

**Notice of a public
Decision Session - Executive Member for Transport**

To: Councillor D'Agorne (Executive Member)

Date: Friday, 17 January 2020

Time: 2.00 pm

Venue: The King Richard III Room (GO49) - West Offices

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 Democracy Support Group by 5:00 pm on Tuesday 21 January 2020.

*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 Customer and Corporate Services Scrutiny Management Committee.

Written representations in respect of items on this agenda should be submitted to Democratic Services by 5.00pm on Thursday 16 January 2020.

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 may have in respect of business on this agenda.

- 2. Minutes** (Pages 1 - 8)
To approve and sign the minutes of the meeting held on 6 December 2019.

3. Public Participation

At this point in the meeting, members of the public who have registered to speak can do so. The deadline for registering is 5.00pm on Thursday 16 January 2020. Members of the public can speak on agenda items or matters within the Executive Member's remit.

To register to speak please contact the Democracy Officer for the meeting, on the details at the foot of the agenda.

Filming, Recording or Webcasting Meetings

Please note that, subject to available resources, this meeting will be filmed and webcast, or recorded, including any registered public speakers who have given their permission. The broadcast can be viewed at <http://www.york.gov.uk/webcasts> or, if recorded, this will be uploaded onto the Council's 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 (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

https://www.york.gov.uk/downloads/file/11406/protocol_for_webcasting_filming_and_recording_of_council_meetings_20160809

- 4. New Lane, Huntington - Objections to Proposed Traffic Regulation Order** (Pages 9 - 20)

The Executive Member will consider the objections made to a set of proposals aimed at tackling potential parking difficulties due to the opening of the new stadium at Monks Cross.

5. Consideration of Objection received to proposed revocation of a R30 Resident Parking Bay on Layerthorpe (Pages 21 - 30)

The Executive Member will receive a report to consider the above proposal along with the objections received and make a decision based upon the options given.

6. Progress towards determining all outstanding DMMO applications (Pages 31 - 42)

The Executive Member will consider a report detailing progress towards eliminating the City of York Council's backlog of undetermined definitive map modification order applications (DMMO).

7. Directorate of Economy & Place Transport Capital Programme - 2019/20 Monitor 2 Report (Pages 43 - 56)

The purpose of this report is to set out progress to date on schemes in the 2019/20 Economy & Place Transport Capital Programme, and propose adjustments to scheme allocations to align with the latest cost estimates and delivery projections.

8. Urgent Business

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

Democracy Officer:

Michelle Bennett

Contact details:

- Telephone – (01904) 551573
- Email – michelle.bennett@york.gov.uk

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

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

Contact details are set out above.

This information can be provided in your own language.


我們也用您們的語言提供這個信息 (Cantonese)

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

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

Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)

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

 (01904) 551550

City of York Council

Committee Minutes

| | |
|---------|---|
| Meeting | Decision Session - Executive Member for Transport |
| Date | 6 December 2019 |
| Present | Councillors D'Agorne |

44. Declarations of Interest

The Executive Member was asked to declare, at this point in the meeting, any personal interests, not included on the Register of Interests, or any prejudicial or disclosable pecuniary interests that he might have had in respect of business on the agenda. He confirmed he had none.

45. Minutes

In response to Cllr Warters comments noted at Minute 40. 'Public Participation' item, The Executive Member requested the addition of the following paragraph:

'The Executive Member requested a report from officers which would provide a response to Cllr Waters' concerns regarding the Street Lighting Policy and the 2014 City of York Council's Streetscape manual'.

Subject to the above amendment it was:

Resolved: That the minutes of the Decision Session of the Executive Member for Transport and Planning held on 21 November 2019 be approved and signed by the Executive Member as a correct record.

46. Public Participation

It was reported that there had been 5 registrations to speak at the meeting under the Council's Public Participation Scheme.

Agenda item 4 - Consideration of representations in relation to an advertised proposal for pedestrian refuge and waiting restrictions on Bishopthorpe Road.

Cllr Crawshaw, Ward Member for Micklegate, spoke in relation to this item. He supported the pedestrian refuge and waiting restrictions on Bishopthorpe Road. He considered that there was a need to expedite the resident parking scheme at Bishopthorpe Road and urged that resident parking for the whole area be considered. Regarding parking up to the Terry's Chocolate factory, at a meeting in September there was no support for double yellow lines but support for yellow lines at the driveways. There had been a reasonable level of support for resident parking. He considered that the proposals were headed in the right direction but that the timing of implementation needed further consideration.

Agenda item 5 - Consideration of representations received to an advertised proposal for waiting restrictions on Albemarle Road, Philadelphia Terrace and Ovington Terrace.

Cllr Crawshaw, Ward Member for Micklegate, spoke in relation to this Item and mentioned that he had a non-prejudicial interest in this matter in that it was likely that his children would go to Millthorpe School.

The following speakers also spoke in objection to the above proposals: Mr Peter Combie, Ms Averil Rushton, Ms Jane Simms and Mr Neil Muir, highlighting a number of concerns which included the following:

- There are existing concerns regarding parking at Albemarle Road and Philadelphia Terrace where it is difficult to park due to commuter parking and residents who are not paying for a Resident Parking Permit seeking parking.
- Regarding the consultation on parking restrictions, only the residents in the immediate vicinity were consulted.
- The council should have implemented a joined up approach/ and take forward restrictions within the planned consultation for Resident Parking.
- The consultation was not wide enough. This affects residents, pedestrians, cyclists and the safety of school children.

- The proposed changes would adversely impact upon pollution levels and the council's commitment for a cleaner greener York and affect the health of local residents for a project which is largely commercial.
- If restrictions are enacted before a permit scheme it would make life more difficult for residents as displaced parking would move further into the residential areas. If restrictions have to be implemented this should only be done when Resident Parking is implemented.
- The plans involve placing double yellow lines over the driveways of properties which would reduce parking by 16 spaces and increase pressure for parking spaces.
- The overflow from onsite parking at MUGA would mean that residents could face a double impact of fewer parking spaces and increased traffic.
- Parked cars are frequently damaged. The proposed 80 vehicles an hour would add to that problem.
- The MUGA Development requires parking restrictions to get the planning application through. They are the only beneficiary. This is commercially motivated, while residents experience a loss of parking spaces.
- The proposed parking restrictions are part of a combination of measures to control the impact of the additional traffic caused by the MUGA. One other of which was the 30minute interval between sessions, which Sports England advised would (a) not be adhered to by users and (b) prevent community usage generating the required funds to make the MUGA viable. The recommendation that the parking restrictions are implemented to coincide with the MUGA being ready for community use to ensure its commercial viability ignores this fact.
- That to continue with the proposed restrictions, without a conditional Resident Parking scheme, on the basis that such a scheme will take too long to implement is disingenuous, given that the restrictions were first presented in February and planning approved in June of this year.
- A holistic approach to parking in the South Bank area is urgently needed, and small isolated plans such as these will only further inconvenience and frustrate residents.

47. Consideration of representations in objection and support to an advertised proposal for pedestrian refuge and waiting restrictions on Bishopthorpe Road

The Executive Member considered a report on the representations received to the recently advertised proposal for waiting restrictions on Bishopthorpe Road (as detailed in Annex A) for the purpose of improving a pedestrian refuge crossing and tackling obstruction and safety issues caused by parked vehicles.

The options available were:

Option One (Recommended option)

- (i) Implement the proposal as advertised north of Campleshon Road to facilitate the pedestrian refuge crossing point
- (ii) Implement the proposal as advertised on the east side of the carriageway to ease the ongoing obstruction issues (Annex B1/B2)
- (iii) Take no further action on the proposals on the West side of Bishopthorpe Road with the exception of:
 - a. No waiting at any time restrictions on the West Side of Bishopthorpe Road at the junction with Campleshon Road.
 - b. Implement a parking bay on the West side to operate Monday to Friday 7am to 7pm to with a 2 hour parking limit to enable short term parking. (Detailed within Annex B1)
- (iv) Implement additional restrictions on the west side of the carriageway as shown in Annex B2 within a Resident Parking scheme should one be implemented. If a Resident Parking scheme is not implemented the area to be further investigated within the Annual Review process.
- (v) Implement the Clearway as advertised between the racecourse and Bishopthorpe Village

Option 2: Implement the proposal as advertised

Option 3: Take no further action at this time and take forward all restrictions as part of any planned resident parking scheme

The Transport Systems Project Manager and the Traffic Team Leader were in attendance to present the report and to respond to questions.

Officer's confirmed that the consultation on restrictions at the south of Campleshon Road would be included along with the other resident parking consultations in this area.

Resolved:

To confirm Option 1 - That the following actions be undertaken.
To:

- (i) Implement the proposal as advertised north of Campleshon Road to facilitate the pedestrian refuge crossing point
- (ii) Implement the proposal as advertised on the east side of the carriageway to ease the ongoing obstruction issues (Annex B1/B2)
- (iii) Take no further action on the proposals on the West side of Bishopthorpe Road with the exception of:
 - a. No waiting at any time restrictions on the West Side of Bishopthorpe Road at the junction with Campleshon Road.
 - b. Implement a parking bay on the West side to operate Monday to Friday 7am to 7pm to with a 2 hour parking limit to enable short term parking. (Detailed within Annex B1)
 - c. Implement a 90m length of no waiting at any time restrictions on the south west of Bishopthorpe Road for the protection of the on-street cycle lane (Detailed within the amended B2 Annex plan which can be found attached as a supplement to the Agenda)
- (iv) Implement additional restrictions on the west side of the carriageway as shown in Annex B2 within a Resident Parking scheme should one be implemented. If a Resident Parking scheme is not implemented the area to be further investigated within the Annual Review process.
- (v) Implement the Clearway as advertised between the racecourse and Bishopthorpe Village.

Reason:

To respond to the views of residents and retain as much on street parking amenity as possible whilst enabling an improvement of on-going obstruction and safety issues.

48. Consideration of representations received to an advertised proposal for waiting restrictions on Albemarle Road, Philadelphia Terrace and Ovington Terrace

The Executive Member considered a report on objections received to an advertised proposal to introduce waiting restrictions on Albemarle Road and Philadelphia Terrace to facilitate a requirement within the planning decision for the Multi User Games Area (MUGA) at Millthorpe School (notice of proposals and plans included as Annex A).

The options available were:

Option 1 (Recommended Option)

- (i) Take forward the proposal as advertised for implementation at a later date
- (ii) The implementation of restrictions on street to be deferred until the development is completed and ready for community use
- (iii) Accelerate the investigation and delivery of the Residents Parking to meet the representations of the residents as early as possible.

Option 2:

- (i) In line with the representations received, take no further action at this time. Waiting restrictions to be taken forward as part of any future designed scheme for Resident Parking in the area.

The Transport Systems Project Manager and the Traffic Team Leader provided the following information in response to questions from the Executive Member:

- The Traffic Team Leader confirmed that the resident parking request had been submitted to the Council 18 months ago and is now at the top of the list.
- Consultation on this proposal and the wider area would take approximately 9 months. There may be opportunities to shorten that time and should they arise they would be pursued.
- A registered speaker expressed concern that during consultation people may respond that there are no issues, it would only be as the scheme is in place that people will

experience the impact of this and issues emerge. Officers provided assurance that if that were the case that these concerns would be fast tracked.

- The Executive Member reiterated the need to take a holistic approach in considering parking restrictions and resident parking with the aim that the whole Ward is in support of this.

