits to the area, it is considered that the problem is a localised one whereby contractor's vehicles were unable to park in the nearby Science Park and chose to use the Sail's Drive estate. This compounded existing limitations placed on available road space caused by renovation work to a residential property. The UoY were consulted and arrangements were made for the contractor vehicles which resulted in fewer vehicles being present. The contractor vehicles had been relocated prior to the secondary surveys being conducted.

Whilst the parking appears to have returned to usual levels, it is worth noting that vehicles which are associated with the Science Park are not considered to be 'university related' as although the area is owned by UoY, it is leased out to private parties over whom UoY have no control.

Consultation

3. No consultation has occurred at this time. The area has been independently surveyed (as outlined above) and a petition by residents has been raised on the matter, however, at this time, no further consultation is required. Having received the survey results, and upon conducting site visits to the area and the presence of fewer vehicles being noted, a wider assessment of the area and consultation is unlikely to become applicable.

Options

4. There are a number of options which can be considered. These range from taking no action at this time to conducting appropriate surveys for approval amongst residents and implementing a scheme.
 - a. Take no action at this time.
 - b. Consult residents and explain the financial implications of the survey results.

Analysis

5. Option A: this option does not resolve the requests set out by the petition.

Option B: this option involves CYC consulting residents upon potential measure where financial responsibility lies with residents. CYC would be likely to utilise the zonal residents parking scheme in operation in Badger Hill east area and once the appropriate legal work has been done, it can be introduced relatively quickly.

Council Plan

6. This scheme does not fall in line with any of the Council Plan agenda items.

Implications

7.
 - **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 & disorder implications
- **Information Technology (IT)** There are no IT implications
- **Property** There are no property implications
- **Other** There are possible implications for Highways schemes in the area.

Risk Management

8.

The primary risk associated with the outcome of this decision session is that all action should be aware of setting a precedent. Any action taken needs to be mindful of the existing procedure for assessment as agreed with the University of York. To introduce measures outside of this procedure could have wide-ranging implications on surrounding areas experiencing similar issues.

Recommendations

9. The Cabinet Member is asked to consider:

1) Option A

Reason: There does not appear to be a substantial problem with parking in the area and as the area is highly residential it is likely that many of the vehicles noted in the area are associated with nearby premises or with the short-term work undertaken by contractors. The surveys have determined that an insufficient number of vehicles are related to UoY, and so this situation will not be resolved with the introduction of a ResPark scheme. Furthermore, as the surveys have not revealed a problem, CYC should not encourage action to be taken.

Contact Details

Author's name

Stephen Hockley

Title

Transport Systems Technician

Dept Name

Transport Systems

Tel No.

01904 551469

**Report
Approved**

Date 06/01/2014

Wards Affected: Hull Road Ward

All

For further information please contact the author of the report

Annexes

Annex A- The petition received from residents of the Sail's Drive Estate

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24th September 2013



125305

Dear Stephen

Please find enclosed a petition from the residents of Beaufort Close, Sail's Drive and Quant Mews.

All residents who were contacted have signed the petition.


Any households omitted from this list were unable to be contacted for one reason or another (holidays, student lets etc).

I would be grateful if you could acknowledge receipt of this petition by email to



Kind regards

Mr C A Hirst.

This Petition
to
City of York Council
from
the residents of
Beaufort close
 Sail's Drive
Quant Mews
Requests
that controlled parking be introduced to
all the aforementioned streets
by
the introduction of a Residents Only /
Restricted Parking Scheme

