

**Notice of a public meeting of
Decision Session - Cabinet Member for Transport, Planning and
Economic Development**

To: Councillor Levene
Date: Thursday, 19 March 2015
Time: 5.30 pm
Venue: The Thornton Room - Ground Floor, West Offices (G039)

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 Monday 23rd March on 2015.**

*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 17th March 2015.

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 1 - 4)

To approve and sign the minutes of the meeting held on 19th February 2015.

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 18th March 2015**.

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

Filming or Recording Meetings

This meeting will be filmed and a webcast uploaded to the Council's website.

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

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

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

**4. Petition - Additional Bus Stop between (Pages 5 - 18)
Rawcliffe Bar Park & Ride and the Shipton
Road Area.**

This report provides three options for the Cabinet Member's consideration in response to a petition submitted to the Council requesting an additional bus stop between Rawcliffe Bar Park and Ride and the Shipton Road area.

**5. City and Environmental Services Capital (Pages 19 - 34)
Programme - 2015/16 Budget Report**

This report sets out the funding sources for the City and Environmental Services Transport Capital Programme, and the proposed schemes to be delivered in 2015/16. The report covers the Integrated Transport and City and Environmental Services Maintenance allocations.

6. Urgent Business

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

Democracy Officer:

Name: Laura Bootland

Contact Details:

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

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

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

Contact details are set out above.

This information can be provided in your own language.

我們也用您們的語言提供這個信息 (Cantonese)

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

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

Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)

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

 **(01904) 551550**

City of York Council

Committee Minutes

Meeting	Decision Session - Cabinet Member for Transport, Planning and Economic Development
Date	19 February 2015
Present	Councillor Levene (Cabinet Member)

48. Declarations of Interest

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

49. Minutes

Resolved: That the minutes of the Decision Session held on 15 January 2015 be approved and signed by the Cabinet Member as a correct record.

50. Public Participation - Decision Session

It was reported that there had been three registrations to speak under the Council's Public Participation Scheme Agenda Item 4 (Nunthorpe Grove Petition).

Kathryn Roe had registered to speak in support of the petition on behalf of Local residents and Councillor Gunnell as the Ward Member. Both were not in attendance at the meeting.

Tony Fisher had registered to speak in respect of Agenda Item 5 (Consideration of the junction of Sheriff Hutton Road and The Village Strensall) but had withdrawn his registration before the meeting.

A written representation had been received from the Ward Member Councillor Doughty in respect of Agenda Item 5 and these were reported to the Cabinet Member in advance of the meeting. The representation was also attached to the published agenda.

51. Nunthorpe Grove Petition

The Cabinet Member received a report which asked him to consider a 31 signature petition representing 56% of the properties in Nunthorpe Grove requesting that City of York Council consult with residents about introducing a Residents' Priority Parking Scheme.

Officers reported that following a request from Councillor Gunnell they would write to all residents in Nunthorpe Grove informing them of the decision.

Resolved: That the Cabinet Member approve a formal consultation with the residents of Nunthorpe Grove in May 2015.

Reason: Because this is in line with a well established procedure when dealing with requests for new Residents Parking Schemes.

52. Consideration of the junction of Sheriff Hutton Road and The Village, Strensall

The Cabinet Member received a report which outlined the response to a petition which had been received following a minor injury to an accompanied child on their journey to school on 5 November 2014.

He appreciated the work that Ward Members had carried out in regards to the petition and also noted that circumstances had changed since the previous feasibility study had been carried out in 2011.

Officers stated that they would take account of the submitted comments from Councillor Doughty and Strensall with Towthorpe Parish Council.

Resolved: That the Cabinet Member:

- (i) Instruct Officers to undertake an update of the feasibility study carried out in 2011.

Reason: To enable the impact of recent changes in the area to be established and considered in the development of options and to determine more accurate costs for any possible solutions.

- (ii) Instruct Officers to hold a site meeting with representatives of the local community.

Reason: To ensure that the concerns of residents in the area are fully understood during the development of options.

Councillor Levene, Cabinet Member

[The meeting started at 5.35 pm and finished at 5.40 pm].

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Decision Session – Cabinet Member for
Transport, Planning and Sustainability

19 March 2015

Report of the Director of City and Environmental Services

Petition Requesting an Additional Bus Stop between Rawcliffe Bar Park & Ride and the Shipton Road area.

Summary

1. On 22nd January 2015, Cllr. Keith Aspden submitted a petition to the council, from Rawcliffe Liberal Democrats on behalf of local residents, containing names and postcodes of (62) residents in the Rawcliffe area (attached at Annex A).
2. The petition calls for “an additional bus stop between Rawcliffe Bar Park & Ride and the Shipton Road area”, adding that “residents have expressed concerns that it is too far to walk between the main Park and Ride site and their homes. The elderly and disabled residents are particularly affected.” Cllr. Aspden has provided clarification in regard to the wording of the petition, stating that the request “is for the restoration of a stop just inside the entrance of the Park and Ride, failing that, the possibility of the number 2 service using the bus lay-by next to the entrance, where the number 29, 30 and 31 services currently drop off passengers.”
3. This report provides three options for the Cabinet Member’s consideration.