Resolved:

To confirm Option 1 - That the following actions be undertaken:

- (i) Take forward the proposal as advertised for implementation at a later date.
- (ii) The implementation of restrictions on street to be deferred until the development is completed and ready for community use.
- (iii) Accelerate the investigation and delivery of the Residents Parking to meet the representations of the residents as early as possible.
- (iv) Take no further action on the proposed waiting restrictions adjacent to the existing No Stopping Restriction at the entrance to Millthorpe School on Ovington Terrace. To advertise a new proposal to amend the existing No Stopping Restriction to a 24 hour, 7 day a week to prevent vehicles using the area for drop off and pick up.

Reason:

The restrictions as proposed were identified within the planning application process to ensure the safety of highway users due to the anticipated increased traffic flows in the area when the MUGA is opened for community use. (The MUGA can be used for school use without implementation of the restrictions).

Cllr A D'Agorne, Executive Member for Transport
[The meeting started at 2.00 pm and finished at 2.50 pm].

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**Decision Session –
Executive Member for Transport**

17 January 2020

Report of Assistant Director Transport, Highways and Environment

New Lane, Huntington – Objections to Proposed Traffic Regulation Order

Summary

1. To consider the objections made to a set of proposals aimed at tackling potential parking difficulties due to the opening of the new stadium at Monks Cross.

Recommendation

2. It is recommended that:

Option 1 implement the proposed restrictions as advertised and re-visit the area for further measures if there are persistent parking difficulties related to the stadium operation.

Reason: to help ensure stadium related parking does not adversely impact on a key route through the area.

Background

3. During the Planning process for the stadium, concerns were raised about the potential impact of stadium related parking. Hence approval was given to advertise proposals to mitigate against what might occur. The proposals put out to consultation are aimed at trying to ensure the main through route (also a bus route) is not obstructed by parked vehicles. Because the actual outcome of what parking may take place has a degree of uncertainty the proposed set of measures can be viewed as a first step and additional restrictions may need to be considered once the stadium is fully operational.
4. It should be noted that a proposal for the two residential streets off Jockey Lane (Forge and Saddlers Close) is being taken forward using a different process considered more appropriate for their particular circumstances.

5. The proposal put forward for New Lane, Huntington (see Annex A) were:
 - Extend the existing clearway on Malton Road into New Lane to a point where the bulk of the residential properties begin
 - Introduce no waiting at any time restrictions from the above point to the existing restrictions at the Jockey lane junction. Thought there will also be 2 short lengths of 1 hour maximum stay parking close to the cemetery.
 - Introduce no waiting Saturday and Sunday noon to 8pm in a short section of carriageway off Anthea Drive that serves a small number of properties.
 - Introduce a mixture of no waiting at any time, no waiting Saturday and Sunday noon to 8pm between Jockey Lane and Huntington Road, leaving some sections unrestricted.
6. It is acknowledged that the above proposals may leave some lengths of road vulnerable to stadium related parking. However on the flip side if we introduce too much restriction at this point they may have an adverse impact on local residents. Hence the view that these restrictions are a first step in dealing with potential problems.

Consultation

7. The proposals were advertised in the usual manner of notices on street, in the local press, to the statutory consultees and delivered to the adjacent properties, this exceeds to legal minimum.
8. During the 3 week advertising period 5 representations were received, and these are reproduced in full in Annex B.
9. The reasons given for objecting are:
 - Not enough restrictions proposed
 - Too many restrictions proposed
 - The likely adverse impact on their current activities

It is acknowledged that the proposals will have an impact on some activities and has the potential to re-distribute some parking. Whilst there may be little parking taking place in some locations at present, due to the proximity of the Stadium and the direct path linking New Lane to the Stadium area it was considered a vulnerable location for parking, hence the proposed double yellow lines which tend to be better respected than other restrictions. North of Jockey Lane the distance and route to the

stadium appears to be less desirable and double yellow lines would likely have a bigger impact on the local community, hence the more targeted duration of the restrictions. If after the stadium has been operational for a while there are ongoing problems for through traffic then these restrictions can be re-investigated. Ward Councillors have also raised concerns about potential increased use of the layby outside Brewery Cottages. From the consultation carried out there does not appear to be much concern locally but again this can be re-visited if there are ongoing regular problems.

Options for Consideration

10. Option 1 – implement the proposed restrictions as advertised and re-visit the area for further measures if there are persistent parking difficulties related to the stadium operation. This is the recommended option.
11. Option 2 – consider advertising a revised set of restrictions. This is not the recommended option.
12. Option 3 – drop the proposals and take no further action. This is not the recommended option because difficulties due to parking for the stadium are anticipated and this was a concern during the planning stages for the stadium.

Council Plan

13. The above proposal contributes to the Council Plan of:

An open and effective Council

A consultation exercise has been carried out to give local residents an opportunity to engage with the process and have their say. Resident opinions and requests for changes to the proposals have been recorded, and considered within the report.

Implications

14. This report has the following implications:

Financial – None.

Human Resources – None

Equalities – None.

Legal – None.

Crime and Disorder – None

Information Technology - None

Land – None

Other – None

Risk Management

None.

Contact Details

Authors:

Alistair Briggs
Traffic Team Leader
Dept. Transport
Tel: (01904) 551368

Chief Officer Responsible for the report:

James Gilchrist
Assistant Director Transport, Highways and
Environment

Date: 08.01.20

Specialist Implications Officer(s)

None.

Wards Affected: Huntington & New Earswick,

For further information please contact the author of the report.

Background Papers: None.

Annexes:


Annex A Plans of the proposals

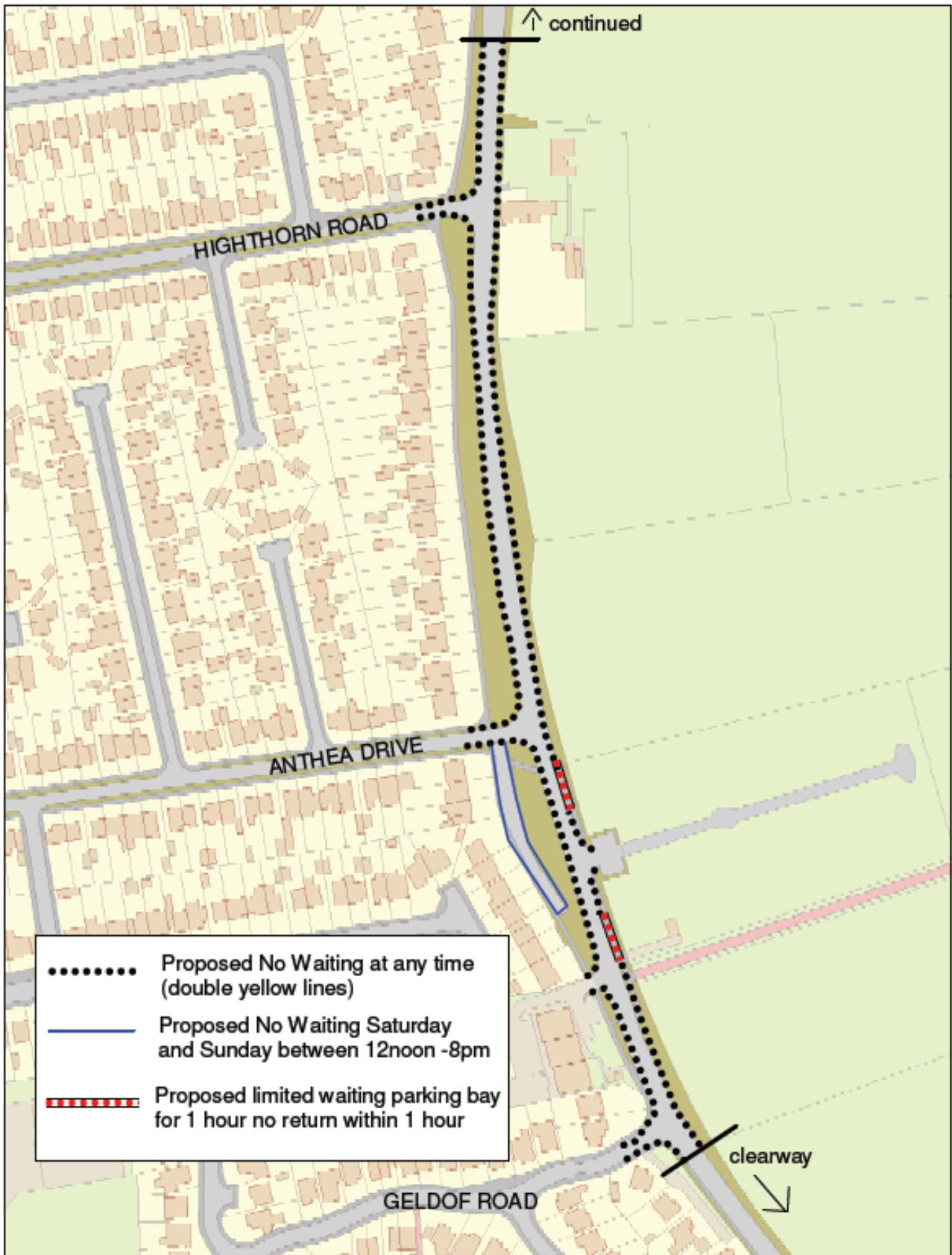
Annex B The representations

Annex A

Plans of the Proposals



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| | | | DATE | OCT 2019 |
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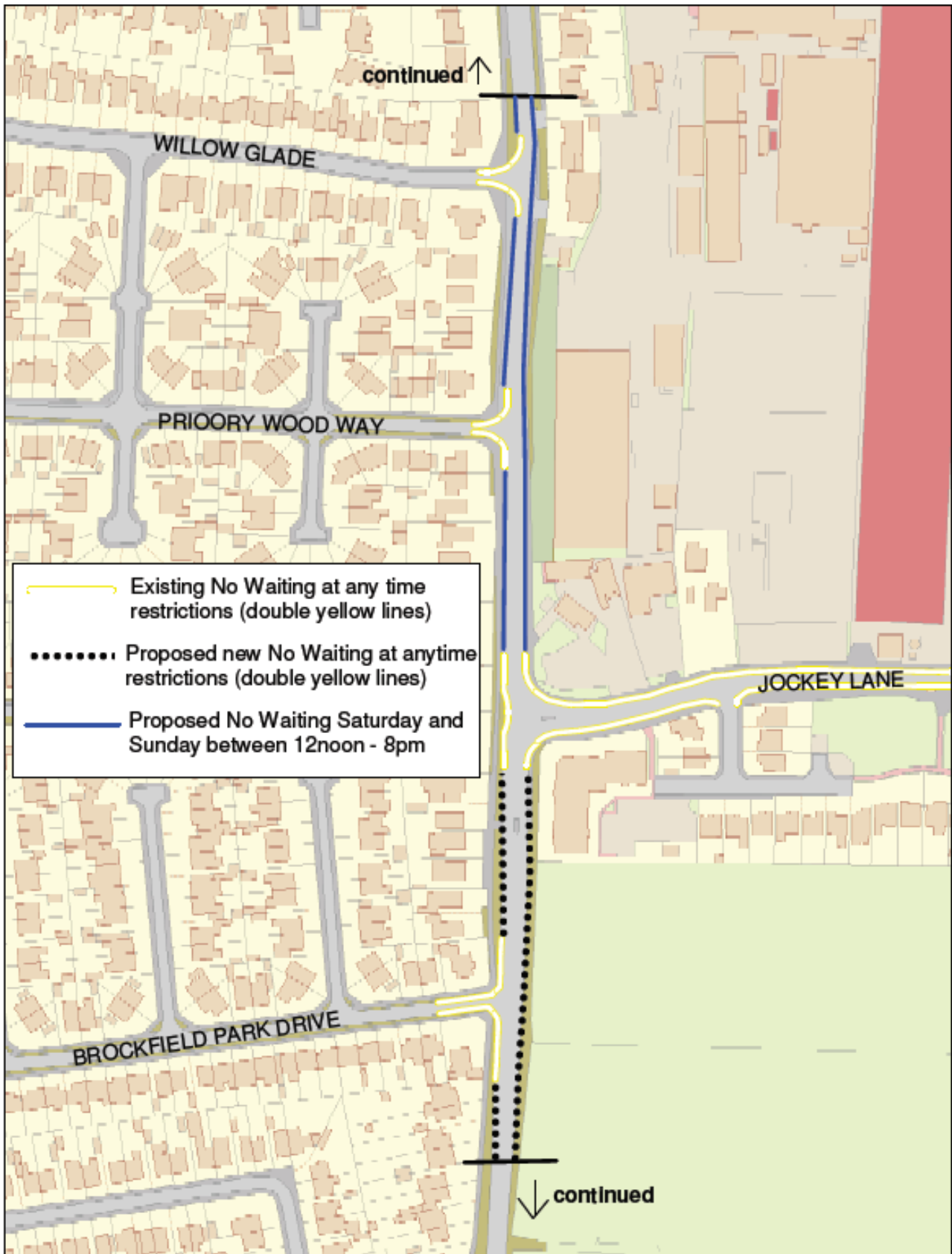


