

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

To: Councillor Gillies

Date: Thursday, 23 July 2015

Time: 5.00 pm

Venue: The Auden Room - Ground Floor, West Offices (G047)

AGENDA

Notice to Members - Calling In:

Members are reminded that, should they wish to call in any item* on this agenda, notice must be given to Democracy Support Group by **4:00 pm on Monday 27th July 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 Tuesday 21st July 2015.

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 - 2)
To approve and sign the minutes of the meeting held on 18th June 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 22nd July 2015**.

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

Filming or Recording Meetings

Please note this meeting will be filmed and webcast and that includes any registered public speakers, who have given their permission. This broadcast can be viewed at <http://www.york.gov.uk/webcasts>. 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. **Aldreth Grove - Petition for ResPark** (Pages 3 - 12)
This report presents a 17 signature petition requesting that City of York Council consults with residents on Aldreth Grove to introduce a Residents Priority Parking Scheme.
5. **Proposal to Restrict Public Rights over the Alleyway between Stanley Street and Warwick Street (Stanley Mews)** (Pages 13 - 56)
This report advises the Executive Member of a Public Spaces Protection Order which has been requested by local residents, North Yorkshire Police, Safer York Partnership and Councillors.

- 6. Murton Neighbourhood Plan** (Pages 57 - 82)
This report recommends that the application by Murton Parish Council for a Neighbourhood Plan boundary is approved in order to allow the Plan to progress.
- 7. Askham Lane - Petition for Crossing** (Pages 83 - 88)
The purpose of this report is to consider a 174 signature petition requesting City of York Council to establish a pedestrian crossing on Askham Lane in the vicinity of Westfield School.
- 8. City and Environmental Services 2014/15 Capital Programme Outturn Report** (Pages 89 - 112)
The purpose of this report is to inform the Executive Member of the outturn position for schemes in the 2014/15 CES Capital Programme, including the budget spend to 31 March 2015, and the progress of schemes in the year.
- 9. 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 مہیا کی جاسکتی ہیں۔ (Urdu)

 (01904) 551550

City of York Council

Committee Minutes

| | |
|---------|--|
| Meeting | Decision Session - Executive Member for Transport and Planning |
| Date | 18 June 2015 |
| Present | Councillor Gillies |

1. Declarations of Interest

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

2. Minutes

Resolved: That the minutes of the last two Decision Sessions held on 19th March and 26th March 2015 were approved and signed by the Executive Member as a correct record.

3. Public Participation - Decision Session

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

4. Confirmation of Article 4 Direction, The Punchbowl Public House, Lowther Street, York

The Executive Member for Transport and Planning considered a report which sought authority to confirm the Article 4 Direction made by the Council on the 24th December 2014 to remove permitted development rights for the change of use of the Punch Bowl Public House to a class A1 retail use.

Officers outlined the report and advised that there was no further update.

The Executive Member agreed the recommendations as contained at paragraph 26 of the report.

Resolved: (i) That the Direction be confirmed.

(ii) That the Notice of the confirmation be publicised locally by means of Press Notice and site notice and the Secretary of State be informed of the confirmation as required by the regulations.

Reason: To continue to prevent loss of the Punch Bowl public house to a retail use without prior consideration of the impact through a planning application.

Councillor Gillies, Chair

[The meeting started at 5.00 pm and finished at 5.05 pm].



Decision Session
Executive Member for Transport & Planning

23 July 2015

Report of the Director of City and Environmental Services

Petition – Residents Parking on Aldreth Grove

Summary

1. The purpose of this report is to consider a 17 signature petition (attached at Annex A) representing 54% of the properties in Aldreth Grove requesting that City of York Council consult with residents on introducing a Residents' Priority Parking Scheme (ResPark). After this petition was received, the Council also received comments from properties on Bishopthorpe Road to be included in any proposed scheme and to also extend the proposed zone to include Cameron Grove and St Clements Grove. However, they have not been included in the initial petition from residents.

Recommendations

2. The Executive Member is asked to approve:

Option 1; a formal consultation with Aldreth Grove (petition received) and also the surrounding streets (currently not signed a petition). This includes Cameron Grove, St Clements Grove and Bishopthorpe Road (part).

Reason: Although this is not common procedure when dealing with requests for new Residents Parking Schemes, due to the location and consequent concerns from nearby residents, currently not petitioned, it would be more practicable on this occasion to consult with both Aldreth Grove and the surrounding streets at the same time.

Timescale: The consultation can be prepared and delivered to properties in August 2015.

Background

3. In October 2014, a Residents' Priority Parking Area was implemented opposite Aldreth Grove in Nunthorpe Drive, Nunthorpe Crescent, Nunthorpe Gardens and Nunthorpe View. The timing of this petition suggests there may have been some commuter vehicles displaced onto Aldreth Grove with its close proximity to the city centre and Rowntree Park.
4. The additional parking on Aldreth Grove has caused some residents to consider the amount of non-residential parking taking place to be unacceptable. Residents of Bishopthorpe Road have also advised the Council that parking to the front of their properties is difficult and they are often forced onto the side streets.
5. It must be highlighted that if ResPark is implemented on Aldreth Grove only, due to the nature of the street with a row of terraced houses on both sides, it is likely that there may still not be enough on street parking available for each property to park a vehicle on street. As such, residents may continue to resort to parking on surrounding streets, which are currently unrestricted, hence the recommended option to consult the surrounding area as a whole.

Consultation

6. Information about Residents Parking would be hand delivered to all properties. Information would include the cost of permits for residents together with a plan outlining the proposed zone boundary (Annex B). Residents would be asked to return a ballot sheet in the freepost envelope provided. The result of the ballot would be reported to a Director Decision Session in order that an outcome could be formally recorded on the Council's website.
7. The Director's decision would be premised on moving to formal consultation for a new Traffic Regulation Order. This would only happen if a 50% return of ballot sheets was achieved with the majority in favour of introducing a resident parking scheme.

Options

8. The options available are:
 - 1 To undertake a formal consultation with a wider area including Aldreth Grove, Cameron Grove, St Clements Grove and Bishopthorpe Road (part) (Annex B);

2 To consult with Aldreth Grove residents only (Annex C);

3 To consider the level of support is not sufficient at this time to warrant further consultation.

Analysis

9. Option 1 gives a better indication of the level of support in the area. The ballot is confidential and residents will be able to express an opinion without fear of reprisal. A consultation will better inform officers of any special needs of residents which may have to be considered within a final draft scheme. Although this option is not common procedure for considering such requests, as usually requests to be consulted on ResPark should be resident driven, on this occasion it would be deemed necessary to gain a better prospective of the area concerned as a whole.
10. Option 2 is in line with the well established process for considering such requests. However, Aldreth Grove is a terraced street in the middle of an unrestricted area and implementing ResPark on Aldreth Grove alone would not fully resolve the parking situation as a whole.
11. Option 3 does not adequately meet the expectations of the local residents. Hence this is not the recommended option.

Council Plan

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

Implications

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

Human Resources (HR): There are no HR implications

Equalities: There are no equalities implications

Legal: There are no legal implications

Crime and Disorder: There are no crime and disorder implications

Information Technology (IT): There are no IT implications

Property: There are no property implications

Other: There are no other implications

Risk Management

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

Contact Details

Author:

Annemarie Howarth
Traffic Technician
Traffic Management
Tel No. 01904 551337

Chief Officer Responsible for the report:
Neil Ferris
Assistant Director CES

**Report
Approved**



Date 9th July 2015

Wards Affected: Micklegate

All

For further information please contact the author of the report

Background Papers: None

Annexes

Annex A – Copy of front page of petition

Annex B – Plan of extended area to be consulted showing existing ResPark zones

Annex C – Plan of Aldreth Grove only

Annex A

Copy of Petition Front Page

REF:AM RESIDENT
PARKING Request

R1 North Grove
YORK YORK ILB

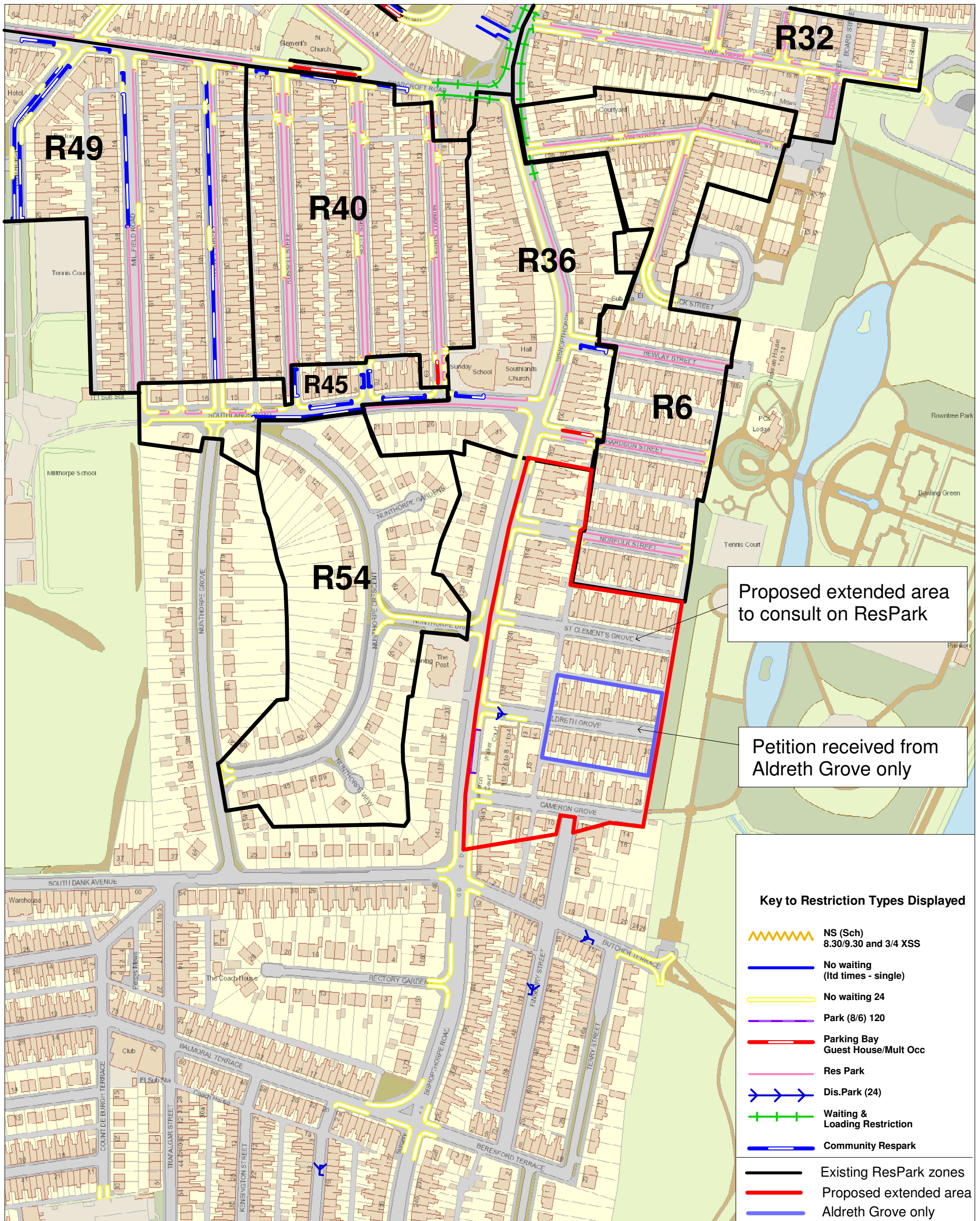
4/4/2015

Dear Mr Howarth,

Each resident in North Grove received a petition on Residents Parking. Enclosed are all the returned petition forms. I await your reply on any further developments.

Thank you for your time

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Proposed extended area to consult on ResPark

Petition received from Aldreth Grove only



Aldreth Grove - petition for Residents Parking
Residents parking boundaries - existing and proposed

| | |
|-------------|------------|
| SCALE | 1 : 2500 |
| DATE | 25/06/2015 |
| DRAWING No. | |
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Annex C

Plan of Aldreth Grove Only



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Decision Session
Executive Member for Transport & Planning

23 July 2015

Report of the Director of City and Environmental Services

Public Rights of Way – Proposal to restrict public rights over the alleyway between Stanley Street and Warwick Street (Stanley Mews), Guildhall Ward, using Public Spaces Protection Order legislation

Summary

1. This Public Spaces Protection Order (PSPO) has been requested by local residents, North Yorkshire Police, Safer York Partnership (SYP) and Councillors in order to reduce the detrimental effect that the persistent crime and anti-social behaviour (ASB) currently associated with this alleyway, is having on the quality of life of those in the locality. An informal consultation was carried out in December 2014, followed by a statutory consultation in June 2015. As representations have been received, a decision is requested as to whether or not to seal and make operative the draft PSPO under section 59 of the Anti-social Behaviour, Crime and Policing Act 2014, to restrict access along this alleyway.

Recommendation

2. The Executive Member is asked to consider:

Option 1: Sealing and making operative the draft Public Spaces Protection Order ([Annex 1](#)).

Reasons:

3. a) The Council has a duty under Section 17 of the Crime and Disorder Act 1998 to implement crime reduction strategies in an effort to reduce overall crime in their administrative area. This Order will support that obligation.
- b) Two formal representations concerning the draft Order have been received, however following a site meeting with residents and Guildhall Councillors it is considered that the concerns raised from the representations have been addressed.

c) With due regard to the Public Sector Equality Duty (PSED) under section 149 of the Equality Act 2010, the Council has identified that there is one positive and six negative impacts of this gating scheme which involve mobility and access issues (Annex 3 - Community Impact Assessment). Some of the negative impacts can be mitigated by design and installation options. Public Spaces Protection Orders must also be reviewed every three years, or on demand, which can accommodate any change in local circumstances. It may be considered that the positive impact of additional security to residents, increasing peace of mind and providing a safe area to the rear of properties justifies the negative impacts.

Background

4. Delegated Authority exists for the Director of City and Environmental to seal Public Spaces Protection Orders, however as formal representations have been received following the statutory consultation a decision is requested from the Executive Member for Transport & Planning.
5. Informal consultations for this gating scheme were carried out in December 2014 (Annex 2).
6. Waste collection arrangements for this street have changed from rear to front of property since the informal consultation was carried out. Therefore, should alleygates be installed, waste collection will not be affected.
7. Statistics provided by SYP (Annex 4) show that in the 12 months between November 2013 and November 2014, for the 36 properties affected/adjacent to this alleyway, there were no recorded incidents of crime and anti-social behaviour. However, this may be a result of residents reporting incidents directly to the Council's Community Enforcement Team (CET). Statistics from the CET show that in the period 18/12/2014 – 19/01/2015, there were four incidents of ASB which could be considered a high number of incidents for only 36 properties. For the period of November 2012 to October 2013, there were 2 reported incidents of crime and 2 incidents of ASB.
8. The Council, as highway authority has powers available to it, under section 59 of the Anti-social Behaviour, Crime and Policing Act 2014, to make a Public Spaces Protection Order. Once an Order is made it can be reviewed and either varied or revoked (s61). Annex 5 summarises the requirements of this legislation along with details of the Home Office Guidance on the use and life of a Public Spaces Protection Order.

9. In making a decision to make such an Order, the decision maker must have regard to the Public Sector Equality Duty (PSED) referred to in paragraph 2(c) of this report. This requires the decision maker to have due regard to the need to eliminate unlawful discrimination, harassment, victimisation and other conduct prohibited by the Equality Act 2010; advance equality of opportunity between people who share a protected characteristic and those who do not and; and foster good relations between people who share a protected characteristic and those who do not. The protected characteristics include age, disability, pregnancy and maternity and race.
10. Guildhall Councillors are in full support of this scheme.

Consultation

11. There are 36 properties affected by this proposal. The results from the informal consultation are attached (Annex 2). No objections were received.
12. The results from the formal consultation are also attached (Annex 6). No objections were received, however two representations were made by residents and these are shown in Annex 6.

Options

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

Analysis

14. Option 1
If the draft Public Spaces Protection Order is sealed, the alleyway will be gated at all times. Only those residents living in properties which are adjacent to or adjoining the restricted route will be given a Personal Identification Number (PIN) with which to access the gates, along with emergency services and utilities that may need to access their apparatus.
15. The Order will then be reviewed after 3 years or before if necessary, by conducting a full consultation with residents. Depending on the outcome, the gates could either remain in situ; the conditions by which they remain in situ could be changed; or, they could be removed altogether.
16. *In response to the representations raised:*

It is not possible to install alleygates at the Warwick Street end of the alley as this would be in contravention of the legislation which states that “a *public spaces protection order may not restrict the public right of way over a highway that is the only or principal means of access to a dwelling*”. In this case, Nos 1 & 2 Stanley Mews both have their principal means of access within the alleyway.

At a recent site meeting with residents and Councillors, the positioning of the alley gate at the back of Nos 1 & 2 Stanley Mews was agreed, so as not to hinder access to the alleyway with cycles. The provision of extra railings was also agreed.

17. There have been two site meetings with officers, residents and Councillors to discuss the proposed position of the gates, to ensure that, if gates are installed, vehicle access for both cars and cycles is maintained.
18. A Community Impact Assessment has been carried out (Annex 3) and the summary is at paragraph 3.c. After consultation with residents the Council is not aware of any resident, at this point in time, who may have difficulties in accessing the gates because of a protected characteristic under the Equality Act 2010 (e.g. due to age or disability). However, the gates will present an extra obstacle to those who access the alleyway using a vehicle, as they will be required to get in and out of their vehicles to open and then close the gates.
19. The change of refuse collection from rear to front of property has already been implemented. Anyone who has physical difficulty presenting their bagged waste to the pavement may opt to register for an assisted collection.
20. Option 2
This option would leave the alleyway open for use by the public and the incidents of crime and ASB are therefore likely to continue at previous levels. Notwithstanding this, gating this alleyway may be revisited in the future.