Recommendation

4. The Cabinet Member is recommended to approve option A, to retain the current stopping arrangements.

Reason:

The Park & Ride (P&R) service has been built, principally for the use of P&R customers. Local residents are, of course, entitled to use the service, but its primary purpose is to provide a fast, frequent, direct service in to the city centre. In the daytime, other accessible bus services are available for Rawcliffe residents who find it too difficult to walk to the P&R site. These local bus services provide, in total, four departures per hour to the city centre and

one departure per hour to Monks Cross and Clifton Moor retail parks. The Dial & Ride community transport service is also available to any local residents with mobility difficulties.

Background

5. City of York Council provides six Park & Ride (P&R) services, currently operated under licence by First York. Over 4 million passengers were carried in 2014 and customer surveys have consistently shown that York's P&R services have an excellent reputation amongst commuters and visitors to the city.
6. Since the late 1980's City of York Council has made P&R one of its key policies to combat traffic congestion in the city centre. The concept of P&R is to provide a frequent, high quality, express bus link from car parks around the outer ring road into the core of the city centre, reducing the demand for city centre parking and improving traffic flow.
7. Rawcliffe Bar P&R opened in February 2000. Due to the proximity of this site to the residential area immediately to the east of Shipton Road, many residents have opted to make use of the high-frequency P&R service in preference to the local bus routes which run both along Shipton Road and through the residential area. A recent passenger survey indicated that 17% of passengers using the Rawcliffe Bar P&R service are local residents. However, a passenger count conducted earlier this month showed that 4.3% of passengers were accessing the P&R site on foot, implying that the majority of Rawcliffe residents using the Park & Ride service are driving to the site.
8. Following representations from local residents, circa 2003, a setting-down-only bus stop was installed inside the site entrance. This was located only 120m away from the main P&R terminus stop, directly across the maintenance access into Rawcliffe Country Park. A small (approx. 1 square metre) area of tactile paving was provided for passengers to disembark on to.
9. Over recent years, First York's management have regularly voiced concerns to the council regarding the suitability of the setting-down-only stop inside the site entrance. The specific concern raised by First was that due to the inadequate length of kerb and small paved area, articulated buses could only safely open the front door when stopping there. Passengers were not permitted to disembark via the rear doors as the dropped kerb at the maintenance entrance into the country park meant there was a large step down to road level.
10. At peak times, it was regularly the case that staff driving buses fully loaded with standing passengers would have to ask several other people to exit the bus whenever a local resident requested to alight at the additional setting-down stop. Equally, stopping at this location caused issues in that visitors would inadvertently alight at the stop, assuming it was the final stop, and then complain to the P&R staff.

11. In 2012, First informed council officers that they were not prepared to continue using the stop. Council officers agreed that First's request was reasonable as the stop was having a negative reputational and operational impact on the P&R service.
12. Rawcliffe Bar P&R (route no. 2) is not the only bus service available to Rawcliffe residents. Routes 30, 30X, 31 and 31X (Easingwold-York) serve all stops along Shipton Road approximately 3 times per hour during weekdays, routes 19 (Skelton-York) and 20 (Acomb-Clifton Moor-Monks Cross-University) each provide an hourly service via Eastholme Drive, Howard Drive and Bowness Drive. All of these local bus routes are operated using low-floor, accessible vehicles, with short walking distances to the nearest stops for a significant proportion of Rawcliffe residents.
13. The government's Inclusive Mobility Guidance document (https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/3695/inclusive-mobility.pdf) states, in section 6 (Bus Stops), that:

“In residential areas bus stops should be located ideally so that nobody in the neighbourhood is required to walk more than 400 metres from their home.”
14. The map in Figure 1 shows that the majority of residences in the Rawcliffe area are located within 400 metres walking distance of a local bus service. Of most concern are the areas around the eastern part of Manor Lane and Holyrood Drive, which require more than a 400m walk to access any local bus service. However the nearest bus stops (on Shipton Rd just south of the Manor Drive junction) are still closer than either of the proposed P&R options. Residents at the eastern end of Manor Lane also have the option to use the Hurricane Way footpath and cycleway to access the Clifton Moor area, which is served by the frequent no. 6 bus route.