..... Proposed No Waiting at any time
 (double yellow lines)
 — Proposed No Waiting Saturday
 and Sunday between 12noon -8pm
 — Proposed limited waiting parking bay
 for 1 hour no return within 1 hour



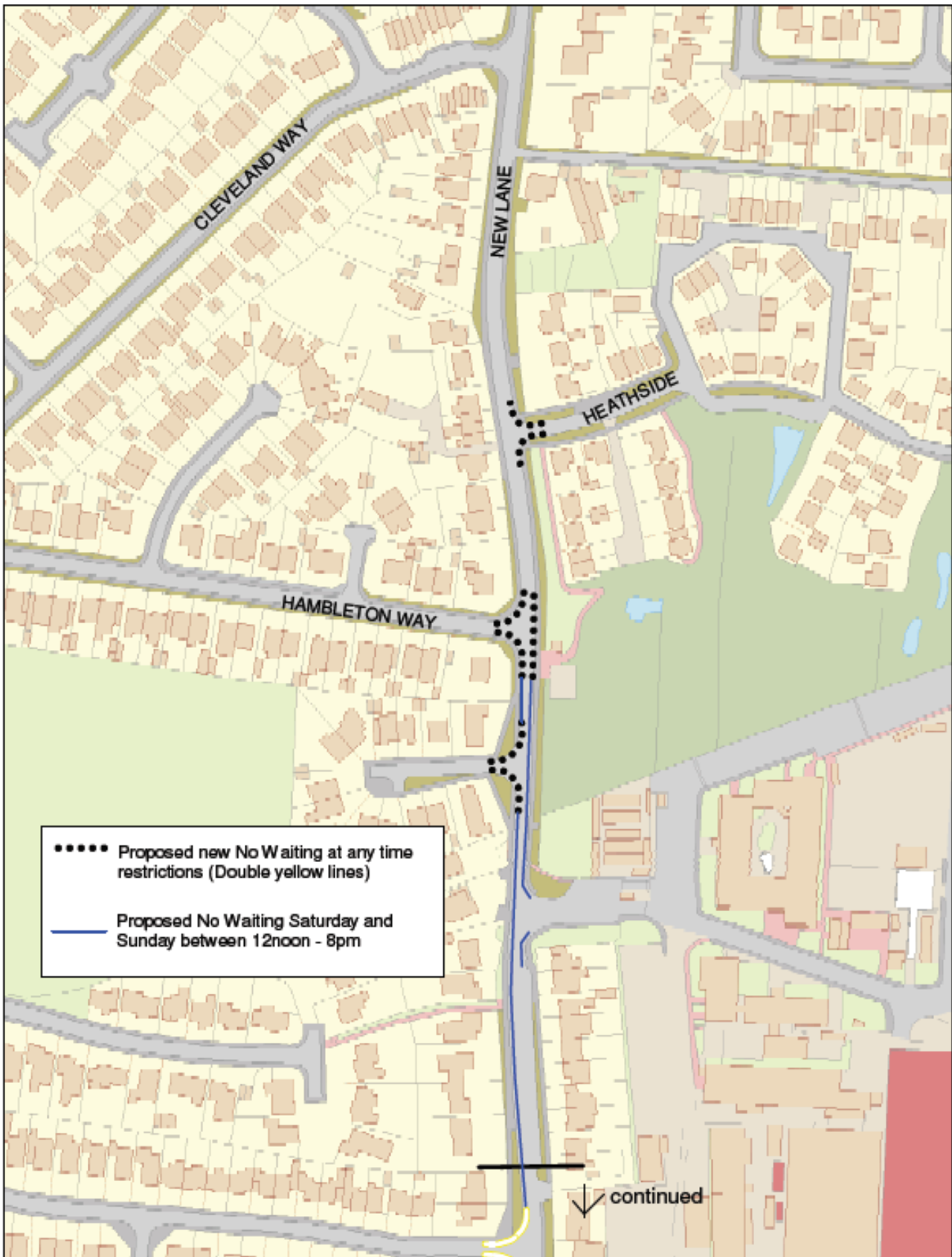
New Lane, Huntington

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Annex B

The Representations

I have just received the proposals for the Traffic Restrictions for New Lane, I am in favour of the proposals except the plan shows the layby outside of my property and the rest of Brewery cottages with no restrictions, as everywhere else will be prohibited to park I would assume that the layby will be filled with cars that do not belong to the residents and there visitors. I understand that the layby was put in place by Portacabin so that their wagons could gain access to their site, although I do not want Residents parking scheme, I think that something needs to be put in place to protect the residents of Brewery Cottages from rogue parking.

I am writing to you regarding the above proposal, and whilst I welcome any restrictions on parking on this extremely busy road, I don't feel it goes far enough to address the parking problem. I can't understand why the double yellow lines are going to stop at Jockey Lane as the main problem extends beyond there. The parking has become notably worse since the opening of the Vangarde Shopping Complex, as I understand staff are unable to park there. I can only see that this is going to become worse when the rest of the businesses open. There is also a large number of cars parking there from the Kingdom Hall on Jockey Lane, however the restrictions would go some way to alleviate this. Cars regularly park in front of the bus stop which I believe is illegal.

I am contacting you because I have genuine concern about the proposed traffic restrictions around the immediate area of my property which is xxx New Lane .

The small access road to the front of our property tapers off to it's narrowest directly outside my driveway and has no turning room for vehicles without them reversing onto my driveway itself which is not ideal.

The bollards which mark the end of the access road directly outside no 256 New lane have been damaged after being repeatedly knocked by vehicles attempting to turn around there.

We have seen an increase in the number of vehicles being left parked along this access road for whole days by people either working of visiting the vanguard and monks cross facilities. Whilst there are currently no restrictions along this access road I feel the time was approaching whereby this would have needed to change.

The traffic restriction proposals for this area in particular are to limit parking between 12pm and 20.00 on Sat and Sun only and this seems appropriate with the anticipated opening of the new stadium.

I would respectfully request that consideration be given to place further restrictions directly outside the three properties at the narrowest point of this access road namely no's 252-256 to deter vehicles from causing unnecessary obstruction to safely accessing my driveway and/or using my driveway as a turning point .

I have photographic evidence to show how difficult it can become when a vehicle parks directly outside my gate posts and there have been a few occasions in recent weeks where I have been unable to turn out of my driveway because if the lack of space left by parked vehicles, especially the larger 4x4 type .

This access road is extremely poorly lit at night and for safety reasons I always reverse into my driveway to reduce risk to pedestrians, cyclists, dog walkers and joggers as i know from 22 years experience living here that I have safer and clearer vision when driving forwards out of my driveway.

I also have concerns that should parking become a problem along this access road it would make it difficult for emergency vehicles to get through safely

My xxxxxxxxxxxx had to attend a lot of medical appointments and therefore I need unhindered access to my driveway at all times.

On a plus side I think the double yellow lines along neighbouring Anthea Drive are well overdue

I hope you will give due consideration to my concerns and by all means please feel free to come along and park on my drive and consider how you might get in and out with limited space to turn .

In response to your note of 25th October illustrating your proposals for parking restrictions on New Lane; while I understand your wish to anticipate possible problems on match days, I believe your proposals go way beyond what might be required. Clearly, there are some elements of the proposals which make sense. For example, adding double yellow lines around the junctions of those side roads that do not already have them is a logical step that would apply a more consistent approach without materially affecting residents. Indeed, anyone with any common sense would already avoid anything more than picking-up and dropping-off at such points.

However, what is fundamentally wrong with the bulk of your proposals is that you are imposing parking restrictions on the whole length of New Lane south of Jockey Lane that will apply 7 days a week, 24 hours a day, even though the problems you are anticipating are only likely to arise when there are matches at the stadium. This can be seen pretty clearly by the various stretches of "No Waiting Saturday and Sunday 12 noon to 8pm" to be applied north of Jockey Lane and it would make much more sense for this restriction to be similarly applied on the southern section also.

Although I can see that it is less likely to be affected by match day parking, it is interesting to note that you are not proposing any restrictions, other than around the junctions, on the length north of Hambleton Way, yet it is this stretch which is has always been much more affected by on-road parked vehicles throughout the day. (I have lived on, or just off, New Lane for nearly 45 years) The southern end simply does not see the same degree of obstructive parking. In any case, what parking there is on the whole length of New Lane does not materially affect the buses and certainly not to the same extent as traffic congestion on the roundabout at Monks Cross, exacerbated by the adjacent traffic lights at the junction with Kathryn Avenue.

You may also wish to consider the likelihood of the grass verges on the west side of New Lane being damaged to a much greater extent by ordinary resident/visitor/tradesmen parking, even if stopping only for a short time, if double yellow lines do get applied, particularly on the length between Brockfield Park Drive and Jockey Lane which is already obstructed by the traffic island. As it is, parking on the road is already impossible in front of numbers 160 and lower, northward beyond the Jockey Lane junction so any double yellow lines there would simply be formalising the situation as it currently exists. However, the short stretch in front of numbers 166, 164 and 162 (ourselves), where parking is possible without causing an obstruction, is used from time to time by couriers and visitors to the aforementioned lower numbered properties and I believe this facility needs to be retained, both for purely practical reasons and to reduce the possibility of damage to your grass verges. The "No Waiting Saturday and Sunday" restriction would be the obvious solution for this short stretch.

I have been given to understand that, for administrative convenience, you are applying for the maximum possible restrictions because it would be easier to reduce them subsequently, rather than to increase them, but I would urge you to have a bit more consideration for residents or visitors/tradesmen going about their everyday business and apply the restrictions throughout, only for the Saturday and Sunday times. I cannot help but think that the large car parks in the Monks Cross area which offer 2 hours or more free parking for shoppers are likely to be the first choice for those coming to the stadium on most occasions.

We were really shocked yesterday (26.11.2019) to discover a document entitled "Proposed Traffic Restrictions – New Lane, Huntington" dated 25 October 2019.

The proposals in that document will have a significant adverse impact on our congregation members and specifically their ability to attend for worship at the Kingdom Hall, Jockey Lane, on Sundays.

Both our morning and afternoon meetings will be affected. We are therefore greatly concerned that we were not involved in the proposal or given an opportunity to voice an objection!