| PRINTED NAME | ADDRESS |
|-------------------------------------|--------------------------|
| MR. C. A. HIRST | 6 BEAUFORT CLOSE |
| M RICHARD BURTON | 9 BEAUFORT CLOSE |
| MARGARET BURTON | 9 BEAUFORT CLOSE |
| MR ANDREW HEWSON (Sandra Toling) | 10 BEAUFORT CLOSE |
| KAREN GREGORY | 18 BEAUFORT CLOSE |
| DEAN WALTON | 18 BEAUFORT CLOSE |
| DONG LI | 14 Beauford Close |
| SHELLEY REVITT | 24 Beauford Close |
| Sophie Whibley | 24 Beauford Close. |
| Karen Macklin | 1 Beaufort close. |
| MALCOLM HILL | 4 SAILS DRIVE |
| Akiko Tabata | 2 SAILS DRIVE |
| Chris Jones | 17 SAILS DRIVE |
| Rosin Edwards | 25 Sails Drive |
| Tara Annison | 25 Sails Drive |
| Johnny Grant | 5 HILL AVENUE |
| KRITH KRAMALL | 27 SAILS DRIVE |
| KORRAINE WOODMANSEY | 27 SAILS DRIVE |
| PETER RUPDOCK | 42 SAILS DRIVE |
| Sunjin Kim | 11 Sails Drive |
| Tracey Teesdale | 32 Sails Drive |
| Leigh Machen | 32 Sails Drive |
| Natalie Jelany | 28 Sails Drive |
| COLIN CLARK | 26 SAILS DRIVE. |
| JOHN DAWSON | 24 Sails Drive |
| N to FIRN | 22 Sails Drive |
| J FIRN | 22 Sails Drive |
| Sarah Saunders | 12 Sails Drive |
| Rasha Alaudan | 8 Sails Drive |
| Lujain Abdulkarim | ↑ |
| M CHIVERZ. | 5 Sails Dr. |

| PRINTED NAME | ADDRESS |
|------------------|-------------------|
| DENSE RYMER | 4 Quant Mews |
| LOUISE CUSSANS | 5 Quant Mews |
| SHARON HURST | 8 QUANT MEWS |
| BARRY HURST | 8 QUANT MEWS. |
| MATT MATRAVERS | 10 QUANT MEWS |
| ALAN BELL | 12 QUANT MEWS |
| ROBERT GRAHAM | 18 " |
| DEBBIE GRAHAM | 18 QUANT MEWS |
| Theresa Clark | 26 Sails Drive |
| JOHN INGLEBY | 20 SAILS DRIVE |
| GRAEME GAMMACK | 1 SAILS DRIVE |
| GILL GAMMACK | 1 SAILS DRIVE |
| CHRIS LANCASTER | 5 Beauport Close |
| ANGELA LEE | 7 Beauport Close |
| ANGELA LEE | 7 Beauport Close |
| NORMA NICHOLSON | 15 BEAUFORT CLOSE |
| ANDREW SABBATISS | 3 BEAUFORT CLOSE |
| HEATHER FISH | 36 SAILS DRIVE |
| Iate Robson | 1 Quant Mews |
| Nick Robson | 1 Quant Mews |
| ANDREW JOHNSON | 6 SAILS DRIVE |
| Richard Exley | 8 Beauport Close |
| SARAH WINDLY | 16 Beauport Close |
| CHRIS WHERRETT | 14 SAILS DRIVE |
| CASS BROWN | 4 Beauport Close |
| WILLIE MARSHALL | 2 Beauport Close |
| KEVIN WAKEFIELD | 2 Quant Mews |
| Louise Haugh | 7 Quant Mews |
| ANDREA MANCA | 5 SAILS DRIVE |
| Arlong Reed | 12 Beauport Close |



**Decision Session - Cabinet Member for
Transport, Planning and Sustainability**

16 January 2014

Report of the Director of City and Environmental Services

Better Bus Area Fund – Clarence Street Bus Improvement Scheme

Summary

1. This paper reports the progress made with the Better Bus Area Fund scheme to improve bus journey times on Clarence Street, and proposes a scheme to take forward to consultation with local residents, businesses and other stakeholders in February/ March.