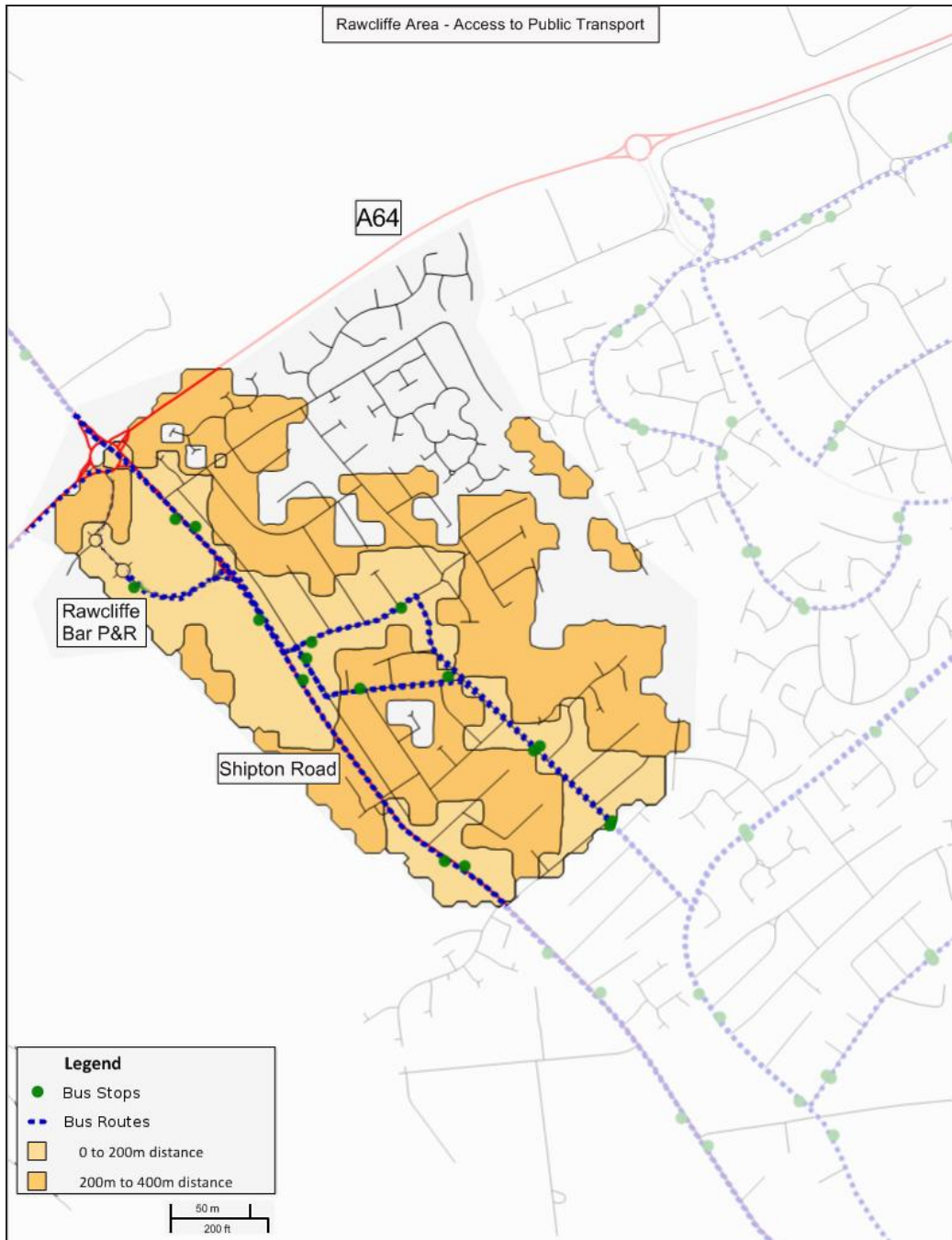


Figure 1: Access to bus services (within 400m walking distance) in Rawcliffe area.

Options

15. Option A – Retain the current stopping arrangements.
16. Option B – Construct a safe, fit-for-purpose setting-down stop inside the site entrance. A straight 20m length of hard standing and kerbs would be necessary, which will hinder maintenance access into the Country Park.
17. Option C – Reconstruct the northbound bus stop on Shipton Road immediately south of the P&R site entrance to allow safe operation of articulated buses. The lay-by would be partially or wholly filled in, with a straight 20m length of kerb installed.

Analysis

Option A

18. This option would incur no cost. The majority of Rawcliffe residents have a number of accessible local bus services available to them with a shorter walking distance than any of the proposed P&R options. Older and disabled residents also have the option of using the council's Dial & Ride service.
19. Whilst the Rawcliffe area does have a lack of evening bus services, giving residents improved pedestrian access to the P&R service would provide limited benefit as the last weekday P&R bus departs from the city centre at 20:05. In any case, Rawcliffe Parish Council currently provides funding to residents for evening taxi travel.

Option B

20. This option would incur a one-off cost of approximately £10,000, to provide a bus stop flag, hard standing and kerbs along a 20m length immediately inside the site entrance (see figure 2). This would reduce the walking distance for residents alighting at the P&R site by 120m. Residents would still have to walk to the main P&R stop to board the service towards the city centre. By way of comparison, stops on local bus routes are typically spaced 250m to 400m apart in suburban areas.
21. There is currently a dropped kerb at the proposed stop location, which allows vehicle access into Rawcliffe Country Park for grounds maintenance and occasional events. Installing a 20m bus stop kerb at this location would block access to this entrance. The council's Parks & Open Spaces Officer advises that blocking this would hinder maintenance work at the Country Park and would obstruct the hosting of major events such as firework displays in future. The current maintenance access was reconstructed in 2012/13 to permit improved access for major events.
22. Without providing suitable kerb length to allow safe use of both doors of the articulated buses, First are not prepared to resume use of this stopping point as their previous concerns, which led to the removal of the original set-down stop, will not have been addressed.
23. Proceeding with this option would provide a bus stop which is slightly closer to the Rawcliffe area (120m). The re-installation of this stop will make it easier for passengers who have difficulty walking or who are carrying heavy shopping. There would be a small ongoing reputational risk to the Rawcliffe Bar service due to P&R passengers having to make an additional stop such a short distance from the terminus. First have reported that the previous set-down stop at this location caused frustration for regular P&R users and confusion for occasional users.