We note the closing date for objections has passed, but would hereby ask for the opportunity to fully present our case and in that connection we will be preparing further comments, in the next few days, for your examination.

2nd letter

We thank you for your letter dated 9/12/2019 regarding the proposed waiting restrictions for New Lane.

We mentioned in our initial letter that the proposals in that document will have a significant adverse effect on our congregation members ability to attend the Jockey Lane Kingdom Hall for worship on Sundays, throughout the year.

We currently hold 2 meetings every Sunday, one in the morning, 10.00am – 11.45am and one in the afternoon, 1.30pm – 3.15pm, each congregation meeting having a similar number of attendees. A recent car park survey (carried out this month, December 2019), revealed that once our 29 Kingdom Hall car spaces are filled, we had an overflow of around 16 cars, parked along New Lane between Illingworths Insurance Brokers and Minister Alarms. This area of parking, on one side of a reasonably wide road, causes minimum inconvenience to anybody else living and working nearby. As an alternative, we have recently recced the residential streets across the other side of New Lane – Willow Glade, Priory Wood Way, Brockfield Park Drive, etc, but found that, although there are 1 or 2 areas to park, in general this would only antagonise local residents and possibly impede the flow of traffic. Keen not to do that, but at the same time, aware of the significant adverse effect your proposed waiting restrictions will have on our congregation members, we therefore would kindly ask you to reconsider whether these restrictions are absolutely necessary on the side of New Lane between Illingworths and Minster Alarms.

We thank you for the opportunity to submit our representations on this subject.



Decision Session – Executive Member for Transport**17 January 2020**

Report of the Assistant Director of Transport, Highways & Environment

Consideration of Objection received to proposed revocation of a R30 Resident Parking Bay on Layerthorpe**Summary**

1. We have received one objection to an advertised proposal to revoke a Resident Parking Bay. The report asks the Executive Member to consider the proposal along with the objections received and make a decision from the options given.

Recommendations

2. The Executive Member is asked to:

- (I) Over-rule the objection and implement as advertised.

Reason: To meet the requirement of the planning decision to allow a dropped kerb access at 119 Layerthorpe. There are no highway safety grounds to deny the property owner from providing an off-street parking amenity.

3. Planning Application 19/00428/FUL refers. The resident of 119 Layerthorpe applied for planning permission to install a dropped kerb access to provide an off street parking provision at this property. A plan of the location is provided as Annex A and a plan of the approved drawing is provided as Annex B.
4. The access is to be formed on a busy highway and close to a traffic controlled junction. The driveway access as approved is laid out to provide parking for two cars with a turning area to allow for access and egress in a forward gear.

5. A condition in the planning approval stated:
“The development hereby permitted shall not come into use until the following highway works have been carried out ...
Measures to amend the Resident Parking Zone R30
Reason: In the interests of residential amenity and highway safety.

Objection Received

6. I wish to oppose the introduction of "No Waiting at any time" on the road directly outside our home. This will reduce the amount of parking available to the homes numbers 119 to 127 to just 5 spaces, 2 of which are in permanent use by the home owners without private parking and the R30 zone allows cars to be parked here from a much larger area. We are 2 single people who share the property so we have frequent family and friends visiting. We use our own drive for our 2 vehicles. These traditional homes are being impacted on all sides by proposed developments which seem to have priority over long standing residents. It seems that to give number 119 driveway access it is depriving others of 3 spaces, surely 2 would have been adequate.

Officer Comments

7. The proposed bay for revocation is 13m in length which is only suitable for two vehicles to park comfortably. The location plan (Annex A) identifies properties on this stretch of road which have an off street parking amenity.
8. We have undertaken a current permit analysis for this stretch of road between 119 and 145 Layerthorpe. There are two household permits issued with one additional authorisation card and space for 6 vehicles adjacent to these properties. The proposal will remove 2 spaces with space for 4 vehicles remaining. This is adequate for the number of permits issued.

Consultation

9. Notices were placed on street and in The Press (local newspaper). Details were delivered to adjacent properties. Emergency Services and haulier associations are sent details in accordance with Highway Regulations

Options

10. Options available are:

- I. Recommended Option:
Over-rule the objections and implement as advertised.

Reason: This is the recommended option because it meets the requirement of the planning decision for installation of dropped kerb access at 119 Layerthorpe.

- II. Uphold the objection and take no further action.

Reason: This is not the recommended option because there are no highway safety grounds to deny the property owner from providing an off-street parking amenity.

Analysis

11. Option One:

This is the recommended option because:

- a) Removal of the parking bay meets the requirement of the planning process. The position of the drive access and removal of the resident parking bay were considered as part of the planning process as a requirement to enable safe access and egress when in use.
- b) Most of the properties in this area have an off-street parking amenity (identified in Annex A).
- c) There are no identified highway reasons to deny the owner of the property an off street parking amenity in line with other residents of the area.
- d) Currently, parking arrangements for the property are located on the private access road to the side. Access to the rear of the property and parking at this location will be rescinded in the near future by the land owners. The owner of 119 Layerthorpe is seeking to replace the parking amenity to the front of the property.
- e) The parking spaces have the benefit of a safe access and turning area. Once the property is occupied, vehicles will be able to park off street and not add to the pressure for parking space within the R30 zone.
- f) Considering the zone as a whole, an analysis in 2018 concluded 124 permits were issued against estimated space for 151 vehicles to

park. Consequently, there is space capacity for visitors to park within the zone after the loss of the two spaces.

- g) Although the adjacent property would prefer to keep the resident parking amenity for their visitors, removal will improve the visibility of oncoming vehicles when leaving their property.

12. **Option Two**

This is not the recommended option because:

- a) It would deny the owner of the property the right to have an off-street parking amenity in line with that enjoyed by his neighbours.
- b) Highway safety issues have already been considered within the planning application process and the current proposal meets the requirement of highway development officers.
- c) Implementation will remove space for two vehicles from the R30 zone, but potentially provide an off street parking amenity for two vehicles which otherwise would have to use the R30 provision.
- d) There is capacity in the R30 zone to lose the space allocation. Although it should be noted that Resident Parking schemes do not guarantee a space is available.
- e) Consideration of space within a zone should be considered as a “whole” and not concentrated on a particular area.

Council Plan

13. An open and effective Council

A consultation exercise has been carried out to give local residents an opportunity to engage with the process and have their say. Resident opinions and requests for changes to the proposals have been recorded, and considered within the report.

Implications

14. **Financial:** The property owner is financing the legal work to amend the Traffic Regulation Order. There are no financial implications for the Council.

15. **Human Resources (HR):** None identified

16. **Equalities:** None identified

17. **Legal:** The proposals require amendments to the York Parking, Stopping and Waiting Traffic Regulation Order 2014:

Road Traffic Regulation Act 1984 & the Local Authorities Traffic Orders (procedure) (England & Wales) Regulations 1996;
Section 73 of the Town and Country Planning Act 1990 is relevant for the planning process

18. **Crime and Disorder:** None identified
19. **Information Technology (IT):** None identified
20. **Property:** None identified
21. **Risk Management:** There is an acceptable level of risk associated with the recommended option

Contact Details

Author:

Sue Gill
Traffic Project Officer
Transport
Tel No. Ext 1497

Chief Officer Responsible for the report:

James Gilchrist
Assistant Director Transport, Highways and Environment

Report **Date** 07.01.20
Approved ✓

Wards Affected: Guildhall

For further information please contact the author of the report

Background Papers:

Planning Application 19/00248/FUL

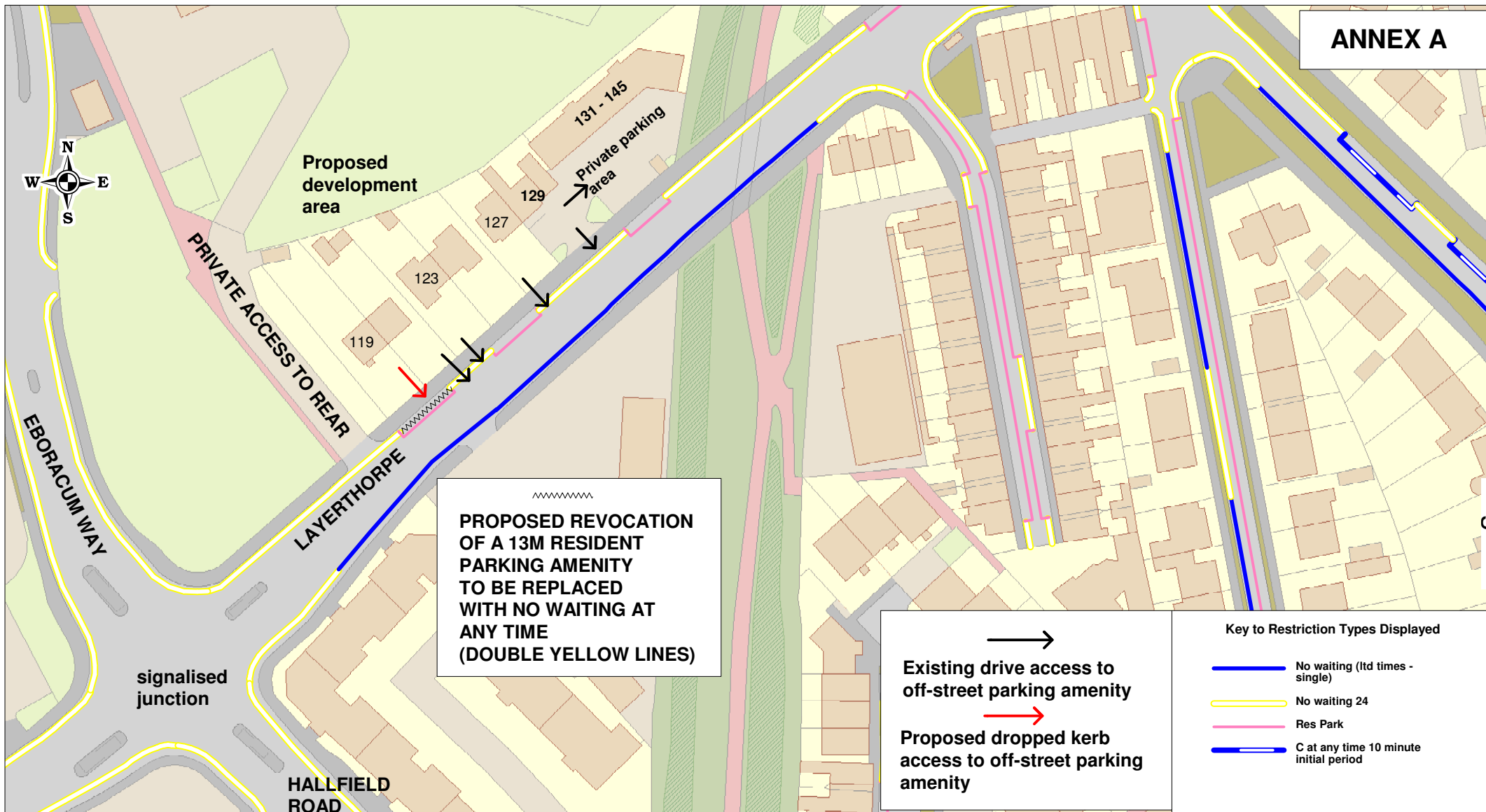
<https://planningaccess.york.gov.uk/online-applications/simpleSearchResults.do?action=firstPage>

Annexes

Annex A: Location Plan

Annex B: Drawing of the proposed off street parking/dropped kerb access

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PROPOSED REVOCATION OF A 13M RESIDENT PARKING AMENITY TO BE REPLACED WITH NO WAITING AT ANY TIME (DOUBLE YELLOW LINES)