Council Plan 2011 - 2015

21. The gating of the alleyway would support the Council Plan priority to ‘*Build Stronger Communities*’.

“Safer inclusive communities –

To tackle crime and increase community safety, we will raise the community profile of the Safer York Partnership and establish an

annual crime summit. We will also work with the Safer York Partnership to engage residents in tackling antisocial behaviour in our neighbourhoods”.

Implications

22. The following implications have been considered:

- (a) **Financial** - Capital funding has been secured for the scheme through the Council and SYP. To supply and fit two double (vehicle) gates with locks and one single gate with lock, is approximately £2,500. The quote for additional railings has yet to be received. The authority is responsible for the maintenance of gates installed using Public Spaces Protection Orders.
- (b) **Human Resources (HR)** – To be delivered using existing staffing resources.
- (c) **Equalities** – The implications are summarised at paragraph 3.c and referred to in the main body of the report.
- (d) **Legal** – Section 59 of the Anti-social Behaviour, Crime and Policing Act 2014 enables the Council to make a Public Spaces Protection Order restricting access to an alleyway which is a public highway where the Council is satisfied that (a) activities carried on in a public place within the authority’s area have had a detrimental effect on the quality of life of those in the locality, or (b) it is likely that activities will be carried on in a public place within that area and that they will have such an effect, and that these activities are, or are likely to be, persistent and unreasonable in nature, and justify the restrictions imposed by the notice. Before making such an Order the Council must also consider the likely effect of the Order on adjoining and adjacent occupiers of premises and other persons in the locality. Where the highway constitutes a through route the Council must consider the availability of a reasonably convenient alternative route.
- (e) **Crime and Disorder** – This report is based on tackling crime and anti-social behaviour issues as set out in the main body of the report and Annexes.
- (f) **Information Technology (IT)** – None.
- (g) **Property** – There are no property implications.

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

Risk Management

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

Contact Details

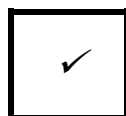
Author:

Claire Robinson
Rights of Way
Transport Service
Tel No. (01904) 554158

Chief Officer Responsible for the report:

Neil Ferris
Assistant Director, Transport, Highways and
Waste

**Report
Approved**



Date 10th July 2015

Specialist Implications Officer(s)

Wards Affected: Guildhall Ward

For further information please contact the author of the report

Background Papers

- Anti-social Behaviour, Crime and Policing Act 2014
- Crime and Disorder Act 1998
- Countryside and Rights of Way Act 2000
- Clean Neighbourhoods and Environment Act 2005 & Home Office Guidance relating to the making of Gating Orders 2006
- City of York Council Gating Order Policy Document
- A step-by-step guide to gating problem alleys: Section 2 of the Clean Neighbourhoods and Environment Act 2005 (Home Office – October 2008)
- Equalities Act 2010
- Officer Decision – : Public Rights of Way – Proposal to restrict public rights over alleyway between Stanley Street and Warwick Street

(Stanley Mews), Guildhall Ward, using Public Spaces Protection Orders legislation

Annexes

Annex 1: Stanley Mews Draft Public Spaces Protection Order and Plan

Annex 2: Informal consultation responses

Annex 3: Community Impact Assessment

Annex 4: Crime and Anti-Social Behaviour Statistics

Annex 5: Legislation

Annex 6: Formal consultation responses including representations

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THE COUNCIL OF THE CITY OF YORK
ANTI SOCIAL BEHAVIOUR, CRIME AND POLICING ACT 2014, SECTION 59
The Council of the City of York
Stanley Mews Public Spaces Protection Order 2015

This Order is made by the Council of the City of York (“The Council”) under the Anti-Social Behaviour, Crime and Policing Act 2014 Section 59 and Section 64 (“the Act”).

1. This Order relates to the public highway described in Paragraph 1 of the Schedule below and defined by cross-hatching on the plan attached to this Order (“the restricted area”), being a public place in the Council’s area to which the Act applies:
2. The Council is satisfied that the two conditions below have been met, in that:
 - a. activities carried on in the restricted area as described below, have had a detrimental effect on the quality of life of those in the locality, or it is likely that these activities will be carried on in the public place and that they will have such an effect. The said activities being urination, defecation, drug use and drug dealing.
 - b. that the effect, or likely effect of the activities described above, is, or is likely to be, of a persistent or continuing nature, is, or is likely to be, such as to make the activities unreasonable, and justifies the restrictions imposed by the Order.

BY THIS ORDER

3. The effect of the Order is as follows:
 - a. To restrict the use of public right of way over the highway within the restricted area described in Paragraph 1 of the Schedule below, the restriction being in place at all times.
 - b. This restriction shall not apply to the occupiers of premises adjoining or adjacent to the restricted area so indicated.
 - c. The alternative to the restricted highway is as indicated in Paragraph 2 of the Schedule below;
 - d. There is authorised the installation of a lockable metal gate at the ends of the restricted highway identified in Paragraph 1 of the Schedule, whose maintenance is the responsibility of the Assistant Director (Transport, Highways and Fleet), West Offices, Station Rise, York, YO1 6GA.
4. The Order will remain in force for a period of 3 years from the date of this Order, unless extended by further Orders under the Council’s statutory powers.
5. A person guilty of an offence under conditions (3) (a) above, under section 67 of the Act is liable on summary conviction to a fine not exceeding level 3 on the standard scale or fixed penalty notice of a maximum £100.

THE SCHEDULE

1. The highway to be restricted (A-B-C) commences at Point A (OS grid reference SE 60582 53022) to the side of No 2 Stanley Street and behind No 64 Haxby Road, continuing in a northerly direction for 8.9 metres and then in an easterly direction for 19.6 metres to Point B (OS grid reference SE 60605 53023) at the rear of No 8 Stanley Street, then continuing in an easterly direction for 19.6 metres to Point C on

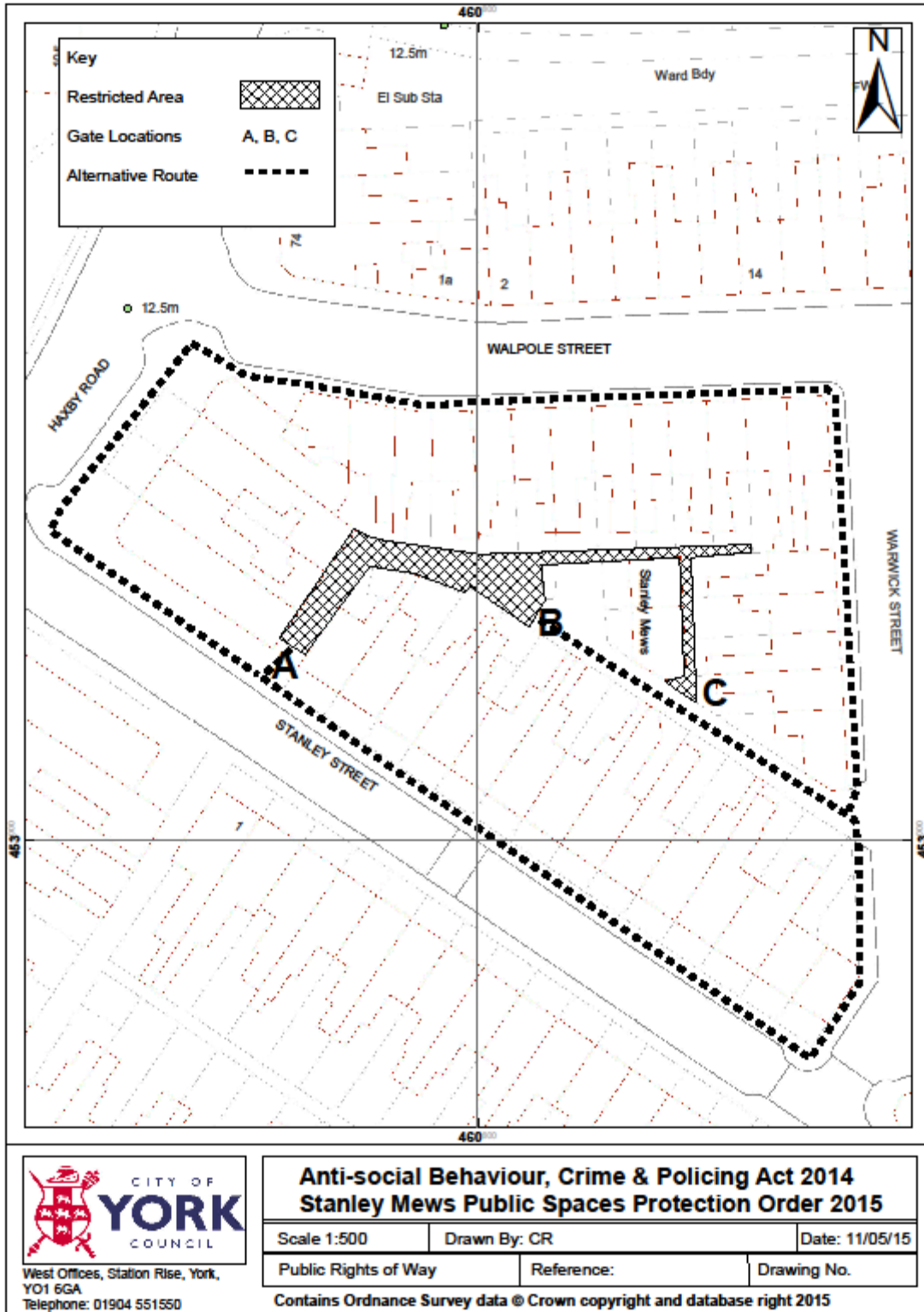
ANNEX 1

the Order map (OS grid reference SE 60622 53014) at the rear of No 7 Warwick Street, as indicated on the Order map.