Background

2. Historically, bus services have suffered substantive delay inbound, often queuing the entire length of Clarence Street from the Haxby Road/ Wigginton Road junction to the junction with Lord Mayor's Walk. The problem is exacerbated by levels of delay which are very variable, even within short spaces of time so, for example, an observation of bus journey times undertaken in March 2013, showed that, during a 30 minute period in the AM Peak (0830-0900) some buses took up to 4 minutes to cover the distance between the bus stop outbound from York St John University and the Clarence Street/ Lord Mayor's Walk junction, whilst others took only 35 seconds. This is a particular problem for bus operators who must build slack into their timetables to accommodate the journeys which have the longest travel times. As such, bus services using Clarence Street (which include three (services 1, 5 and 6) of York's five most frequent non park and ride services) often have to wait time at the Theatre Royal, Rougier Street or the Rail Station, delaying passengers who wish to make cross city journeys, and requiring bus operators to devote extra resources to operating services because they must cover long journey times.

3. Initial analysis undertaken to support CYC's Better Bus Area Fund bid to the Department for Transport (DfT) supported an intervention on Clarence Street. Both serious delay on the link for some services, plus a trend of many buses arriving early in the centre of York (because timetables were configured to the slowest services, but variable running times meant many services ran faster than this) could be observed in the real time data analysed for to make the business case. As a result, a capital fund of £250,000 has been allocated to providing a measure on Clarence Street. Design work has been ongoing through the life of the BBAF, alongside consultation with key stakeholders, such as the bus companies and the College of York St John. Initial design and assessment work suggested that a nearside bus lane with a signal controlled bus gate 50 metres back from the current stop line at the Clarence Street/ Lord Mayor's Walk junction would save an average of 2 minutes per bus, although in practice this was mainly made up of making bus journey times more consistent – for example, a bus which currently ran over the section in 35 seconds would see almost no benefit, whilst one taking 4 minutes, sees a benefit of 3 to 3.5 minutes.
4. Since 27th August, the restriction of traffic on Lendal Bridge has substantially changed traffic flows on Clarence Street during the time the restriction is in place (1030 to 1700). For bus services, it should be observed that for many services (including services 1, 5 and 6) the restriction has achieved extensive decongestion of a number of key links across the city centre – for example, it has significantly reduced traffic volumes and journey times on Clarence Street, Gillygate, St Leonard's Place, across Lendal Bridge and through Rougier Street/ onto Queen Street, with some services also seeing an additional decongestion benefit from the improvements in enforcing the restrictions on Coppergate. As such, initial indications suggest some inbound services appear to be running 6-7 minutes faster across the city than they were beforehand (on the basis of "wheel-turning" time, which nets out any time spent waiting at stops and stands in the city centre), with a correspondingly improved level of reliability. Most of this benefit is on the section of route between York St John and the Theatre Royal (comprising the section of Clarence Street which would be effected by the bus lane and Gillygate), where

services can travel through the section in 4 to 5 minutes less time than at this time last year, a level of benefit which is significantly higher than the 2 minute journey time benefit forecast as resulting from the Clarence Street bus lane. It should, however, be noted that the benefits are seen only during the time period when access on the bridge is restricted, so that during the morning peak, for example, delays suffered by buses are little different to how they were before traffic was restricted.

5. Furthermore, modelling work on the Lendal Bridge restriction suggests that the amount of traffic queuing to turn left from Clarence Street into Lord Mayor's Walk increases when access onto the bridge is restricted, so there is still a rationale for the highway realignment work which forms part of the Clarence Street scheme, because this increases the currently very restricted circulatory space for traffic at the junction head and allows installation of improved traffic signals and a straight ahead cycle feeder lane.
6. In programming terms, this presents us with a quandary. Whilst the Bridge restriction is in place, there appears to be a weaker case for the bus lane, as much of the daytime benefit is being realised by other means. There is, however, a rationale for progressing the associated junction improvements as they improve the situation for other road users by making it easier for them to turn left onto Lord Mayor's Walk. They also benefit bus services by reducing blocking of their way by vehicles held up in left turning traffic. There are also benefits to cyclists from the increased carriageway width and to other vehicle users by separating slower moving cyclists out of the main traffic stream.