Key to Restriction Types Displayed

- No waiting (ltd times - single)
- No waiting 24
- Res Park
- C at any time 10 minute initial period

Existing drive access to off-street parking amenity

Proposed dropped kerb access to off-street parking amenity

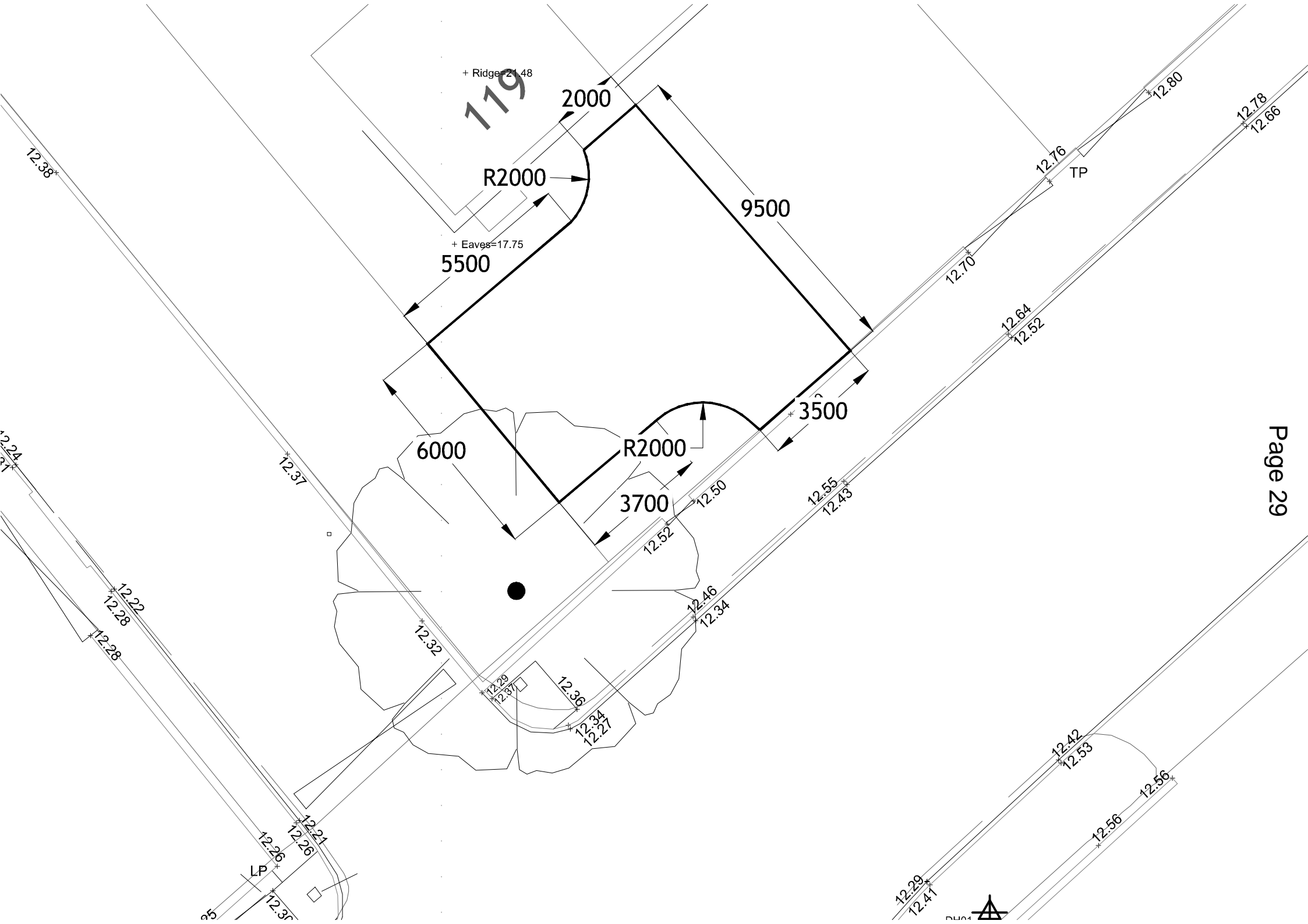


Annex A: 119 Layerthorpe

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**Decision Session –
Executive Member for Transport**

17 January 2020

Report of Assistant Director Transport, Highways and Environment

Progress towards determining all outstanding DMMO applications.

Summary

1. Report detailing progress towards eliminating City of York Council's backlog of undetermined definitive map modification order applications (DMMO).

Recommendation

2. The Executive Member is asked to note the content of the report and give authorisation for it to be forwarded to the Local Government Ombudsman.

Background

3. Following the finding of the Local Government Ombudsman (LGO) that City of York Council (CYC) was at fault in the time taken to process the DMMO application of the individual known as Mr X, CYC is required to report progress towards reducing the backlog of undetermined DMMO applications to the Executive Member for Transport.
4. This report constitutes the first of those update reports, a copy of which is required to be forwarded to the LGO.

Measures implemented to date

5. The speed and agility by which CYC determines applications was enhanced when the CYC Executive delegated the determination of DMMO applications to senior officer in consultation with the Executive Member for Transport and the affected ward councillors.
6. The agile method of determining applications allowed us to exploit a short window in the definitive map work program caused by the statutory

timetable set out by the secretary of state for an upcoming public inquiry (the inquiry is scheduled for March 2020).

7. As a result the initial consultation required by the Wildlife and Countryside Act 1981 has now been carried out for all seventeen undetermined DMMO applications in CYC's possession.
8. In addition, all the affected land owners that could be identified have been consulted as well as the user groups.
9. Of the seventeen applications, sixteen have been passed to the Assistant Director for Transport Highways and the Environment and all sixteen have been determined.
10. Of those that have been determined four have been rejected and orders will be made in respect of the remaining twelve applications.
11. See appendix 1 for a detailed progress chart for each application and appendix 2 for a flow chart illustrating the process.
12. As attention is shifted back to the forthcoming public inquiry it will take some time for the twelve orders determined to be made illustrating the need for the apprentice/trainee role, the exploration of which was authorised by the Executive.
13. Further to that decision, we have contacted other authorities who have had an apprentice/trainee in similar or related roles. In the light of their experience we have drawn up an outline job description and qualification requirement. The next step is liaison with HR to flesh out these proposals before consideration of the role will be made by full council in February 2020. More will be reported in the next update (July 2020).
14. With regard to keeping additional resources under review, to date the only additional expenditure that has been incurred has been the postage costs associated with the consultations detailed at paragraphs 6 and 7. As orders are made additional advertising costs will be incurred (see para 16 below).
15. Finally, the order CYC were directed to make as a consequence of the application submitted by Mr X (see para 3 above) has been made and completed its statutory consultation period. As a duly made objection was received it now needs to be submitted to the secretary of state for a final decision.

Council Plan

16. The apprentice/trainee role will contribute to increasing the number of apprentices employed by the council identified as a key outcome in the Council Plan 2019-2023.
17. The need for the council to be an “efficient, open, transparent, democratically-led and accountable organisation” identified by the Council Plan 2019-2023 means that historic failings identified by the LGO are being rectified by the measures set out in this report.

Implications

Financial

18. The making and confirmation of an unopposed DMMO requires that two statutory notices are placed in a local newspaper. This will cost in the region of £1700.
19. If the order attracts objections then CYC are required to send the opposed order to the secretary of state for determination. Depending on how the secretary of state chooses to determine, the additional cost to CYC will be between £2000 and £5000.
20. Notwithstanding the above, the costs to the council of making a DMMO, are not relevant within the legislation and can therefore not be taken into account when determining an application.

Human Resources (HR)

21. There are no human resource implications. This work will continue to be managed within existing staffing levels.

Equalities

22. There are no equalities implications

Legal

23. City of York Council is the Surveying Authority for the purposes of the Wildlife and Countryside Act 1981, and has a duty to ensure that the Definitive Map and Statement for its area are kept up to date.
24. If the Authority discovers evidence to suggest that the definitive map and statement needs updating, it is under a statutory duty to make the necessary changes using legal orders known as DMMOs.

25. Before the authority can make a DMMO to add a route to the definitive map it must be satisfied that the public rights over the route in question are reasonably alleged to subsist. Where this test has been met, but there is a conflict in the evidence, the authority are obliged to make an order so as to allow the evidence to be properly tested through the statutory order process.
26. DMMOs, such as those mentioned within this report, do not create any new public rights they simply seek to record those already in existence.
27. Issues such as safety, security, desirability etc, whilst being genuine concerns cannot be taken into consideration. The DMMO process requires an authority to look at all the available evidence, both documentary and user, before making a decision.

Crime and Disorder

28. There are no crime and disorder implications

Information Technology (IT)

29. There are no IT implications

Property

30. There are no property implications

Risk Management

31. The need to reduce the backlog of undetermined DMMOs is part of the steps required for CYC to avoid a finding of maladministration by the LGO.
32. The need to make this report and submit it to the LGO are part of the steps required for CYC to avoid a finding of maladministration by the LGO.

Author:

Russell Varley

Definitive Map Officer
Rights of Way
Tel No. 01904 553691

Chief Officer Responsible for the report:

James Gilchrist

Assistant Director Transport Highways and
Environment

Report

Date 08.01.20

Approved ✓

Specialist Implications Officer(s) List information for all

Financial
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Accountant
01904 554175

Legal
Sandra Branigan
Senior Solicitor
01904 551040

Wards Affected: All wards.

For further information please contact the author of the report

Background Papers:

None

Annexes

Appendix 1 – Progress Chart
Appendix 2 – Flow Chart

List of Abbreviations Used in this Report

DMMO – Definitive map modification order

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| DMMO Ref No | Duly made | Initial consultation dates | No. of objs | AD report done? | Determination | Appeal | Order made | Consultation dates | No. of objs |
|--|-----------|----------------------------|-------------|-----------------|----------------------------|--------|------------|--------------------------|-------------|
| 199712 Kexby - BW8 to FP11 (Hagg Wood) | Yes | 25/9/2019 to 8/11/2019 | 2 | Yes | Make the order | N/A | | | |
| 199712 Kexby - Hagg Farm to FP11 (Hagg Wood) | Yes | 25/9/2019 to 8/11/2019 | 2 | Yes | Make the order | N/A | | | |
| 199803 Dringhouses & Woodthorpe - Mayfield Nature Reserve | Yes | 25/9/2019 to 8/11/2019 | 0 | Yes | Reject the order | | | | |
| 199810 Naburn - Landing Lane to Acaster Malbis | Yes | 25/9/2019 to 8/11/2019 | 0 | Yes | Make the order | N/A | | | |
| 200002 Haxby - Sandy Lane | Yes | 25/9/2019 to 8/11/2019 | 0 | Yes | Make the order | N/A | | | |
| 200203 Strensall - The Village to Southfields Road | Yes | 25/9/2019 to 8/11/2019 | 0 | Yes | Make the order | N/A | | | |
| 200308 Heworth - Hempland Lane Allotments 96 to 125 | No | 25/9/2019 to 8/11/2019 | 0 | Yes | Reject the order | | | | |
| 200309 Heworth - Hempland Lane Allotments 65 to Whitby Ave | Yes | 25/9/2019 to 8/11/2019 | 0 | Yes | Reject the order | | | | |
| 200310 Heworth - Hempland Lane Allotments 92 to 81 | Yes | 25/9/2019 to 8/11/2019 | 0 | Yes | Reject the order | | | | |
| 200401 Dunnington - Common Road to FP7 | Yes | 25/9/2019 to 8/11/2019 | 0 | Yes | Make the order | N/A | | | |
| 200601 Heslington - Boss Lane to Main Street | Yes | 25/9/2019 to 8/11/2019 | 1 | Yes | Make the order | N/A | | | |
| 200802 Naburn - Palmes Close to Vicarage Lane | Yes | 25/9/2019 to 8/11/2019 | 1 | Yes | Make the order | N/A | | | |
| 200803 Heworth - Bad Bargain Lane to Burnholme Avenue | Yes | 25/9/2019 to 8/11/2019 | 0 | Yes | Make the order | N/A | | | |
| 201201 Fulford - Hoisty Field | Yes | 2/2/2015 to 2/3/2015 | 1 | N/A | Directed to make the order | | 12/09/2019 | 24/09/2019 to 05/11/2019 | 1 |
| 201805 Skelton - Brecksfield to Burtree Dam | Yes | 25/9/2019 to 8/11/2019 | 0 | Yes | Make the order | N/A | | | |
| 201805 Skelton - Hurns Bridge to Moorland Wood | Yes | 25/9/2019 to 8/11/2019 | 1 | Yes | Make the order | N/A | | | |
| 201805 Skelton - Village Hall to Moorlands Road | Yes | 25/9/2019 to 8/11/2019 | 0 | Yes | Make the order | N/A | | | |
| 201811 Westfield - Foxwood Lane to Osprey Close | Yes | 25/9/2019 to 8/11/2019 | 1 | No | | | | | |