24. The bus stop construction could potentially be funded from the 2015/16 P&R capital budget, but other necessary P&R refurbishment schemes may have to be delayed until the following financial year.
25. However, by impeding the maintenance vehicle access to Rawcliffe Country Park and preventing the venue from hosting future events, there would be a substantial risk of long-term revenue loss and reputational harm to the council. It may be possible to provide a new maintenance access into the country park (eg. directly from Shipton Road or via the camper van parking area at the rear of the P&R site), but this would require a safety and feasibility study to be undertaken. The cost of relocating this access point would require currently unidentified budget for completion.

Option C

26. This option would incur a one-off cost of approximately £20,000, to wholly or partially fill in the current north-west bound lay-by stop on Shipton Road (see figure 2), providing a suitable stop for the use of articulated buses. This estimate does not include any provision for an additional pedestrian crossing point.
27. The walking distance from the main P&R stop to the eastern (residential) side of the signalised pedestrian crossing point on Shipton Road is 200m. The walking distance from the Shipton Road lay-by stop to the eastern side of the pedestrian crossing is 160m, a reduction of just 40m.
28. Proceeding with this option would also result in an ongoing slight reputational risk to the Rawcliffe Bar P&R service due to P&R passengers having to make an additional stop such a short distance from the terminus.
29. Due to the distance to the signalised crossing, a P&R setting down stop at this location is highly likely to encourage more people to cross Shipton Road (which is subject to a 40mph limit) at the southern end of the bus lane. The crossing point at the pedestrian 'desire line' is not signalised and is in close proximity to the busy junction at Howard Drive. Consequently, there is a road safety risk attached to this option. A road safety audit would need to be carried out to assess whether further engineering works would be necessary to create a safe crossing point south of the bus stop.

This option would require currently unidentified budget for completion.



Figure 2: Map showing locations of options B and C.

Consultation

30. Rawcliffe Parish Council and the three Skelton, Rawcliffe and Clifton Without ward members were asked to provide additional comments on behalf of residents. Cllr. Neil McIlveen and Cllr. Joe Watt both responded, stating that they have not been approached by any residents on this matter and are not in favour of introducing the extra stop requested by the petitioners. No responses were received from Rawcliffe Parish Council.
31. Will Pearson, First York's Business Manager advises that *"The former set down stop was created as a half-measure some years ago... when it was requested that we serve the narrow layby on the approach. The set down stop since its creation has been unsafe in its design as there is no appropriate kerbing.*

"The typical bus used on service 2 is a Mercedes [articulated bus] which is 60 feet in length and the rear is close to the entrance when parked... This is also an inconvenience to the true P&R users. Stopping at the stop creates a hazard due to the lack of kerbing, the centre doors cannot be used for safety reasons and so the driver calls the customer forward to the front door, on busy trips this

delays process and creates confusion as first time users are not sure if they are at the final point or not.”

32. Brian Williams, the council’s Parks & Open Spaces Officer, advises, in reference to Rawcliffe Country Park; *“We modified our maintenance gates about two years ago to make it safer and easier to arrange events on the park. We needed to so vehicles and pedestrians alike could access and leave safely... Therefore if taller kerbs were installed it might compromise the work we have done to help us utilize the site as taller kerbs might prevent vehicles entering the site.”*

Council Plan

It is in the council’s best interest not to take any action which, directly or indirectly, undermines the successful operation of P&R or local bus services in the Rawcliffe area, both of which help to deliver Council Plan objectives. Specifically these are to ‘Get York Moving’, ‘Protect Vulnerable People’ and to ‘Build Strong Communities’.

Implications

This report has the following implications:

Financial –

Option A: none.

Option B: Approx. £10k plus potential long-term revenue loss at Rawcliffe Country Park.

Option C: Approx. £20k plus potential cost of constructing a new crossing point on Shipton Road.

Human Resources (HR) - None

Equalities – Older and Disabled persons: Options B and C would both slightly reduce the walking distance for passengers alighting from (but not boarding) the P&R service. Regardless of which option is chosen, there are other local bus services which stop closer to, or the same distance away from, the residential areas of Rawcliffe. There are no implications for other equalities groups.

Legal – None

Crime and Disorder – During the hours of operation of the P&R bus service, Rawcliffe Bar is staffed and has CCTV coverage across the site. There have never been any crime or disorder / personal safety incidents reported in relation to passengers walking from the site back to the main road.

Information Technology (IT) – None

Property - None

Other -

Road Safety: Option C is likely to increase the number of pedestrians crossing Shipton Road at the southern end of the current lay-by stop instead of at the signalised crossing point. Options A and B have no road safety implications.

Parks & Open Spaces: Option B would obstruct maintenance vehicle access to Rawcliffe Country Park. Options A and C have no impact on Parks & Open Spaces.

Risk Management

Options B and C would require further work to be carried out to identify the actual cost of implementation.

Recommendations

That the Cabinet Member is recommended to approve Option A.

Reason:

The P&R service has been built, principally for the use of P&R customers. Local residents are, of course, entitled to use the service but its primary purpose is to provide a fast, frequent, direct service in to the city centre. Other accessible bus services (five departures per hour Mon-Sat, 2 per hour on Sundays), plus Dial & Ride, are available for Rawcliffe residents who find it too difficult to walk from the P&R site.