Options

7. In order to make progress with the scheme within the Department for Transport's timescales for delivering Better Bus Area Fund projects, it is necessary to consult stakeholders (local residents, businesses, bus operators, the emergency services etc) in January/ February. Consequently, the cabinet member is asked to consider the following options for an improvement scheme on Clarence Street:
 - Option 1: Build of the originally proposed bus lane scheme, as

attached at Appendix A.

- Option 2: Build of a modified scheme, consisting of the increase in highway width, as set out in Appendix A, but omitting the bus lanes, bus gate and bus signals, with a decision on these aspects of the scheme held until a decision is made on the future restriction of Lendal Bridge after the end of the trial period, and after further consultation. This option is shown in Appendix B to this paper.
 - Option 3: A do-nothing option, where Clarence Street is left in its current condition.
 - Option 4: An alternative option which the member may wish to suggest.
8. This paper recommends that Option 2 is the most appropriate option, being a balance of meeting the DfT's timescales for enacting the scheme, with maintaining the flexibility to take a view of the need to provide a bus lane, depending on the impact of the junction improvement and outcome of the Lendal Bridge restriction trial.

Consultation

9. Consultation has so far focussed on York St John University, who are adjacent to the proposed widening, with local bus operators consulted through the Quality Bus Partnership. If the Cabinet member supports option 1 or option 2 above, local residents and businesses will be consulted about the proposals.

Council Plan

10. The potential benefits for the priorities in the Council Plan are:
- Get York Moving – improvements to the junction and highway will improve traffic flow for both bus services and other road users, including cyclists. This includes for emergency vehicles travelling westbound from York District Hospital (for example, to respond to emergency calls). If a bus priority scheme is subsequently developed, the scheme will confer an advantage on bus users over

car users.

Implications

11. This report has the following implications:

Financial

12. Provisional cost estimates suggest that the proposed works can be delivered within the allocated budget of £250,000, all of which is provided by the Department for Transport element of the BBAF. The cost will be reviewed when a firm estimate has been received for the utilities costs at the junction of Clarence Street and Lord Mayor's Walk. Other costs (for example, kerb works, signals costs) are known quantities.
13. **Human Resources** - none
14. **Equalities** - none
15. **Legal** - none
16. **Crime and Disorder** - none.
17. **Information Technology** - none.
18. **Land** - all land lies within the adopted highway.
19. **Risk Management** - no significant risks are associated with the recommendations in this report have been identified.

Recommendations.

20. That the Cabinet Member gives approval for option 2 of the options set out above.

Reason: To progress the Clarence Street scheme.

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Transport, Highways and Waste
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Report Approved **Date** 06.01.14

Specialist Implications Officer(s)

There are no specialist implications.

Wards Affected: Guildhall (site of scheme), Clifton Ward **All**
(adjacent to scheme)

For further information please contact the author of the report.

Annexes:

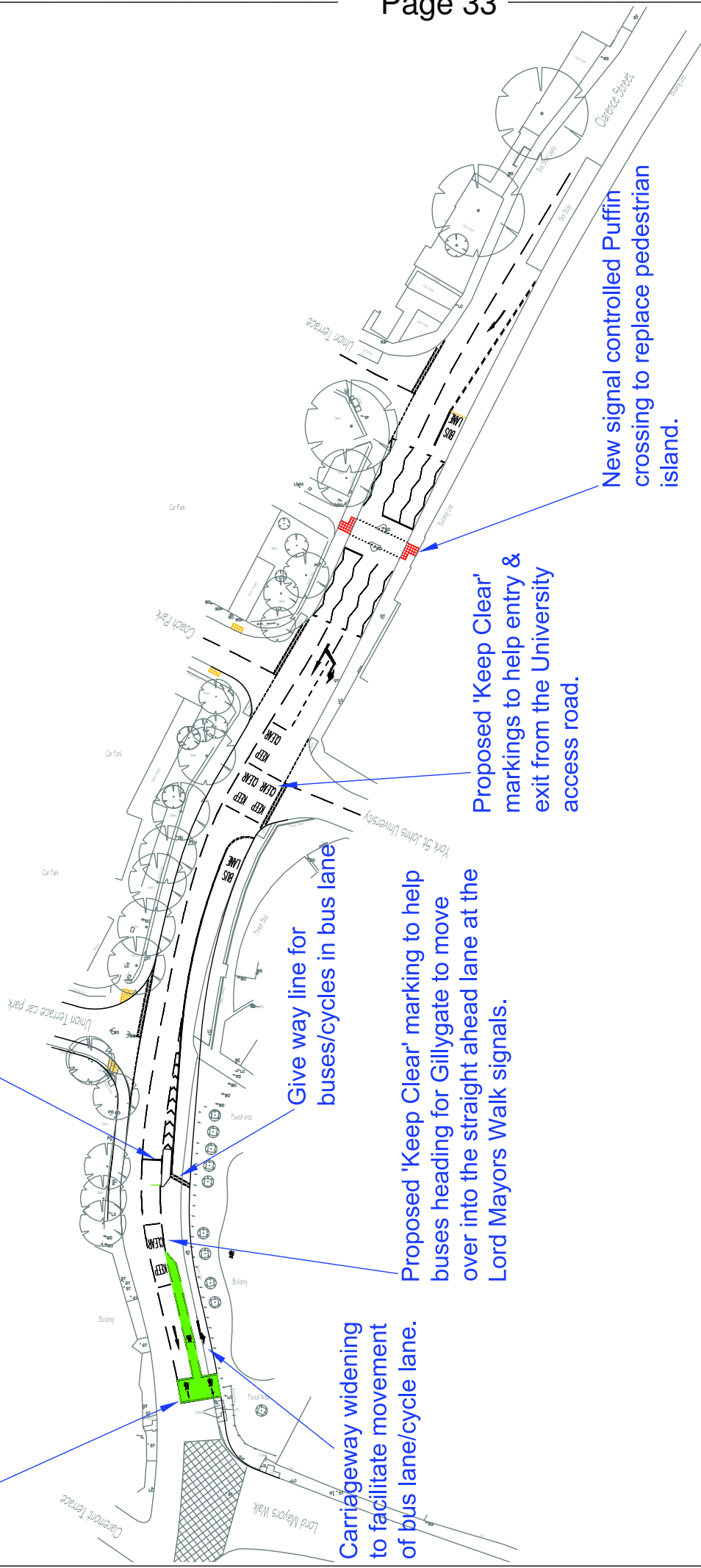
Annex A Proposed bus priority scheme (option 1)

Annex B Proposed highway widening scheme (option 2)



Signal controlled stop line for general traffic to give priority to buses in bus lane.

Cycle lane & advanced stop line



Give way line for buses/cycles in bus lane

Proposed 'Keep Clear' marking to help buses heading for Gillygate to move over into the straight ahead lane at the Lord Mayors Walk signals.

Proposed 'Keep Clear' markings to help entry & exit from the University access road.

New signal controlled Puffin crossing to replace pedestrian island.

| | | | | | | |
|----------------|-------------------|-----|------------|------|--|---------------------|
| | DRAWN BY SUH | REV | AMENDMENTS | DATE | BBAF – Clarence Street Bus Lane Consultation Option 1 | HE/12012062/Cons/01 |
| | CHECKED BY SH | | | | | |
| SCALE N.T.S | DATE July 2013 | | | | | |

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Indicative kerbline dependent on further utilities surveys.