2. The alternative route is along Stanley Street and Warwick Street, Haxby Road and Walpole Street, as shown by a bold broken line on the Order map.

THE COMMON SEAL of the)
Council of the City of York was)
this day of 2015)
hereto affixed in the presence of:-)

Assistant Director of Governance & ICT



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

**Anti-social Behaviour, Crime & Policing Act 2014
Stanley Mews Public Spaces Protection Order 2015**

Scale 1:500 Drawn By: CR Date: 11/05/15

Public Rights of Way Reference: Drawing No.

Contains Ordnance Survey data © Crown copyright and database right 2015

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Informal Consultation Responses

Informal Consultation Stanley Mews

| Street | Yes | No | Comments |
|-------------------|-----|----|--|
| 8 Stanley Street | YES | | We are the owners of no 8 Stanley Street. Please do not restrict access to our back gate, thank you. |
| 2 Stanley Street | YES | | |
| 2 Stanley Mews | YES | | This has to be done. 100% in favour. |
| 15 Walpole Street | YES | | This will make us feel much safer in our home. And hopefully keep the needle users away, and prevent it being used as a toilet. |
| 3 Walpole Street | YES | | |
| 5 Walpole Street | Yes | | |
| 17 Walpole Street | YES | | We fully support the proposed Gating Order as there have been incidents in the alley directly behind our property, including people urinating and defecating and there has also been drug paraphernalia left in the alley. We feel that as the other alleys in the area are gated, anybody wishing to engage in anti social behaviour is drawn to the alleys behind our properties on Walpole Street. We are aware that other properties adjacent to Walpole Street have been victims of burglary, and we find it worrying that as our property is vacant while we are out at work, that people have access to the alley to engage in anti social behaviour. |
| 19 Walpole Street | YES | | I believe this will halt the majority of the problems we are currently experiencing of the pedestrian alley being used as toilets, rubbish being left, drinkers using the alleys to hide away. I want to be able to feel safe to use these alleys to get to and from work on my bicycle. |
| 11 Walpole Street | YES | | It wouldn't be acceptable if the alternative bin arrangements meant having to pull the wheelie bin through the house. |
| 7 Warwick Street | YES | | Although fully in support of the alleygating in view of the fact that it will hopefully reduce ASB I would like to know how you are going to position the proposed gate directly at the back of my property and whether or not this will restrict access to my back gate as I use it to get my bike in and out. Also I would like to know what the council proposes to do about the ASB that goes on directly at my back wall ie the human waste that is often left as none of the proposed gates will restrict property as you are not proposing the gate both Stanley Mews and Warwick ends of the alley just Stanley Mew ends and the small alleys. I am aware that the Mews properties need vehicular access but can that allow this not be placed at either end of the alley? That way all ASB that goes on in the alley can be stopped and not just some of it as coming out of your house to human waste is not nice. |
| 5 Warwick Street | YES | | |
| 66 Haxby Road | YES | | Recently there has been an increase in crime in the area, particularly thefts from the rear of the property. I believe that gating the alleyway will improve the situation and deter thieves. |
| 64 Haxby Road | Yes | | |

contacted resident re position of gates and bike, but received no response

13 replies from 46 letters sent

No objections

**Informal
Consultation
Responses**

Comments

| | |
|------------------------------|---|
| David Nunns | You consulted on a scheme for this area this over 6 years ago. The Back Lane behind Stanley Street, now called Stanley Mews, is a through road and we trust full width gates will be provided to allow access from either end should the scheme go ahead. We are not shown the data behind this proposed scheme in respect of recent crime and anti-social behaviour, so cannot comment as to whether the requirements of the legislation is met. We understand the reason you are not proposing a gate next to 9 Warwick Street is that this would stop delivery of Post and other items to the new properties at 1/2 Stanley Mews. This makes the scheme less attractive for people living at 10-22 Stanley Street. It is also less attractive for people living in 5-21 Walpole Street & 1-7 Warwick Street. If one considers the 3 gates you are now proposing (SE 6062 5301, SE 6060 5303 & SE 6058 5302), you may care to suggest that the residents of Stanley Mews should add some trellis or railings to the low wall on their northern boundary, to reduce the likelihood of people climbing this low, thus making the scheme more effective for these houses and those at the western end of the Lane. |
| City Fibre | Location: Stanley Mews, York, 460622.453016. You recently requested information pertaining to the above location and in relation to CityFibre Holdings Ltd plant. I can confirm that at this current time we DO HAVE PLANT which may be affected by your proposed works SEE ATTACHED DRAWING. Due to the nature of our works this could change dependent on the roll out of the programmes. The validity of this response is 6 weeks, after such time a new enquiry would need to be made. |
| Yorkshire Water | I have received your notification regarding proposals for gating the alleyways off Guildhall, York. Yorkshire Water have no clean water apparatus which is likely to be affected by the proposed gating of Stanley Mews. |
| Atkins/Vodafone | Please accept this email as confirmation that Vodafone: Fixed does have apparatus within the vicinity of your proposed works detailed below. Please see attached network information. |
| Police | Thank you for your correspondence with regards to the City of York Councils proposals to gate off alleyways to the rear of Stanley Street and Warwick Street, York. I have studied the proposals and on behalf of the Chief Officer of the North Yorkshire Police offer the following observations; No comment |
| KCOM/Kingston Infrastructure | With regards to your request for details of existing services in the area, we can confirm that based on the details provided to us, we have no buried plant or equipment in the identified area. |
| Harrogate Bridleways | I have now viewed this application and can advise that we have no objections or observations to make. |
| Northern Power Grid | Plans received. |

Annex 3

SECTION 1: CIA SUMMARY



Community Impact Assessment: Summary

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

Stanley Mews Alleygating Proposal 2015/2016

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

A Public Spaces Protection Order (PSPO) allows the council to restrict access to a public place (such as a rear alleyway) where the activities which are associated with that place are, or are likely to be, having a detrimental effect on the quality of life of those in the locality.

This recommendation proposes the restriction/closure of the alleyway between Stanley Street and Warwick Street, encompassing Stanley Mews.

3. Name and Job Title of person completing assessment:

Claire Robinson, Assistant Rights of Way Officer

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

Yes

Community of Identity affected:

Age; Disability,
Carers

Summary of impact:

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

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

5. Date CIA completed: 26 January 2015**6. Signed off by:**

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

Name:

Position:

Date:

8. Decision-making body:
OIC

Date:
3 February 2015

Decision Details:

Send the completed signed off document to ciasubmission@york.gov.uk. It will be published on the intranet, as well as on the council website.

Actions arising from the Assessments will be logged on Verto and progress updates will be required

Community Impact Assessment (CIA)

Community Impact Assessment Title:

Stanley Mews Alleygating Proposal 2015/2016

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

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

Community of Identity: Age

| Evidence | | Quality of Life Indicators | Customer Impact (N/P/None) | Staff Impact (N/P/None) |
|--|------------------------------------|--|--------------------------------|----------------------------|
| Informal consultation has been undertaken with all affected residents and statutory bodies (Police, emergency services, utility companies, The Ramblers) | | Physical security; Standard of living Access to services; Individual, family and social life | Positive & Negative | None |
| Details of Impact | Can negative impacts be justified? | Reason/Action | Lead Officer | Completion Date |
| 1. Positive: A Public Spaces Protection Order may be made by the council, under Section 59 of the Anti-social Behaviour, Crime | | <ul style="list-style-type: none"> As a proportionate means to achieve a legitimate aim | | |

Negative: Restricting the use of the alleyway can have a negative impact on specific age groups.

Older people/under 17s:

Non-drivers are less likely use a car, therefore more likely to regularly use alleyways to access local shops, bus stops, schools etc.

Older people and under 17s are likely to be non-drivers. People who have mobility problems welcome short-cuts and walks that are away from busy traffic and may be hesitant or unable to use alternative routes to essential services.