Contact Details:

Author:

Sam Fryers
Public Transport Planner
Tel: 01904 551434

Chief Officer Responsible for the report:

Neil Ferris
Assistant Director
Highways, Transport and Waste

**Report
Approved**

Date 11/3/2015

Specialist Implications Officer(s)

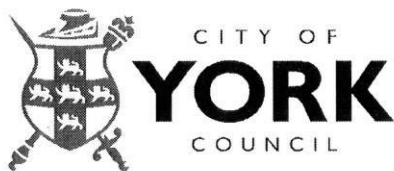
Patrick Looker, Finance Manager

Wards Affected:

Skelton, Rawcliffe and Clifton Without

For further information please contact the author of the report.

Annex A – Copy of Petition.



Councillor Keith Aspden
Leader of the Liberal Democrat Group
22 Heath Moor Drive
Fulford
YO10 4NF
cllr.kaspden@york.gov.uk

22nd January 2014

Mr Neil Ferris
Assistant Director for Transport, Highways and Fleet
West Offices
Station Rise
York
YO1 6GA

Dear Neil,

I am writing to formally submit a petition from Rawcliffe Liberal Democrats on behalf of local residents, calling for an additional bus stop between Rawcliffe Bar Park & Ride and the Shipton Road area.

Residents have expressed concerns that it is too far to walk between the main Park and Ride site and their homes. The elderly and disabled residents are particularly affected.

Please find the petition enclosed. I look forward to hearing from you.

Yours sincerely,

A handwritten signature in cursive script that reads 'Keith'.

Keith Aspden
Leader of the Liberal Democrat Group

Name	Postcode
Gordon Garch	YO30 6NZ
D. Eady	YO30 5RY
Norris	YO30 5UY
I. Martin	YO30 5UE
C.Martin	YO30 5UE
Peter Malcolm Day	YO30 5TH
M.J.Cook	YO30 5UU
C.Cook	YO30 5UU
F.Cook	YO30 5UU
C.Cammidge	YO30 5UF
Mr Schofield	YO30 5UP
Mrs Schofield	YO30 5UP
Doreen Williams	YO30 5TA
Julie Robertson	YO30 5US
S.A Robertson	YO30 5RT
S.Waudby	YO30 5XB
M.Waudby	YO30 5XB
S.Willer	YO30 5XB
N.Willer	YO30 5XB
M.Edwards	YO30 5TR
D.Edwards	YO30 5TR
J.Lea	YO30 5R2
K.Lea	YO30 5R2
Julie Seal	YO30 5R2
Nancy Dave	YO30 5TX
Margaret Cooper	YO30 5RZ
Brian Fawcett	YO30 5XB
Michael Bell	YO30 5TF
Sheila Bell	YO30 5TF
David Inman	YO30 55N
Yvonne Inman	YO30 55N
Helen Coultas	YO30 5US
R.Kirby	YO30 5UR
F.Kirby	YO30 5UR
Ann Barnes	YO30 5XJ
Madge Storey	YO30 5TE
Jean Lord	YO30 5UH
Mary Clough	YO30 5ZL
Leanora Ableson	YO30 5RY
Hebblethwaite	YO30 5TT
Barbara Hendry	YO30 5TE
C.Clarkson	YO30 5TS
J.Clarkson	YO30 5TS
R.Alderson	YO30 5TS
J.Alderson	YO30 5TS

D.M.Horner	YO30 5UR
Swenbank	YO30 5TY
Helen Punt	YO30 5QP
Christine Greenbank	YO30 4SY
L.Hanson	YO30 5QL
M.B.Fielding	YO30 5XE
Abbott	YO30 5TP
J.Dauson	YO30 5TW
M.Pawson	YO30 5UU
V.C.Pawson	YO30 5UU
P.Precious	YO30 5UU
Philip Crowe	YO30 5RY
G.D.McMahon	YO30 5WA
Manoy Haldor	YO30 5UL
V.Fox	YO30 5TW
Marsded	YO30 5TE
M.Hier	YO30 5UP



Cabinet Member for Transport, Planning, and Economic Development

19 March 2015

Report of the Director of City and Environmental Services

City and Environmental Services Capital Programme – 2015/16 Budget Report

Summary

1. The report sets out the funding sources for the City and Environmental Services Transport Capital Programme, and the proposed schemes to be delivered in 2015/16. The report covers the Integrated Transport and CES Maintenance allocations.

Recommendations

2. The Cabinet Member is requested to:

Approve the proposed 2015/16 City and Environmental Services Transport Capital Programme as set out in this report and Annexes 1 and 2.

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 26 February 2015, the CES Transport Capital Programme budget for 2015/16 has been confirmed as **£5,292k**. The budget includes £1,570k of Local Transport Plan (LTP) funding, plus other funding from the Better Bus Area Fund (BBAF) grant, the Department for Transport's Local Pinch Point Funding (Tranche 3) grant, developer contributions, and council resources.

4. This is a lower level of funding than was available in 2014/15 (£11,879k budget at Monitor 2), due to the completion of the Access York scheme in 2014/15, which was a single high value project.

Proposed Transport Capital Programme

5. The proposed programme has been split into a number of blocks (shown in Table 1), which summarise the strategic aims of the third Local Transport Plan (LTP3) and the Council Plan. More details of the proposed allocations are included in the following paragraphs and in Annex 1 to this report.
6. The allocations shown in Table 1 include funding for schemes committed in previous years and an allowance for overprogramming. Overprogramming is used in the capital programme to ensure the funding allocation is fully spent within the year. It allows reserve schemes to be developed and delivered if other schemes are delayed due to unforeseen circumstances.
7. From the start of the LTP3 period, the level of overprogramming has been kept to a much lower proportion than in previous years, due to the reduced Local Transport Plan funding allocation compared to previous years.