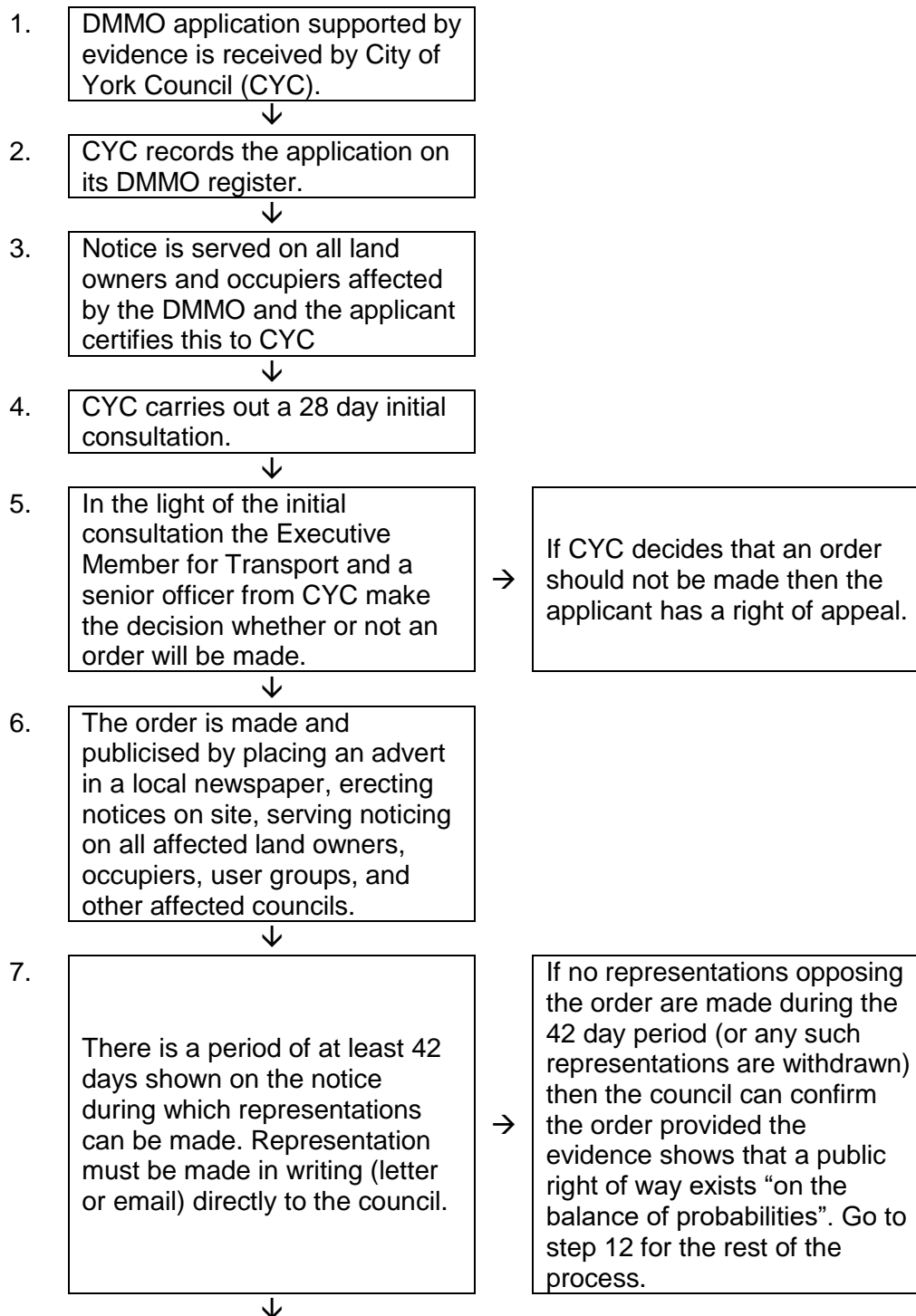
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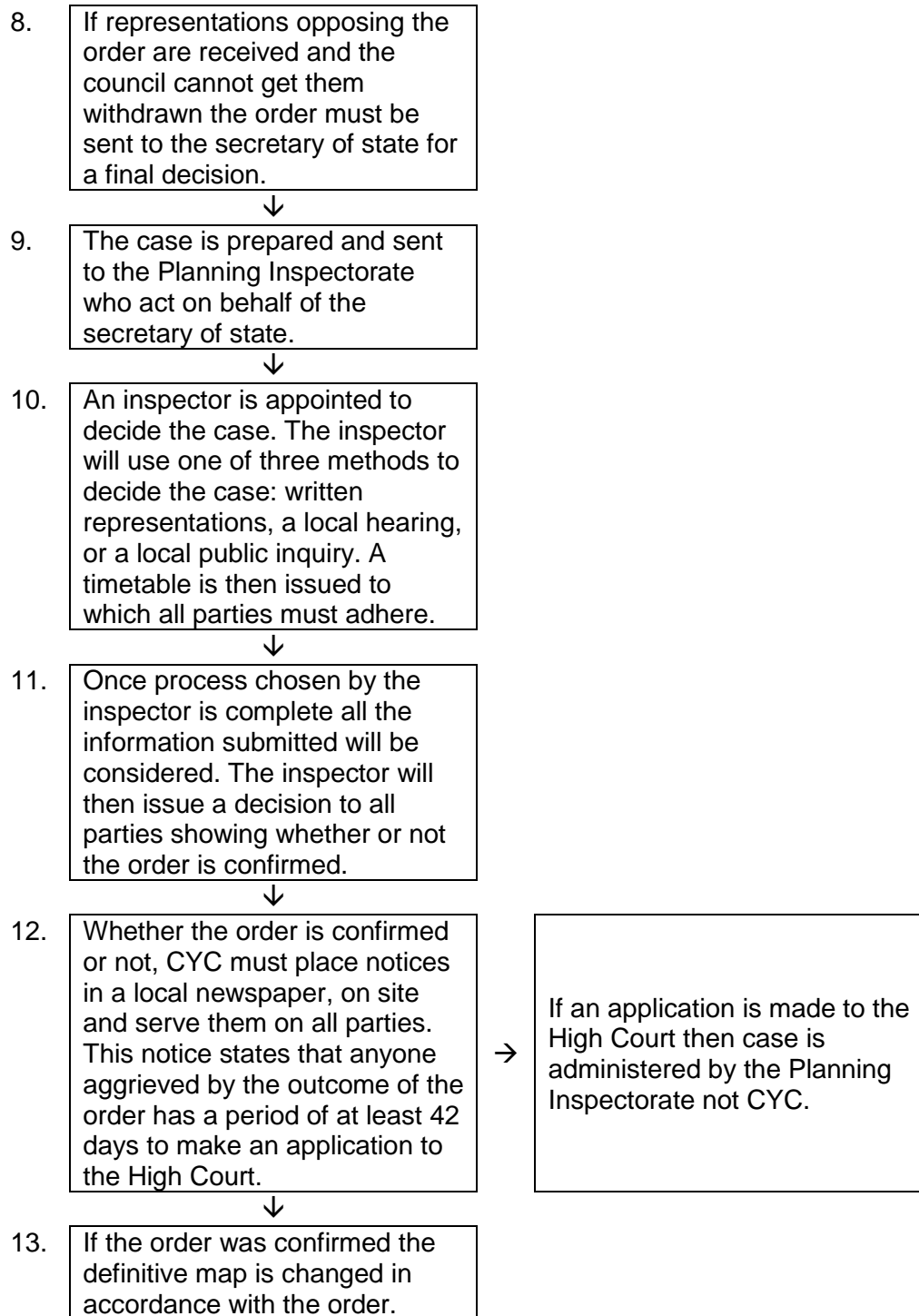


DMMO PROCESS

The definitive map modification order process – start to finish

These notes are intended to give a general view of the process that a definitive map modification order (DMMO) application has to go through before it is complete.





As mentioned at the beginning this document is only intended as a brief overview of the DMMO application process. You can find more detailed guidance on specific parts of the process on City of York Council's definitive map web page at <https://www.york.gov.uk/DefinitiveMap> .

Alternatively please get in touch and we will do our best to answer any questions you may have.

Contact details

You can get in touch with us in the following ways:

By email: rightsofway@york.gov.uk

By telephone: 01904 551550

By letter: The Rights of Way Officer, Rights of Way, City of York Council, West Offices, Station Rise, YORK, YO1 6GA.

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**Decision Session -
Executive Member for Transport**

17 January 2020

Report of the Corporate Director of Economy and Place

**Directorate of Economy & Place Transport Capital Programme –
2019/20 Monitor 2 Report**

Summary

1. The purpose of this report is to set out progress to date on schemes in the 2019/20 Economy & Place Transport Capital Programme, and propose adjustments to scheme allocations to align with the latest cost estimates and delivery projections.

Recommendations

2. The Executive Member is asked to:
 - 1) Approve the amendments to the 2019/20 Economy & Place Transport Capital Programme.
 - 2) Note the decrease to the 2019/20 Economy & Place Transport Capital Programme, subject to the approval of the Executive.

Reason: To implement the council's transport strategy identified in York's third Local Transport Plan and the Council Priorities, and deliver schemes identified in the council's Transport Programme.

Background

3. Following approval at Full Council on 28 February 2019, the Transport Capital Budget for 2019/20 was confirmed as £56,856k. The budget was then increased to £64,740k in July 2019 when the Executive Member was presented with the Consolidated Capital Programme, which included all schemes and funding that had carried over from 2018/19. Further amendments were made at the Monitor 1 report in October 2019.

4. Following these amendments, the current budget for the 2019/20 Transport Capital Programme is **£26,083k**, which includes funding from the Local Transport Plan (LTP) grant, the Clean Bus Technology grant, the Better Bus Fund, grant funding from the government's Office of Low Emission Vehicles (OLEV), and council resources including the Built Environment Fund.
5. The budget also includes significant funding from various external sources following successful bids by the council, including Department for Transport, West Yorkshire City Connect Grant, the York & North Yorkshire Local Enterprise Partnership, the National Productivity Investment Fund, and the West Yorkshire Transport Fund.