Children:

Parents with young children use alleyway routes to take them to school. Older children going to school on their own may use alleyway routes to arrive at school safely

When a PSPO is made and gates installed, it is necessary for refuse to be collected from the front of properties or a central collection point instead of from rear alleyways. This means that in most cases, refuse bags will have to be carried through the home to

| | | | | |
|--|--|--|--|--|
| present it on the public highway at the front. This could have a negative impact on older people who may be unable to lift and carry due to mobility issues/frailty. | | | | |
|--|--|--|--|--|

Community of Identity: Carers of Older or Disabled People

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

Community of Identity: Disability

| Evidence | | Quality of Life Indicators | Customer Impact (N/P/None) | Staff Impact (N/P/None) |
|---|---|--|-------------------------------|--|
| Informal consultation has been undertaken with all affected residents and statutory bodies (Police, emergency services, utility companies, Ramblers) | | Access to services; Standard of living; Individual, family and social life | Negative | None |
| Details of Impact | <i>Can negative impacts be justified?</i> | Reason/Action | Lead Officer | Completion Date |
| <p>Some alleyways are used by drivers to access garages at the rear of properties. People with impaired mobility may rely on this access as their most convenient way to access their property. A gate may impede this access or impact on the ease with which access is currently enjoyed.</p> <p>Restrictions to the highway can have a negative impact on disabled people. Wheelchair users and people with impaired mobility may rely on the back entrances to their properties and alleyways as the most convenient, or possibly their only, means of accessing their property.</p> <p>The design of the gates is critical. Width and height of locks and handles must provide ease of use for wheelchair users and people</p> | Yes | <ul style="list-style-type: none"> As a proportionate means to achieve a legitimate aim Only reasonable additional effort is involved in using the gates. Results from the consultations to date show that one of the residents living on Stanley Mews has indicated they have mobility issues. New Legislation requires alleygates to be reviewed at least every three years or earlier, on request, if necessary. Any changes in customer mobility would be considered in this review with gates removed if necessary. Installation of gates does not impede access to the rear of the | C Robinson | When the PSPO is made operative and at subsequent 3 year reviews |

| | | | | |
|---|--|---|--|--|
| with dexterity issues e.g. people with arthritis. | | <p>property as access codes are given to all residents.</p> <ul style="list-style-type: none"> Care is taken on the installation of individual gates to ensure ease of access to the locking mechanism. All locks on this scheme will be fitted with a key override facility. This allows gates to be opened without the need to turn a handle. Keys are provided free of charge on request. The letter which confirms the PSPO, will also signpost residents to this service. | | |
|---|--|---|--|--|

Community of Identity: Gender

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

Community of Identity: Gender Reassignment

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

Community of Identity: Marriage & Civil Partnership

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

Community of Identity: Pregnancy / Maternity

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

Community of Identity: Race

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

| | | | | |
|---|--|--|--|--|
| There is not expected to be either a positive or negative impact on this community of identity group. | | | | |
|---|--|--|--|--|

Community of Identity: Religion / Spirituality / Belief

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

Community of Identity: Sexual Orientation

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

There is not expected to be either a positive or negative impact on this community of identity group.

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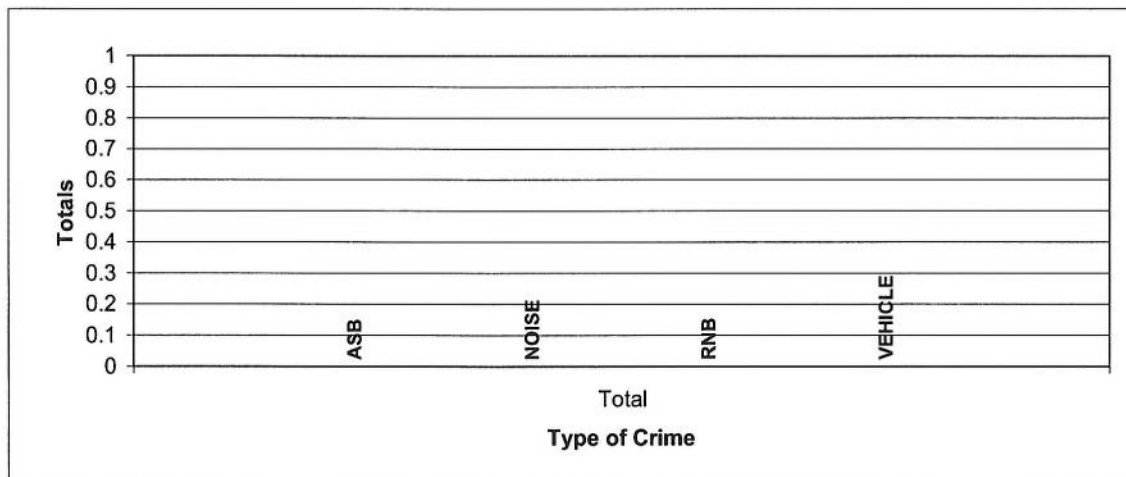
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NYP ASB General Incidents Report

| | | |
|-------------------------------------|---|-------------------------|
| ASB Analysis Study Area: | = | Stanley Mews Study Area |
| Size of Study Area from Application | = | Please see map |
| Study Period Start: | = | 01/01/2013 |
| Study Period End: | = | 31/12/2014 |
| Date Study Completed | = | 28/01/2015 |
| Number of Months in Study Period | = | 24 |
| Geocoding Accuracy Rate | = | 95% |

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

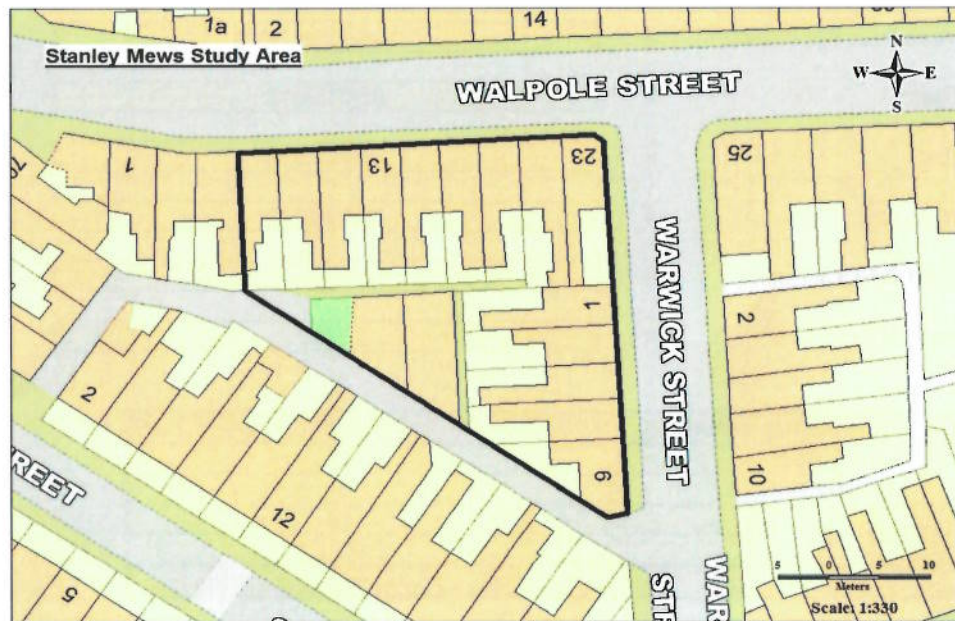
A Table of NYP ASB Incidents in the Study Area (Above) and corresponding Graph (Below)



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

A Table of ASB by ASB Group and then Incident Heading

None



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

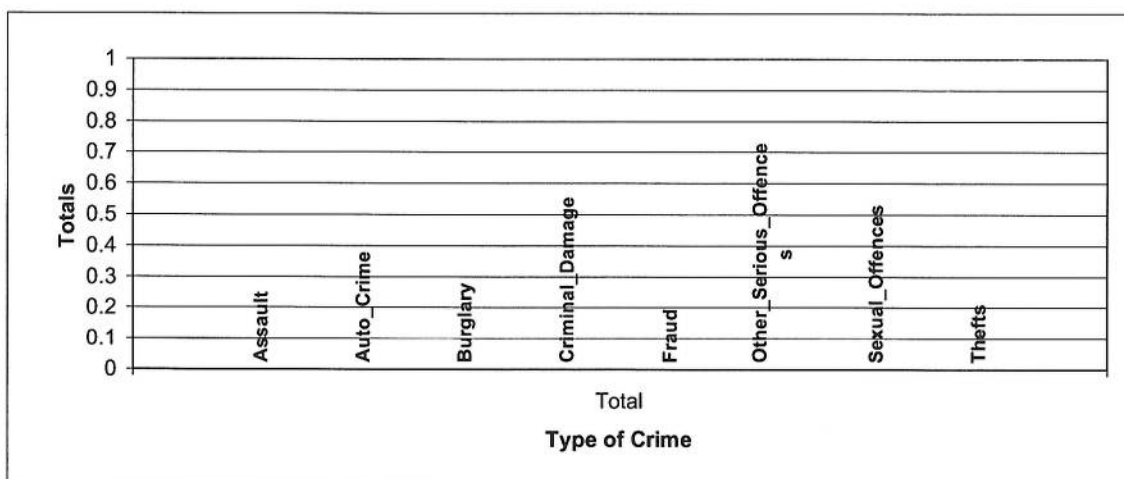
FURTHER DETAIL OF THE ABOVE DESCRIPTIONS ARE AS FOLLOWS: ABANDONED = ABANDONED CARS, COMMS = COMMUNICATIONS, VEHNUISANCE = VEHICLE NUISANCE, RNB = ROWDY AND NUISNCE BEHAVIOUR, SUBMIS = SUBSTANCE MISUSE