Table 1: Proposed 2015/16 Transport Capital Programme

Proposed Transport 2015/16 Capital Programme	£1,000s
Access York	350
Public Transport Schemes	775
Traffic Management	2,359
Pedestrian & Cycling Schemes	468
Safety Schemes	450
Scheme Development	700
CES Maintenance Schemes	190
Total Transport Budget	5,292
Overprogramming	500
Total Transport Programme	5,792

8. The proposed programme for 2015/16 has been developed to support the five strategic aims of LTP3, and the priorities identified in the Council Plan, including the delivery of the A19 Pinchpoint scheme to better manage congestion on the A19 (South) corridor. It includes some schemes from the 2014/15 capital programme which have carried over into 2015/16, and schemes that were developed in 2014/15 for implementation in 2015/16.
9. Project Initiation Documents (PIDs) have been drafted for all new schemes and the proposed reserve schemes in the 2015/16 capital programme. These summarise the aims of the scheme, the expected outcomes, and the proposed programme of works, and are listed in Annex 2 to this report.
10. The Access York scheme was completed in summer 2014 and provided a new Park & Ride site on the A59 Boroughbridge Road (Poppleton Bar), improvements to the A59 roundabout including a new pedestrian/ cycle subway, and the construction of a new Park & Ride site on Tadcaster Road (Askham Bar) to replace the existing, smaller, site. This has created over 1,100 additional car parking spaces at the Park & Ride sites. Funding has been allocated in the 2015/16 capital programme for payment of the retention costs for this scheme.
11. Funding has been allocated for the ongoing programme of improvement work at the Park & Ride sites across the city, and a programme of work to address pinchpoints on the bus network across the city. This is expected to include upgrades to traffic signals as well as minor works to address issues raised by the bus operators.
12. The proposed capital programme also includes some public transport schemes from 2014/15 that have been carried forward into 2015/16, due to delayed progress on these schemes. This includes the Clarence Street bus priority scheme, which was approved in 2014/15 but has been delayed due to the length of time required for utility diversion works, and the proposed new bus shelter at Roman House on Rougier Street, which has been delayed until the developer of the building has completed their works.

13. As reported in the Monitor 3 report to Cabinet in February 2015, part of the A19 Pinchpoint grant funding was carried forward to 2015/16 due to the length of time needed to design and gain approval for the scheme. Preparatory work for the scheme has commenced and the main site construction for Phase 1 is expected to start in April 2015 and continue into 2015/16. Work on Phases 2 and 3 will follow Phase 1 (timescales for Phase 3 are dependent on the Germany Beck Development).
14. The Traffic Management block also includes funding for the continued development of the Urban Traffic Management & Control/ Bus Location & Information Sub-System systems, funding for improvements to traffic signals across the city, and funding to continue the upgrade of Variable Message Signs.
15. Funding has been allocated for the ongoing review of street furniture to reduce street clutter, and to continue the ongoing review of the operation of the Footstreets area. An allocation has also been made for the continued monitoring of air quality in the city centre.
16. As in previous years, funding has been allocated for the implementation of smaller-scale schemes to improve facilities for pedestrians and cyclists across the city. The proposals to improve facilities for cyclists at Monkgate Roundabout were developed and approved in 2014/15 for implementation in 2015/16, and funding has been allocated for the construction of an on-road cycle route on Holgate Road, following design and consultation work carried out in 2014/15.
17. The council has been awarded £2m grant funding to widen Scarborough Bridge footbridge to make it more accessible for all users. Access ramps will also be constructed on both sides of the river to provide step-free access for cyclists, pedestrians, and wheelchair users. The grant funding is from the Department for Transport Cycle City Ambition grant, and is being matched by £1m funding from council resources over three years, with implementation of the scheme planned for 2017/18.
18. As requested following the Cabinet Calling-In meeting in January, further work has been carried out to review the design of the proposed Jockey Lane Cycle Route scheme. It is

proposed to allocate an additional £45k for this scheme in 2015/16, as the proposed measures to protect existing trees along the route (the need for excavation by hand and specialist surfacing in the vicinity of the trees) have a higher cost than the original proposals for the scheme.

19. Funding has been allocated to continue the School Safety Schemes programme, which will implement measures to improve walking and cycling facilities and address safety issues on routes to school. A separate allocation has also been included for a review and upgrade of the 'flashing light' systems used at School Crossing Patrol sites.
20. The Local Safety Schemes/ Danger Reduction allocation will fund the development and implementation of measures to address safety issues at sites with a recent history of accidents, including investigation of issues raised by the public through the Danger Reduction allocation.
21. The allocation for speed management work will allow measures to address speed management issues (as identified through the Speed Review Process) to be implemented in 2015/16. The proposed 20mph speed limits for Navigation Road and Walmgate (following a petition presented at the December 2014 Decision Session meeting) would also be funded from the speed management budget.
22. The council has previously funded the installation of Vehicle Activated Signs (VAS) across York and the surrounding villages as part of the speed management programme. Funding has been allocated to carry out a review of the locations and effectiveness of the current VAS (which have been in place for up to five years), with the potential for repair, replacement, redeployment or extension of the current assets.
23. Funding has been allocated to allow schemes to be developed for implementation in future years, and Section 106 funding has been included in the programme to develop and implement schemes linked to new developments.
24. As in previous years, an allocation of £50k has been included to fund retentions, final completion works, and items identified during the safety audits of schemes completed in previous years. Funding has also been allocated for the staff costs

incurred in the development and implementation of schemes in the transport capital programme.