2019/20 Major Schemes

6. Work on the City Centre Access scheme is progressing as set out in the report to the 29 August Executive. The static measures at Parliament Street were installed in November, and work is continuing to develop the proposals for the automated security measures for delivery in 2020/21. An update report will be considered by the Executive in January 2020.
7. Funding from the Low Emission Bus Strategy grant was awarded to First York in April 2019, and the new electric buses for the Park & Ride fleet are expected to be in use in York in early 2020. A new sub-station has been constructed at the bus depot, which is required for the charging equipment for the new buses. The existing electric buses will remain in use, and the articulated Mercedes Citaro buses, in use on the Rawcliffe Bar route, will be refurbished and upgraded to Euro VI emissions standards.
8. Following the approval of the Clean Air Zone proposals for the city centre, an application process was set up to allow bus companies to bid for funding to convert their buses to Euro VI standards. All funding is now committed to operators following an allocation exercise undertaken in October/ November 2019, but due to the length of time needed to carry out the conversion work, the spend in 2019/20 will be lower than originally expected. It is proposed to reduce the allocation for 2019/20 to £250k and slip the remaining funding to 2020/21 for payment of the remaining grants once conversion work is completed.
9. The work on the new Scarborough Bridge Footbridge and approach ramps has now been completed. Work is continuing to develop the

proposed improvements to the cycle routes on the approaches to the bridge, including minor improvements along Post Office Lane, and improvements to the route between Bootham and the new footbridge.

10. There have been some delays to the Smarter Travel Evolution Programme (STEP) in 2019/20 due to the length of time required for procurement of some of the measures, due to the new technology required for the programme of work. The work in 2019/20 to collect traffic data required for the new transport model will continue, but the majority of the work to develop the new transport model and upgrade communications infrastructure at traffic signals will now be carried out in 2020/21. It is proposed to slip £1.9m grant funding to 2020/21 to allow preparatory work to continue in 2019/20 and complete the programme of work in 2020/21.
11. As previously reported to the Executive in September, progress on the Outer Ring Road roundabout improvements scheme has been delayed in 2019/20 due to the issues in acquiring land for the Monks Cross roundabout scheme. Due to these delays, it is proposed to reduce the allocation for this scheme to £1,750k to allow the development of the Clifton Moor roundabout scheme to continue. An updated report is due to be presented at the Executive on 13th February 2020. It is proposed to slip the remaining West Yorkshire Transport Fund grant funding to 2020/21 for the implementation of the Monks Cross and Clifton Moor roundabout schemes, and further development work on the remaining roundabout upgrades.
12. It is proposed to re-profile the allocation for the Station Frontage scheme and slip £1,330k of West Yorkshire Transport Fund grant funding to 2020/21, as the planning approval process has taken longer than originally expected - amendments to the planning application are due to be submitted in January 2020. This will allow work to gain planning approval and Full Business Case agreement from the West Yorkshire Combined Authority to be progressed in 2019/20, with delivery of the full scheme expected to start in 2020/21. The York Station Frontage scheme has been included in the Leeds City Region Transforming Cities Fund bid to the Department for Transport. In advance of the outcome of the bid being announced additional funding has been allocated by the West Yorkshire Combined Authority to develop scheme further.
13. Following the confirmation at Programme Entry stage of the £25.2m Department for Transport (DfT) funding for the Outer Ring Road

Dualling scheme, work is continuing to develop the scheme to the Full Business Case stage and integrate the proposals with the ongoing roundabout upgrades programme. The development of the scheme is being progressed using the Council's match funding allocation confirmed at Full Council in December 2018.

2019/20 Transport Schemes

14. A review of the current programme has identified schemes where the allocations need to be amended to reflect scheme progress and updated cost estimates.
15. Planning approval was granted for the proposals to install solar panel canopies and chargers for electric vehicles ('Hyper Hubs') at Monks Cross and Poppleton Park & Ride sites in autumn 2019. Following a tender process, the contract for the work will be awarded in early 2020, and construction is expected to start in February/ March 2020 with completion in August 2020. As the majority of the construction work will be carried out in 2020/21, it is proposed to reduce the allocation for this scheme to £600k and slip the remaining funding to 2020/21 for the completion of the scheme.
16. An allocation was included in the programme for the completion of bus stop improvement schemes from the 2018/19 capital programme (funded through developer contributions), as some work had continued into April 2019. As the completion works had a lower cost than originally expected, it is proposed to reduce the allocation for this scheme to £5k.
17. Following the decision at the October Decision Session meeting to implement a trial road closure in The Groves area, it is proposed to add an allocation of £20k for detailed design and implementation of this scheme in 2019/20.
18. Funding had been included in the programme to develop a scheme to improve the footway on University Road (opposite Heslington Hall), but as development of this scheme has taken longer than originally expected, it will not be possible to implement the scheme in 2019/20. It is proposed to reduce the allocation for this scheme to £5k to allow feasibility and design to continue to develop a scheme for implementation in future years.

19. The allocations for Safety Schemes have been reviewed and some changes have been made to budgets to reflect the latest cost estimates for schemes. Following approvals at the September Decision Session meeting, the Hempland Avenue Speed Management scheme will be implemented in early 2020. The Lord Deramore's School Safety Zone improvement scheme was approved at the October Decision Session, but as the scheme will take two weeks to construct, work is now planned for the Easter holidays in April 2020, and the allocation has been reduced to reflect this.
20. Funding has also been allocated for the expansion of the 20mph speed limit in the Osbaldwick area, following approval of the scheme at the October Decision Session.
21. A programme of bridge improvement work is now being developed following the programme of bridge inspections, but due to the length of time needed for the inspections process, the majority of the work will be carried out in 2020/21. It is proposed to reduce the allocation for this scheme to £300k to fund the planned work on Blue Bridge and Castle Mills Bridge, which will start on site in March, and slip the remaining funding to 2020/21 for the completion of these two schemes and the next schemes identified through the inspection programme.
22. No other changes are proposed to schemes in the transport capital programme at this stage of the year. A number of schemes have already been substantially completed, including:
 - New token barriers installed at Askham Bar and Monks Cross Park & Ride sites.
 - Upgrade to the CCTV system at Monks Cross Park & Ride site.
 - Measures to improve bus priority at the Haxby Road/ Wigginton Road junction.
 - Improvements to traffic signals at Jockey Lane/ Kathryn Avenue, Bishopthorpe Road/Scarcroft Road, and The Mount/ Dalton Terrace junctions.
 - Upgrades of pedestrian crossings at Bootham and Blossom Street.
 - Completion of the off-route cycle route between Knapton and Moor Lane (the final section of the Rufforth-Knapton cycle route).
23. Details of the revised budgets are shown in Annexes 1 and 2 to this report.

Consultation

24. The capital programme is decided through a formal process using a Capital Resources Allocation Model (CRAM). CRAM is a tool used for allocating the council's capital resources to schemes that meet corporate priorities.
25. Funding for the capital programme was agreed by the council on 28 February 2019. While consultation is not undertaken on the capital programme as a whole, individual scheme proposals do follow a consultation process with local councillors and residents.

Options

26. The Executive Member has been presented with a proposed programme of schemes, which have been developed to implement the priorities of the Local Transport Plan (LTP3) and the Council Plan.

Analysis

27. The programme has been prepared to meet the objectives of LTP3 and the Council Plan as set out below; implement the City Centre Access & Safety scheme; implement the Low Emission Bus Strategy and Clean Air Zone schemes; progress the Smarter Travel Evolution Programme; and progress the Outer Ring Road upgrades and the Station Frontage major schemes.

Council Plan

28. This report helps ensure the Council achieves the following aims of the Council Plan:
 - A Greener and Cleaner City
 - Getting around sustainably
 - Creating homes and World-class infrastructure
 - An open and effective Council
29. The Transport Capital Programme supports the aims of 'A Greener and Cleaner city' and 'Getting around sustainably' by funding schemes to support the use of sustainable transport, including measures to support the use of Electric Vehicles. Enhancements to the efficiency and safety of the transport network will support the aim of 'world-class infrastructure' by improving reliability and accessibility across the city.

30. The Transport Capital Programme also supports the aim of ‘An open and effective Council’ by responding to requests from residents for improvements to the transport network (such as improved cycle routes, measures to address safety issues and speeding traffic, and improvements at bus stops).

Implications

31. The following implications have been considered.

- **Financial:** See below.
- **Human Resources (HR):** In light of the financial reductions in recent years, the Executive Member’s attention is drawn to the fact that the majority of Highways and Transport staff are now funded either through the capital programme or external funding. This core of staff are also supplemented by external resources commissioned by the council to deliver capital projects, which provides flexible additional capacity and reflects the one-off nature of capital projects.
- **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

32. If the proposed changes in this report are accepted, the total value of the Economy & Place Transport Capital Programme would be £16,742k including over programming. The budget will be reduced to £16,373k, and will be funded as shown in Annex 1 to this report.

Risk Management

33. For larger schemes in the programme, separate risk registers will be prepared and measures taken to reduce and manage risks as the schemes are progressed throughout 2019/20.

Contact Details

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Head of Transport
Directorate of Economy &
Place
Tel No. 01904 551641

Chief Officer Responsible for the report:

James Gilchrist

Assistant Director – Transport, Highways
and Environment

**Report
Approved**



Date 07.01.20

Specialist Implications Officer(s) List information for all

Wards Affected:

All

For further information please contact the author of the report

Background Papers:

E&P 2019/20 Capital Programme Budget Report – 14 March 2019
E&P 2019/20 Capital Programme Consolidated Report – 25 July 2019
E&P 2019/20 Capital Programme Monitor 1 Report – 24 October 2019

Annexes

Annex 1: 2019/20 Transport Capital Programme Budgets
Annex 2: 2019/20 Transport Capital Programme Schemes

Annex 1 - 2019/20 Transport Capital Budget

| Funding Source | 2019/20 Monitor 1 Budget | Adjust ments | Revised 2019/20 Budget |
|--|--------------------------------|-----------------|------------------------------|
| | £1,000s | £1,000s | £1,000s |
| Local Transport Plan | 2,306 | -136 | 2,170 |
| ERDF Grant (Hyper Hubs) | 700 | -700 | 0 |
| Developer Funding | 252 | -28 | 224 |
| Clean Bus Technology Grant | 312 | | 312 |
| Better Bus Area | 201 | | 201 |
| Wayfinding (CYC Resources/ York BID) | 350 | | 350 |
| Council Resources | 3,846 | -630 | 3,216 |
| DfT Grant (Pergamentum) | 46 | | 46 |
| York & North Yorkshire LEP | 220 | | 220 |
| Built Environment Fund (City Centre Access; Fossgate Public Realm) | 538 | | 538 |
| Clean Air Zone (CYC Resources) | 1,400 | -1,390 | 10 |
| Clean Air Zone (DEFRA Grant) | 240 | | 240 |
| Scarborough Bridge | 1,422 | | 1,422 |
| Smarter Travel Evolution Programme | 2,536 | -1,986 | 550 |
| WYTF - York Outer Ring Road | 5,260 | -3,510 | 1,750 |
| WYTF - Station Frontage | 2,630 | -1,330 | 1,300 |
| WYTF - Outer Ring Road Dualling | 524 | | 524 |
| Low Emission Bus Strategy Grant | 3,300 | | 3,300 |
| Total | 26,083 | -9,710 | 16,373 |