Crime Statistics

| | | |
|-------------------------------------|---|-------------------------|
| Crime Analysis Study Area: | = | Stanley Mews Study Area |
| Size of Study Area from Application | = | Please see map |
| Study Period Start: | = | 01/01/2013 |
| Study Period End: | = | 31/12/2014 |
| Date Study Completed | = | 28/01/2015 |
| Number of Months in Study Period | = | 24 |
| Geocoding Accuracy Rate | = | 95% |

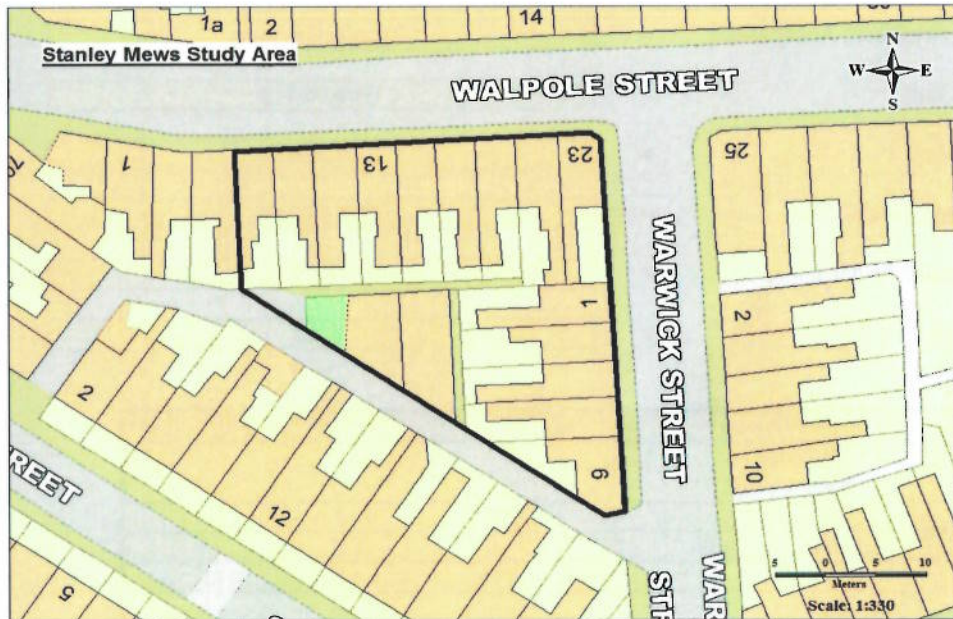
| Crime Group | Total |
|------------------------|----------|
| Assault | 0 |
| Auto_Crime | 0 |
| Burglary | 0 |
| Criminal_Damage | 0 |
| Fraud | 0 |
| Other_Serious_Offences | 0 |
| Sexual_Offences | 0 |
| Thefts | 0 |
| Grand Total | 0 |

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



A Table of Crime by Crime Group and then Crime Type

None



Annex 5: Guidance and Legislation

Anti-social Behaviour, Crime and Policing Act 2014

Chapter 2 - Public Spaces Protection Orders

59 Power to make orders

- (1) A local authority may make a public spaces protection order if satisfied on reasonable grounds that two conditions are met.
- (2) The first condition is that
 - (a) Activities carried on in a public place within the authority's area have had a detrimental effect on the quality of life of those in the locality, or
 - (b) It is likely that activities will be carried on in a public place within that area and that they will have such an effect.
- (3) The second condition is that the effect, or likely effect, of the activities
 - (a) is, or is likely to be, of a persistent or continuing nature,
 - (b) is, or is likely to be, such as to make the activities unreasonable, and
 - (c) justifies the restrictions imposed by the notice.
- (4) A public spaces protection order is an order that identifies the public place referred to in subsection (2) ("the restricted area") and
 - (a) prohibits specified things being done in the restricted area,
 - (b) requires specified things to be done by persons carrying on specified activities in that area, or
 - (c) does both of those things.
- (5) The only prohibitions or requirements that may be imposed are ones that are reasonable to impose in order—
 - (a) to prevent the detrimental effect referred to in subsection (2) from continuing, occurring or recurring, or
 - (b) to reduce that detrimental effect or to reduce the risk of its continuance, occurrence or recurrence.
- (6) A prohibition or requirement may be framed—
 - (a) so as to apply to all persons, or only to persons in specified categories, or to all persons except those in specified categories;
 - (b) so as to apply at all times, or only at specified times, or at all times except those specified;
 - (c) so as to apply in all circumstances, or only in specified circumstances, or in all circumstances except those specified.
- (7) A public spaces protection order must—
 - (a) identify the activities referred to in subsection (2);
 - (b) explain the effect of section 63 (where it applies) and section 67;

- (8) A public spaces protection order must be published in accordance with regulations made by the Secretary of State.

60 Duration of orders

- (1) A public spaces protection order may not have effect for a period of more than 3 years, unless extended under this section.
- (2) Before the time when a public spaces protection order is due to expire, the local authority that made the order may extend the period for which it has effect if satisfied on reasonable grounds that doing so is necessary to prevent—
 - (a) occurrence or recurrence after that time of the activities identified in the order, or
 - (b) an increase in the frequency or seriousness of those activities after that time.
- (3) An extension under this section—
 - (a) may not be for a period of more than 3 years;
 - (b) must be published in accordance with regulations made by the Secretary of State.
- (4) A public spaces protection order may be extended under this section more than once.

61 Variation and discharge of orders

- (1) Where a public spaces protection order is in force, the local authority that made the order may vary it—
 - (a) by increasing or reducing the restricted area;
 - (b) by altering or removing a prohibition or requirement included in the order, or adding a new one.
- (2) A local authority may make a variation under subsection (1)(a) that results in the order applying to an area to which it did not previously apply only if the conditions in section 59(2) and (3) are met as regards activities in that area.
- (3) A local authority may make a variation under subsection (1)(b) that makes a prohibition or requirement more extensive, or adds a new one, only if the prohibitions and requirements imposed by the order as varied are ones that section 59(5) allows to be imposed.
- (4) A public spaces protection order may be discharged by the local authority that made it.
- (5) Where an order is varied, the order as varied must be published in accordance with regulations made by the Secretary of State.

- (6) Where an order is discharged, a notice identifying the order and stating the date when it ceases to have effect must be published in accordance with regulations made by the Secretary of State.

Restrictions on public rights of way

64 Orders restricting public right of way over highway

- (1) A local authority may not make a public spaces protection order that restricts the public right of way over a highway without considering—
 - (a) the likely effect of making the order on the occupiers of premises adjoining or adjacent to the highway;
 - (b) the likely effect of making the order on other persons in the locality;
 - (c) in a case where the highway constitutes a through route, the availability of a reasonably convenient alternative route.
- (2) Before making such an order a local authority must—
 - (a) notify potentially affected persons of the proposed order,
 - (b) inform those persons how they can see a copy of the proposed order,
 - (c) notify those persons of the period within which they may make representations about the proposed order, and
 - (d) consider any representations made.

In this subsection “potentially affected persons” means occupiers of premises adjacent to or adjoining the highway, and any other persons in the locality who are likely to be affected by the proposed order.

- (3) Before a local authority makes a public spaces protection order restricting the public right of way over a highway that is also within the area of another local authority, it must consult that other authority if it thinks it appropriate to do so.
- (4) A public spaces protection order may not restrict the public right of way over a highway for the occupiers of premises adjoining or adjacent to the highway.
- (5) A public spaces protection order may not restrict the public right of way over a highway that is the only or principal means of access to a dwelling.
- (6) In relation to a highway that is the only or principal means of access to premises used for business or recreational purposes, a public spaces protection order may not restrict the public right of way over the highway during periods when the premises are normally used for those purposes.
- (7) A public spaces protection order that restricts the public right of way over a highway may authorise the installation, operation and maintenance of a barrier or barriers for enforcing the restriction.
- (8) A local authority may install, operate and maintain barriers authorised under subsection (7).

- (9) A highway over which the public right of way is restricted by a public spaces protection order does not cease to be regarded as a highway by reason of the restriction (or by reason of any barrier authorised under subsection (7)).
- (10) In this section—
“dwelling” means a building or part of a building occupied, or intended to be occupied, as a separate dwelling;
“highway” has the meaning given by section 328 of the Highways Act 1980.

65 Categories of highway over which public right of way may not be restricted

- (1) A public spaces protection order may not restrict the public right of way over a highway that is—
(a) a special road;
(b) a trunk road;
(c) a classified or principal road;
(d) a strategic road;
(e) a highway in England of a description prescribed by regulations made by the Secretary of State;
(f) a highway in Wales of a description prescribed by regulations made by the Welsh Ministers.
- (2) In this section—
“classified road”, “special road” and “trunk road” have the meaning given by section 329(1) of the Highways Act 1980;
“highway” has the meaning given by section 328 of that Act;
“principal road” has the meaning given by section 12 of that Act (and see section 13 of that Act);
“strategic road” has the meaning given by section 60(4) of the Traffic Management Act 2004.