25. Funding has been allocated for the ongoing programme of restoration work on the City Walls. Work on the Walmgate Bar restoration scheme started in November 2014, and funding for the scheme has been carried over from 2014/15 as the works are now expected to be completed in April 2015.
26. An allocation of £50k has been carried forward from 2014/15 to continue the programme of alleygating work across the city.
27. There are a number of schemes in the 2014/15 capital programme that are expected to continue into 2015/16, due to delays in implementing these schemes in 2014/15. This includes the installation of new token barriers at Askham Bar and Grimston Bar, and schemes funded through the Better Bus Area 2 grant, including the Burdyke Avenue improvements. Carryover funding for these schemes will be added to the 2015/16 capital programme at the Consolidated Report in summer 2015.

Consultation

28. The capital programme is decided through a formal process, using a Capital Resource Allocation Model (CRAM). CRAM is a tool used for allocating the council's scarce capital resources to schemes that meet corporate priorities.
29. Funding for the capital programme was agreed by the council on 26 February 2015. Whilst 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

30. The Cabinet Member has been presented with a proposed programme of schemes, which have been developed to implement the priorities of the Local Transport Plan and the Council Plan.

Analysis

31. The programme has been prepared to meet the objectives of the LTP3 and the Council Plan priorities, implement the remaining schemes in the BBAF programme, and implement the A19 Local Pinch Point Fund improvements.

Council Plan

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

Implications

33. The following implications have been considered:
- (a) **Financial** – See below.
 - (b) **Human Resources (HR)** – In light of the financial reductions in recent years Cabinet Members 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 providing flexible additional Capacity and reflecting the one of nature of Capital projects.
 - (c) **Equalities** – There are no Equalities implications.
 - (d) **Legal** – There are no Legal implications.
 - (e) **Crime and Disorder** – There are no Crime & Disorder implications.
 - (f) **Information Technology (IT)** – There are no IT implications.
 - (g) **Property** – There are no Property implications
 - (h) **Other** – There are no other implications

Financial Implications

34. The LTP allocation for 2015/16 was confirmed by the Department for Transport on 24 July 2014. Following approval at Full Council on 26 February 2015, the full City and Environmental Services Transport Capital Programme budget is **£5,292k**. The programme will be amended to include carryover funding from 2014/15 at the Consolidated Report in summer 2015.
35. The programme is funded as follows:

Funding	2015/16
	£1,000s
Local Transport Plan	1,570
CYC Resources – LTP Road Safety Scheme Programme	300
Better Bus Area Fund (EIF)	550
A19 Pinchpoint Grant	1,499
CYC Resources – Highways	550
CYC Resources – Scarborough Bridge	333
CYC Resources - City Walls	140
CYC Resources - Alleygating	50
Section 106	300
Total Budget	5,292

36. If the allocations proposed in this report are accepted, the total value of the CES Transport Capital Programme for 2015/16 would be **£5,792k** including overprogramming. The overprogramming level of £500k is felt to be appropriate for the level of funding available in 2015/16.

Risk Management

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

will be prepared and measures taken to reduce and manage risks.

38. Whilst the first phase of the A19 Pinch Point Scheme, covering the junction with the A64, is effectively underway, the remaining phases will be subject to wider consultations that could influence the final design and may potentially cause some delays. The timing of these following phases will also need to be co-ordinated with the programming of junction improvements related to the Germany Beck development.

Contact Details

Author:	Chief Officer Responsible for the report:		
David Carter Major Transport Programmes Manager City & Environmental Services Tel No. 01904 551414	Neil Ferris Assistant Director - Transport, Highways and Waste		
	Report Approved	✓	Date 13/02/15
Specialist Implications Officer(s) <i>List information for all</i>			
Wards Affected:	All	✓	
For further information please contact the author of the report			

Background Papers:

CES 2014/15 Capital Programme: Monitor 1 Report – 11 December 2014

Annexes

Annex 1: Proposed 2015/16 City and Environmental Services Capital Programme

Annex 2: List of Draft Project Initiation Documents

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Scheme Ref	2015/16 Transport Capital Programme	Total 15/16 Budget	Comments
		£1,000s	

Access York Phase 1			
AY01/09	Access York Retention Costs	350.00	Payment of contract retention costs

Total Access York Phase 1	350.00
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Public Transport Schemes			
PT01/15	Park & Ride Site Upgrades	25.00	Upgrades at existing Park & Ride sites
PT02/15	Bus Network Pinchpoint Improvements	200.00	Works to identify and address issues