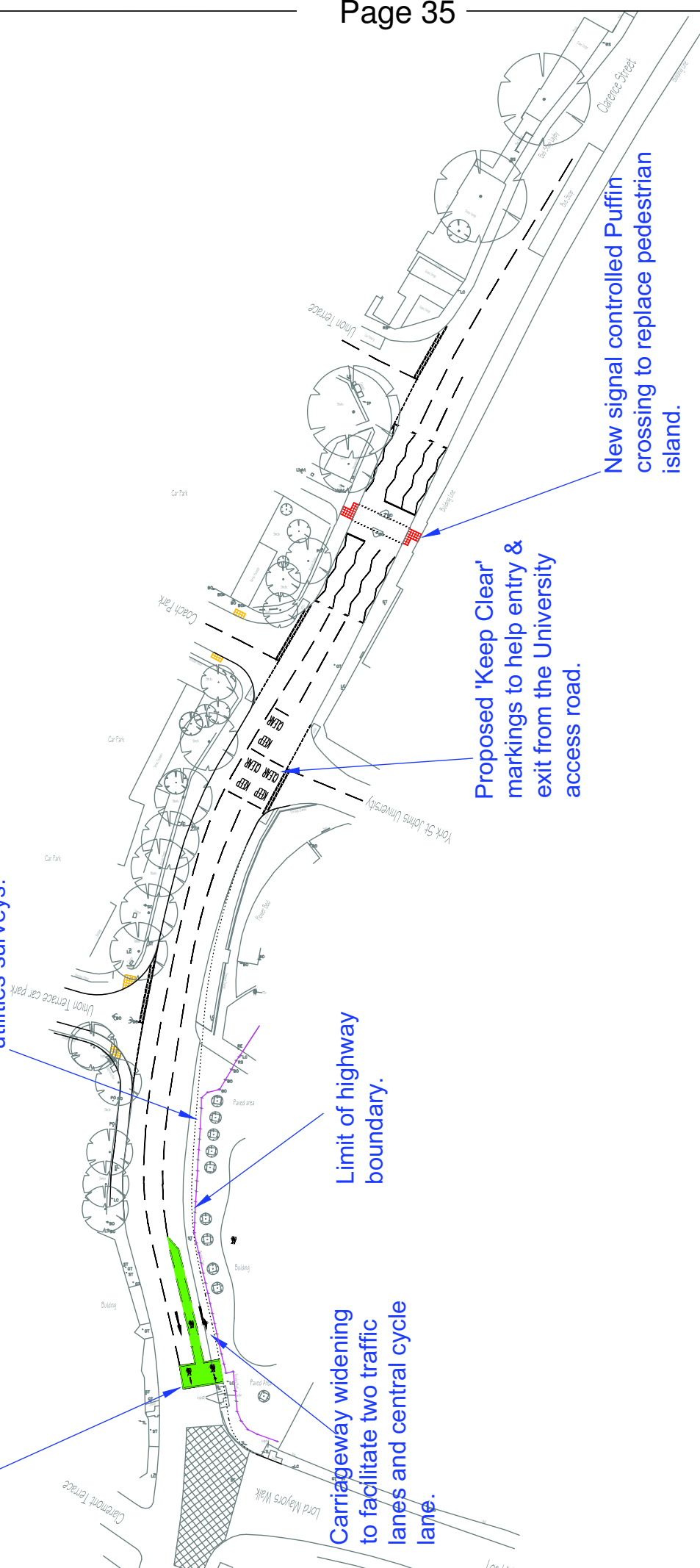
Cycle lane & advanced stop line

Carriageway widening to facilitate two traffic lanes and central cycle lane.

Limit of highway boundary.

Proposed 'Keep Clear' markings to help entry & exit from the University access road.

New signal controlled Puffin crossing to replace pedestrian island.



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| | DRAWN BY CHECKED BY SCALE DATE | INITIAL S.J.H./C.M.H. SH N.T.S Jan 2014 | REV | AMENDMENTS | DATE | BBAF – Clarence Street Bus Improvement scheme Option 2 | HE/12012062/Cons/02 |
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