Validity of orders

66 Challenging the validity of orders

- (1) An interested person may apply to the High Court to question the validity of—
(a) a public spaces protection order, or
(b) a variation of a public spaces protection order.
“Interested person” means an individual who lives in the restricted area or who regularly works in or visits that area.
- (2) The grounds on which an application under this section may be made are—
(a) that the local authority did not have power to make the order or variation, or to include particular prohibitions or requirements imposed by the order (or by the order as varied);
(b) that a requirement under this Chapter was not complied with in relation to the order or variation.

- (3) An application under this section must be made within the period of 6 weeks beginning with the date on which the order or variation is made.
- (4) On an application under this section the High Court may by order suspend the operation of the order or variation, or any of the prohibitions or requirements imposed by the order (or by the order as varied), until the final determination of the proceedings.
- (5) If on an application under this section the High Court is satisfied that—
 - (a) the local authority did not have power to make the order or variation, or to include particular prohibitions or requirements imposed by the order (or by the order as varied), or
 - (b) the interests of the applicant have been substantially prejudiced by a failure to comply with a requirement under this Chapter,the Court may quash the order or variation, or any of the prohibitions or requirements imposed by the order (or by the order as varied).
- (6) A public spaces protection order, or any of the prohibitions or requirements imposed by the order (or by the order as varied), may be suspended under subsection (4) or quashed under subsection (5)—
 - (a) generally, or
 - (b) so far as necessary for the protection of the interests of the applicant.
- (7) An interested person may not challenge the validity of a public spaces protection order, or of a variation of a public spaces protection order, in any legal proceedings (either before or after it is made) except—
 - (a) under this section, or
 - (b) under subsection (3) of section 67 (where the interested person is charged with an offence under that section).

Failure to comply with orders

67 Offence of failing to comply with order

- (1) It is an offence for a person without reasonable excuse—
 - (a) to do anything that the person is prohibited from doing by a public spaces protection order, or
 - (b) to fail to comply with a requirement to which the person is subject under a public spaces protection order.
- (2) A person guilty of an offence under this section is liable on summary conviction to a fine not exceeding level 3 on the standard scale.
- (3) A person does not commit an offence under this section by failing to comply with a prohibition or requirement that the local authority did not have power to include in the public spaces protection order.
- (4) Consuming alcohol in breach of a public spaces protection order is not an offence under this section (but see section 63).

68 Fixed penalty notices

- (1) A constable or an authorised person may issue a fixed penalty notice to anyone he or she has reason to believe has committed an offence under section 63 or 67 in relation to a public spaces protection order.
- (2) A fixed penalty notice is a notice offering the person to whom it is issued the opportunity of discharging any liability to conviction for the offence by payment of a fixed penalty to a local authority specified in the notice.
- (3) The local authority specified under subsection (2) must be the one that made the public spaces protection order.
- (4) Where a person is issued with a notice under this section in respect of an offence—
 - (a) no proceedings may be taken for the offence before the end of the period of 14 days following the date of the notice;
 - (b) the person may not be convicted of the offence if the person pays the fixed penalty before the end of that period.
- (5) A fixed penalty notice must—
 - (a) give reasonably detailed particulars of the circumstances alleged to constitute the offence;
 - (b) state the period during which (because of subsection (4)(a)) proceedings will not be taken for the offence;
 - (c) specify the amount of the fixed penalty;
 - (d) state the name and address of the person to whom the fixed penalty may be paid;
 - (e) specify permissible methods of payment.
- (6) An amount specified under subsection (5)(c) must not be more than £100.
- (7) A fixed penalty notice may specify two amounts under subsection (5)(c) and specify that, if the lower of those amounts is paid within a specified period (of less than 14 days), that is the amount of the fixed penalty.
- (8) Whatever other method may be specified under subsection (5)(e), payment of a fixed penalty may be made by pre-paying and posting to the person whose name is stated under subsection (5)(d), at the stated address, a letter containing the amount of the penalty (in cash or otherwise).
- (9) Where a letter is sent as mentioned in subsection (8), payment is regarded as having been made at the time at which that letter would be delivered in the ordinary course of post.
- (10) In any proceedings, a certificate that—
 - (a) purports to be signed by or on behalf of the chief finance officer of the local authority concerned, and

(b) states that payment of a fixed penalty was, or was not, received by the date specified in the certificate, is evidence of the facts stated.

(11) In this section—

“authorised person” means a person authorised for the purposes of this section by the local authority that made the order (or authorised by virtue of section 69(2));

“chief finance officer”, in relation to a local authority, means the person with responsibility for the authority’s financial affairs.

70 Byelaws

A byelaw that prohibits, by the creation of an offence, an activity regulated by a public spaces protection order is of no effect in relation to the restricted area during the currency of the order.

72 Convention rights, consultation, publicity and notification

(1) A local authority, in deciding—

(a) whether to make a public spaces protection order (under section 59) and if so what it should include,

(b) whether to extend the period for which a public spaces protection order has effect (under section 60) and if so for how long,

(c) whether to vary a public spaces protection order (under section 61) and if so how, or

(d) whether to discharge a public spaces protection order (under section 61), must have particular regard to the rights of freedom of expression and freedom of assembly set out in articles 10 and 11 of the Convention.

(2) In subsection (1) “Convention” has the meaning given by section 21(1) of the Human Rights Act 1998.

(3) A local authority must carry out the necessary consultation and the necessary publicity, and the necessary notification (if any), before—

(a) making a public spaces protection order,

(b) extending the period for which a public spaces protection order has effect, or

(c) varying or discharging a public spaces protection order.

(4) In subsection (3)

“the necessary consultation” means consulting with

(a) the chief officer of police, and the local policing body, for the police area that includes the restricted area;

(b) whatever community representatives the local authority thinks it appropriate to consult;

(c) the owner or occupier of land within the restricted area;

“the necessary publicity” means—

- (a) in the case of a proposed order or variation, publishing the text of it;
- (b) in the case of a proposed extension or discharge, publicising the proposal;

“the necessary notification” means notifying the following authorities of the proposed order, extension, variation or discharge—

- (a) the parish council or community council (if any) for the area that includes the restricted area;
 - (b) in the case of a public spaces protection order made or to be made by a district council in England, the county council (if any) for the area that includes the restricted area.
- (5) The requirement to consult with the owner or occupier of land within the restricted area—
- (a) does not apply to land that is owned and occupied by the local authority;
 - (b) applies only if, or to the extent that, it is reasonably practicable to consult the owner or occupier of the land.
- (6) In the case of a person or body designated under section 71, the necessary consultation also includes consultation with the local authority which (ignoring subsection (2) of that section) is the authority for the area that includes the restricted area.
- (7) In relation to a variation of a public spaces protection order that would increase the restricted area, the restricted area for the purposes of this section is the increased area.

Formal Representations

Annex 6

Formal Consultation Stanley Mews

| Street | Y | N | Comments |
|-------------------|---|---|---|
| 7 Warwick Street | | | In principle I am not objecting to the gates, however I feel that the current placement plans leave little in the way of offering ALL residents protection from the ASB in the lanes and I feel that gating both ends of the main alley between Warwick and Stanley Streets remain the most cost effect way to prevent further ASB moving forward and I would like that noted please. |
| 19 Walpole Street | | | we are in favour of the gates on the alleys but we are concerned that these gates could restrict our access with bicycles if they are fitted within the alleys but if they are fitted just before the entrances then this should cause no problems. |
| | | | |

Formal Representations **Comments**

| | | |
|-------------------------|--|--|
| Chief Officer of Police | Thank you for your correspondence with regards to the proposed alleyway gating of Stanley Mews, York. I have studied the proposals and on behalf of the Chief Officer of North Yorkshire Police offer the following observations: No comment. | |
| Openreach | Openreach have no objection to your proposals. | |
| Atkins/Vodafone | Y | N |
| City Fibre | I can confirm that at this current time we have NO PLANT which may be affected by your proposed works. | |
| KCOM | With regards to your request for details of existing services in the search area supplied, we can confirm that based on the details provided to us, we have no buried plant or equipment in the identified area. | |
| David Nunns Ramblers | No objections. We assume a gate in the long fence at C is to avoid any issues as compared to siting the gate at the narrower part of the back alley to Warwick Street. There is no need for a 'no through road' at the Warwick Street end, as the gate at B will be obvious at that point. | Additional railings will enable one extra property to be protected |
| | | |
| | | |



**Executive Member Session – Transport and
Planning
Local Plan Working Group**

23rd July 2015

TBC

Proposed Murton Neighbourhood Plan

Summary

1. This report recommends that the application by Murton Parish Council for a Neighbourhood Plan boundary is approved in order to allow the Plan to progress.

Background

2. As part of the Localism Act 2011, local communities are encouraged to come together to get more involved in planning for their areas by producing Neighbourhood plans for their area. Neighbourhood plans are centred specifically round creating plans and policies to guide new development.
3. Neighbourhood planning is about letting the people who know about an area plan for it. It is led by the residential and business community, not the Council, and is about building neighbourhoods – not stopping growth.
4. If adopted by the Council, Neighbourhood Plans and orders will have weight becoming part of the statutory plan making framework for that area. Designation of a Neighbourhood Area is the first stage in the preparation of a Neighbourhood Plan.
5. Murton Parish Council submitted an application on 27th February 2014. This application and associated boundary map is attached at Annex A.
6. The proposal is from the Parish Council and the application boundary is the same as that of the Parish Boundary.