Public Transport - Carryover Schemes			
PT03/14	BBAF - Duncombe Place Contribution (Reinvigorate York)	100.00	Contribution to Reinvigorate York scheme
PT05/12	BBAF - Clarence Street Bus Priority Scheme	100.00	Carriageway widening & bus priority measures on Clarence Street
PT08/12b	BBAF- Way-Finding Scheme Contribution (Reinvigorate York)	30.00	Contribution to Reinvigorate York scheme to install new city centre signing
PT09/12b	BBAF - Museum Street Bus Stop	70.00	Improvements to P&R bus stop on Museum Street
PT10/12b	BBAF - Rougier Street - Roman House Bus Shelter	250.00	Replacement of existing shelter attached to Roman House with new bus shelter

Total Public Transport Schemes	775.00
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Traffic Management			
TM03/13	A19 Pinchpoint Scheme	1,999.00	Measures to address congestion on A19 South (Designer Outlet to Fulford Village)
TM01/15	Street Furniture Review - Signing & Lining	20.00	Review of street furniture, signing & lining for decluttering
TM02/15	Footstreets Review	10.00	Review of operation of existing Footstreets area
TM03/15	Air Quality Monitoring	20.00	Purchase of air quality monitoring equipment
TM04/15	Urban Traffic Management & Control/ Bus Location & Information Sub-System	60.00	Improvements to existing traffic control systems
TM05/15	Traffic Signals Improvements	200.00	Improvements to existing traffic signals across the city
TM06/15	Variable Message Signs (VMS) Upgrade	50.00	Review of existing Variable Message Signs and upgrades to equipment

Total Traffic Management	2,359.00
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Scheme Ref	2015/16 Transport Capital Programme	Total 15/16 Budget	Comments
		£1,000s	

Pedestrian & Cycling Schemes			
PE01/15	Pedestrian Minor Schemes	20.00	Minor improvements for pedestrians across the city
CY01/15	Cycle Minor Schemes	20.00	Minor improvements for cyclists across the city
CY02/15	Monkgate Roundabout Cycle Route	30.00	Measures to address safety for cyclists at Monkgate Roundabout
CY03/15	Holgate Road Cycle Route	20.00	Implementation of new on-road cycle route
CY04/15	Scarborough Bridge Improvements	333.00	Development of scheme to improve existing footbridge at Scarborough
Pedestrian & Cycling Schemes - Carryover Schemes			
CY01/13	Jockey Lane Cycle Route	45.00	New off-road cycle route linking up two existing routes

Total Pedestrian & Cycling Schemes	468.00
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Safety Schemes			
Var.	School Safety Schemes	100.00	Continuation of the Safe Routes to Schools programme
SR01/15	School Crossing Patrol Improvements	100.00	Upgrades to flashing light systems used at school crossing patrol sites
Var.	Local Safety Schemes/ Danger Reduction	100.00	Implementation of schemes to address safety issues
Var.	Speed Management	100.00	Implementation of schemes identified in the Speed Management Review process
SM01/15	Vehicle Activated Signs (VAS) Review	50.00	Review of locations and effectiveness of existing VAS

Total Safety Schemes	450.00
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Scheme Development			
SD01/15	Future Years Scheme Development	50.00	Development of schemes for implementation in future years
SD02/15	Development-Funded Schemes	300.00	Development and implementation of schemes linked to new developments
-	Previous Years Costs	50.00	Budget required for minor completion works and retention payments
-	Staff Costs	300.00	Staff resources required to support transport capital programme

Total Scheme Development	700.00
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Total Integrated Transport Programme	5,102.00
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Scheme Ref	2015/16 Transport Capital Programme	Total 15/16 Budget	Comments
		£1,000s	

CES Maintenance Budgets

City Walls			
CW01/15	City Walls Restoration	90.00	Repairs and restoration work on the City Walls
CW01/12	Walmgate Bar	50.00	Completion of restoration work at Walmgate Bar

Total City Walls	140.00
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Alleygating			
AG01/13	Alleygating Programme	50.00	Continued programme of alleygating works across the city

Total Alleygating	50.00
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Total CES Maintenance Schemes	190.00
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Total Capital Schemes	5,292.00
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Total Reserve Schemes	500.00
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Total Capital Programme	5,792.00
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2015/16 Budget Report – Draft Project Initiation Documents (PIDs)

PID Ref.	Scheme
2015/16 Capital Programme Schemes	
1	Park & Ride Site Upgrades
2	Bus Network Pinchpoint Improvements
3	BBA2 - Congestion Busting
4	BBA2 - Scarcroft Road/ The Mount Signals
5	Street Furniture Review - Signing & Lining
6	Footstreets Review
7	Urban Traffic Management & Control/ Bus Location & Information Sub-System
8	Traffic Signals Improvements
9	Variable Message Signs (VMS) Upgrade
10	Pedestrian Minor Schemes
11	Cycle Minor Schemes/ Cycle Parking
12	Monkgate Roundabout Cycle Route
13	School Safety Schemes
14	School Crossing Patrol Improvements
15	Local Safety Schemes/ Danger Reduction
16	Speed Management
17	Vehicle Activated Signs (VAS) Review
18	Future Years Scheme Development
19	Development-Funded Schemes
2015/16 Capital Programme: Reserve Schemes	
20	Bus-SCOOT Corridor Improvements
21	ResPark Schemes
22	Public Rights Of Way Improvements

Note: All PIDs are in draft format and will be finalised once the 2015/16 Capital Programme budget has been approved.

Please contact the report author for copies of any of the draft PIDs.

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