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| Scheme Ref | 2019/20 Transport Capital Programme | 19/20 M1 Budget | Draft 19/20 M2 Budget | Funding Source |
|------------|-------------------------------------|-----------------|-----------------------|----------------|
| | | £1,000s | £1,000s | |

| Public Transport | | | | |
|--------------------------------------|--|-------|-----|-----------------------------------|
| PR01/19 | P&R Site Upgrades | 270 | 270 | Local Transport Plan/ Section 106 |
| PT01/17 | P&R Advance Signage | 80 | 80 | Local Transport Plan |
| PT01/19 | Bus Shelter Improvements | 50 | 50 | |
| PT02/19 | Bus Stop Access Improvements | 20 | 20 | |
| PT0319 | Bus Stop Resurfacing | 30 | 30 | |
| Public Transport - Carryover Schemes | | | | |
| PT03/16 | North York Bus Priorities (Haxby Road/ Wigginton Road Jct) | 201 | 201 | Better Bus Funding |
| PT03/18 | Peasholme Green Bus Stop Improvements | 39 | 39 | Section 106 |
| TM07/16 | Rapid Charger Hubs / Hyper Hubs | 1,436 | 600 | Government Grant/ ERDF Grant |
| TM08/15 | School Bus Exhaust Refits | 217 | 217 | Government Grant |
| PT02/14 | Tour Bus Conversions | 95 | 95 | Government Grant |
| Var. | S106 Bus Stop Improvements | 33 | 5 | Section 106 |

| | | |
|---------------------------------------|--------------|--------------|
| Total Public Transport Schemes | 2,471 | 1,607 |
|---------------------------------------|--------------|--------------|

| Traffic Management | | | | |
|--|--|-------|-------|--------------------------------|
| TM01/19 | Fossgate Pedestrianisation | 20 | 20 | Local Transport Plan |
| TM02/19 | Car Park Electric Vehicle Charging Points | 25 | 25 | |
| TM03/19 | Signing & Lining | 50 | 50 | |
| TM04/19 | AQ Monitoring | 20 | 20 | |
| TM05/19 | Victoria Bar Access Control | 20 | 20 | |
| TM06/19 | City Centre Footstreets VMS | 10 | 10 | |
| TM07/19 | Wigginton Road Multi-Modal Study | 50 | 50 | |
| TM08/19 | Fulford Road Corridor Improvements | 45 | 45 | |
| TM09/19 | Car Park Improvements | 180 | 180 | Council Resources |
| TM10/19 | Hopgrove Lane South Review | 5 | 5 | Local Transport Plan |
| TM12/19 | TSAR Schemes | 1,510 | 1,510 | Council Resources/ Section 106 |
| TM13/19 | Highways Infrastructure Smart Monitoring (Pergamentum) | 46 | 46 | Government Grant |
| New | The Groves Area Experimental TRO | | 20 | Local Transport Plan |
| Traffic Management - Carryover Schemes | | | | |
| TM06/18 | CCTV Upgrades | 176 | 176 | Council Resources |
| TM06/15 | VMS Upgrade: Car Park Occupancy Systems | 70 | 70 | Local Transport Plan |
| TM10/17 | Improved City Centre Signage (Wayfinding) | 350 | 350 | Council Resources |
| TM07/18 | Hungate CCTV | 90 | 90 | Section 106 |
| TM09/17 | Fossgate Public Realm Improvements | 75 | 75 | Council Resources |

| | | |
|---|--------------|--------------|
| Total Traffic Management Schemes | 2,742 | 2,762 |
|---|--------------|--------------|

| Pedestrian & Cycle Schemes | | | | | |
|----------------------------|--|-----|-----|--|-----------------------------------|
| CY05/19 | Rufforth-Knapton Cycle Route | 270 | 270 | York & North Yorkshire LEP/ Local Transport Plan | |
| CY06/19 | Bishopthorpe Road Cycle Route | 145 | 145 | Local Transport Plan | |
| CY01/16a | Acomb Road Cycle Route | 5 | 5 | | |
| CY02/19 | Navigation Road Cycle Improvements | 10 | 10 | | |
| CY03/19 | Advanced Stop Line (ASL) Visibility | 10 | 10 | | |
| CY04/19 | Cycle Minor Schemes | 25 | 25 | | |
| PE01/19 | Pedestrian Schemes | 33 | 33 | | |
| PE02/19 | University Road Footway (Heslington Church) | 25 | 5 | | |
| PE03/19 | Haxby Road Pedestrian Crossings (Clarence Gardens) | 37 | 37 | | |
| PE04/19 | Pedestrian Crossing Review | 60 | 60 | | Local Transport Plan/ Section 106 |
| PE05/19 | Pedestrian Minor Schemes | 50 | 50 | | Local Transport Plan |
| New | Additional Walking & Cycling Schemes | 500 | 500 | Council Resources | |

| Scheme Ref | 2019/20 Transport Capital Programme | 19/20 M1 Budget | Draft 19/20 M2 Budget | Funding Source |
|------------|-------------------------------------|-----------------|-----------------------|----------------|
| | | £1,000s | £1,000s | |

| | | | | |
|--------------------------|--|--|--|--|
| Carryover Schemes | | | | |
|--------------------------|--|--|--|--|

| | | | | |
|---------|--|-----|-----|-------------------|
| PE03/16 | Stonebow/ Peasholme Green Public Realm | 138 | 138 | Council Resources |
|---------|--|-----|-----|-------------------|

| | | |
|---|--------------|--------------|
| Total Pedestrian & Cycle Schemes | 1,308 | 1,288 |
|---|--------------|--------------|

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|-----------------------|--|--|--|--|
| Safety Schemes | | | | |
|-----------------------|--|--|--|--|

| | | | | |
|---------|---|----|----|----------------------|
| SR02/18 | Carr Infants School | 40 | 30 | Local Transport Plan |
| SR03/18 | St Paul's Primary School | | | |
| SR06/18 | St Barnabas Primary School | | | |
| SR01/19 | Clifton Green Primary School | | | |
| SR02/19 | 2020/21 Safe Routes to School Programme Development | 5 | 5 | |
| SR08/18 | Fulford School Access | 10 | 10 | |
| SR07/18 | Lord Deramore's Primary School | 50 | 15 | |

| | | | | |
|--|--|--|--|--|
| Safety & Danger Reduction Schemes | | | | |
|--|--|--|--|--|

| | | | | |
|----------------------------|--|----|----|----------------------|
| LS01/19 | Local Safety Schemes | 22 | 22 | Local Transport Plan |
| | 2020/21 LSS Programme Development | | | |
| | Hull Road/ Melrosegate LSS | | | |
| | Tower Street/ Skeldergate Bridge LSS | | | |
| | Foss Islands/ Navigation Road LSS | | | |
| | Fawcett Street/ Paragon Street LSS | | | |
| | A1237/ A59 Roundabout LSS | | | |
| | Hull Road/ Field Lane Roundabout LSS | | | |
| Minor Local Safety Schemes | | | | |
| LS03/18 | Lindsey Avenue LSS | 10 | 5 | Local Transport Plan |
| LS05/18 | York Road/ Eastfield Avenue, Haxby | 8 | 8 | |
| LS02/19 | A1237/ A19 Roundabout LSS | 10 | 10 | |
| LS04/17 | Hull Road/ Owston Avenue LSS | 52 | 52 | |
| DR01/19 | Danger Reduction | | | |
| | Reactive Danger Reduction | 5 | 5 | |
| | 2020/21 Programme Development | 5 | 5 | |
| DR01/18 | Foxwood Lane Zebra Crossing | 5 | 5 | |
| DR01/17a | Haxby to Strensall - Cross Moor Lane & Haxby Moor Road | 3 | 3 | |
| DR01/17b | Strensall Road Speed Limit | 2 | 4 | |
| DR01/17c | Haxby Road Speed Cushions | 15 | 15 | |

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|---------------------------------|--|--|--|--|
| Speed Management Schemes | | | | |
|---------------------------------|--|--|--|--|

| | | | | |
|----------|---|----|----|----------------------|
| SM01/19 | Speed Mgt Scheme Development for 2020/21 | 10 | 10 | Local Transport Plan |
| SM04/17 | Hempland Avenue Speed Management | 30 | 30 | |
| SM04/18 | Review of Experimental TROs (Various Locations) | 5 | 5 | |
| SM01/18 | Alness Drive Speed Management | 10 | 5 | |
| SM02/15k | Green Lane Rawcliffe Speed Management | 25 | 25 | |
| SM01/16h | Stockton Lane, Stockton-on-the-Forest Speed Mgt | 10 | 10 | |
| SM02/19 | Vehicle Activated Signs (VAS) Upgrade | 20 | 20 | |
| New | Osbalwick 20mph Zone | | 5 | |

| | | |
|-----------------------------|------------|------------|
| Total Safety Schemes | 352 | 304 |
|-----------------------------|------------|------------|

| Scheme Ref | 2019/20 Transport Capital Programme | 19/20 M1 Budget | Draft 19/20 M2 Budget | Funding Source |
|------------|-------------------------------------|-----------------|-----------------------|----------------|
| | | £1,000s | £1,000s | |

| Scheme Development | | | | |
|--------------------|---------------------------------|-----|-----|----------------------|
| Var | Future Years Scheme Development | 50 | 50 | Local Transport Plan |
| Var | Previous Years Costs | 50 | 50 | |
| - | Staff Overheads | 200 | 200 | |

| | | |
|---------------------------------|------------|------------|
| Total Scheme Development | 300 | 300 |
|---------------------------------|------------|------------|

| | | |
|---|--------------|--------------|
| Total Integrated Transport Programme | 7,173 | 6,261 |
|---|--------------|--------------|

Maintenance Schemes

| Maintenance Schemes | | | | |
|---------------------|--------------------------------|-----|-----|-------------------|
| BR01/18 | Special Bridge Maintenance | 930 | 300 | Council Resources |
| SM01/19 | City Fibre Network | 260 | 260 | |
| TM11/17 | Maintenance of Private Streets | 125 | 125 | |

| | | |
|----------------------------------|--------------|------------|
| Total Maintenance Schemes | 1,315 | 685 |
|----------------------------------|--------------|------------|

Major Schemes

| Major Schemes | | | | |
|-------------------|--|-------|-------|---|
| TM07/18 | Transport Access & Security Measures | 500 | 500 | Council Resources |
| PR01/18 | Low Emission Bus Strategy | 3,500 | 3,500 | Government Grant/ Local Transport Plan |
| CZ01/19 | Clean Air Zone Measures | 1,640 | 250 | Council Resources/ Government Grant |
| CY04/15 | Scarborough Bridge Footbridge & Route Improvements | 1,422 | 1,422 | Government Grant/ York & North Yorkshire LEP/ Council Resources |
| STEP | Smarter Travel Evolution Programme | 2,536 | 550 | Government Grant |
| OR01/17 | Outer Ring Road Upgrades | 5,260 | 1,750 | Government Grant |
| | 1. Wetherby Road Roundabout | | | |
| | 2. Monks Cross | | | |
| | 3. Great North Way | | | |
| | 4. Haxby Road | | | |
| | 5. Strensall Road | | | |
| | 6. Clifton Moor | | | |
| 7. Wigginton Road | | | | |
| YC01/17 | Station Frontage | 2,630 | 1,300 | Government Grant |
| OR02/17 | Outer Ring Road Dualling | 524 | 524 | Council Resources/ Government Grant |

| | | |
|----------------------------|---------------|--------------|
| Total Major Schemes | 18,012 | 9,796 |
|----------------------------|---------------|--------------|

| | | |
|--|---------------|---------------|
| Total Transport Capital Programme | 26,500 | 16,742 |
|--|---------------|---------------|

| | | |
|------------------------|------------|------------|
| Overprogramming | 417 | 369 |
|------------------------|------------|------------|

| | | |
|---------------------------------------|---------------|---------------|
| Total Transport Capital Budget | 26,083 | 16,373 |
|---------------------------------------|---------------|---------------|

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