Next Steps

7. When an area application is received, the Council must publish the following details of the Plan:
 - The name of the neighbourhood area
 - A map identifying the area
 - The name of the Parish Council who applied for the designation.
8. If they receive formal approval, Murton Parish Council can prepare the Neighbourhood Plan with assistance from the Council. They are then required to undertake pre submission consultation by publicising the proposals and inviting representations for a period of not less than 6 weeks.
9. The Parish Council can then submit the Neighbourhood Plan to the Council along with a consultation statement containing details of those consulted, how they were consulted, summarising the main issues and concerns raised and how these have been considered, and where relevant addressed in the proposed Neighbourhood Plan.
10. On receipt of the draft Neighbourhood Plan, the Council needs to publicise the Plan and invite representations for a period of not less than 6 weeks. Once the Council is satisfied that the Plan meets the requirements of the Town and Country Planning Act 1990 the Council then appoints an independent inspector. The Council is responsible for paying the costs of the examination (see Table 2 below) so it is in the Council's interests to ensure that the proposed plan meets the requirements.
11. The Examination and subsequent Referendum will follow. Should the vote be in favour (50% plus 1), then the Council will publish the Neighbourhood Plan.

Timetable

12. Table 1 below sets out an estimated timetable based on the experience of other Local Authorities.

Table 1

| Task | Date |
|---------------------------------------|----------------------------|
| Decision session | 23 rd July 2015 |
| Preparation of the Plan | July – March 2015/16 |
| Pre-submission consultation (6 weeks) | April - June 2016 |
| Plan submitted to Council | September 2016 |
| Council publish draft Plan (6 weeks) | September - November 2016 |
| Appoint inspector | October 2016 |
| Examination | December-February 2016/17 |
| Referendum | April 2017 |
| Publish Neighbourhood Plan | May 2017 |

Costs

13. Based on examples from other Local Authorities, costs to the Council per Neighbourhood Development Plan is estimated to be approximately £40,000, albeit the costs of preparing neighbourhood development plans will vary depending on the complexity and size of the proposal, and the available supporting evidence. There is a significant level of human resource costs required. A high level of officer input at an appropriate level is needed to ensure legal conformity, plan content and appropriate liaisons with Parish Councils.
14. Whilst central government funding sources; Neighbourhood Planning Grant, from the Department for Communities and Local Government to the value of £30,000 is available for each Neighbourhood Plan produced, this still leaves a shortfall of approx £10,000 per neighbourhood plan. This shortfall will need to be met within existing resources.

Consultation

15. The Neighbourhood Planning (General) Regulations 2012 (Regulation 6) and the Neighbourhood Planning (General) (Amendment) Regulations 2015 requires that the information to be published is:
 - *A copy of the application*
 - *Details of how to make representations*

- *Details of the deadline for representations, not less than 4 weeks after the date of publication.*

This should be published on the website and in such other manner as is considered likely to bring the area application to the attention of people who live, work or carry on business in the area to which the area application applies.

16. The Council formally published the Murton Parish Council's application on 17th March for a 6¹ week period until 28th April 2014.
17. The application was published in the following ways which are legally compliant with the Act:
 - A letter, with the application attached was sent to the Parish Council (for info), Osbaldwick ward councillors, and relevant internal bodies;
 - A notice and a copy of the application was put up at several prominent locations around Murton including the Parish notice board;
 - A letter with the application attached was sent to all businesses in Murton;
 - A letter and copy of the application and boundary was sent to all neighbouring parish councils, these are:
 - Dunnington
 - Heslington
 - Heworth Without
 - Holtby
 - Stockton on the Forest
 - A webpage has been created at www.york.gov.uk/neighbourhoodplanning where the Murton application is available to view as well as additional information on the Neighbourhood Planning process.
 - A specific email address neighbourhoodplanning@york.gov.uk has been set up for representations as has a freepost address.
18. The Council has received eight responses; two are from neighbouring parish councils stating that they had no comments. Six are from residents and business owners in Murton stating that they would like to object to Murton Parish Council's proposal of the entire parish boundary but they are in favour of the proposal of Murton Business Park Association. Copies of these representations are attached as Annex B.

¹ This was before the 2015 Regulations came into force which introduced the 4 week period.

19. The Murton Business Park Association proposal is to exclude an area to the south of the village which is predominantly business and industry. It is felt by some of the occupiers of the industrial area that they should be allowed to form a neighbourhood forum and draft a neighbourhood plan which would allow the business park association to control any development or changes in future years.
20. A neighbourhood forum cannot be established in a parished area where a parish council already exists. This is the case in Murton. However the area of land that the Murton Business Park Association has proposed could be excluded from the Murton Parish Plan if this is considered appropriate in planning terms. This would prevent the business park's future development being influenced by the Murton Neighbourhood Plan.

Option Choices

21. The following options are available for the Executive Member to consider:

Option 1 – approve the application for a Murton Neighbourhood Plan, including the proposed boundary (attached at Annex A);

Option 2 – approve the application subject to amendments suggested by the Murton Business Park Association to the Neighbourhood Plan boundary (Annex C);

Option 3 - defer the application at this stage to allow for further discussions between the Parish Council and Murton Business Park.

Analysis

22. The Council needs to consider whether to designate the whole of the Parish area as a neighbourhood plan area or to amend the application boundary to remove Murton Business Park area.
23. A Neighbourhood Plan and boundary application cannot be rejected outright. Planning Practice Guidance (Paragraph: 035 Reference ID: 41-035-20140306) states that "*The local planning authority should aim to designate the area applied for. However, a local planning authority can refuse to designate the area applied for if it considers the area is not appropriate. Where it does so, the local planning authority must give reasons. The authority must use its powers of*

designation to ensure that some or all of the area applied for forms part of one or more designated neighbourhood areas.”

24. Option 1 would allow the creation of a neighbourhood plan for the whole of the parish area of Murton. This fits with national guidance and is best practice to allow for a comprehensive Neighbourhood Plan. The objections to the inclusion of the business park are however noted. These comments need to be carefully considered in any decision.
25. Option 2, whilst reflecting these concerns of the business park, the removal of the business park area would run contrary to the aims of the comprehensive approach set out in Option 1. In addition to this, as it would not be possible legally for a Neighbourhood Forum to be created by the Murton Business Park Association this would prevent the future creation of a Neighbourhood Plan in this area.
26. The Murton Neighbourhood Plan decision was deferred at a Council Decision Session on 14th May 2014 to allow further discussions with the Business Park and a consultant commissioned by the Parish Council. A significant time has passed and in order to avoid delaying this application any further, Option 3 is not considered appropriate.

Council Plan

27. The proposed Murton Neighbourhood Plan will be a positive contribution to the Council Plan priority of “Building strong communities”.

Implications

28. **Financial/Programme** – If a neighbourhood plan for Murton is approved, the council will be required to pay for the examination and the subsequent referendum. The costs of these statutory processes will be met in part by central government funding sources from the Department for Communities and Local Government. Any shortfall will need to be accommodated within existing resource
29. **Human Resources** – None.
30. **Equalities** – None.
31. **Legal** – No implications other than those included in the report.
32. **Crime and Disorder** – None.

33. **Information Technology** – None.

34. **Property** – None.

Risk Management

35. No significant risks are associated with the recommendation in this report have been identified.

Recommendations

36. The Cabinet Member is recommended to:

- (i) Approve the application.

Reason: to allow Murton Parish Council to progress the Neighbourhood Plan.

Contact Details:

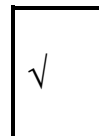
Report Author:

Rebecca Harrison
Development Officer
Tel No: (01904) 551667

Chief Officer Responsible for the report

Michael Slater
Assistant Director Development Services, Planning and Regeneration

Report Approved



Date 02/05/2015

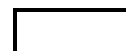
Specialist Implications Officer(s)

Patrick Looker
Finance Manager
Tel No: (01904) 55 1633

Sandra Branigan
Senior Solicitor, Legal Services
Tel No: (01904) 55 1040

Wards Affected: Osbaldwick

All



For further information please contact the authors of the report.

Annexes:

Annex A – Murton Neighbourhood Plan application

Annex B – Representations made during the consultation period

Annex C – Proposed boundary submitted by the Murton Business Park
Association

MURTON PARISH COUNCIL



**Murton Hall
YORK YO19 5UQ**

February 14th 2014

Darren Richardson, Esq
Director, City and Environmental Services
City of York Council
West Offices
YORK YO1 6GA

Dear Mr Richardson

MURTON PARISH COUNCIL: APPLICATION FOR DESIGNATION OF NEIGHBOURHOOD PLAN AREA

I enclose a formal application to permit Murton Parish Council to begin preparations for the submission of a Neighbourhood Plan for our parish.

We look forward to working closely with the relevant officers in your Department.

Yours sincerely

Isobel Waddington
Chairman, Murton Parish Council

cc Caroline Strudwick
Rebecca Harrison

MURTON PARISH COUNCIL

Application to the City of York Council for Designation of Neighbourhood Plan Area

1. INTRODUCTION

Murton Parish lies on the east side of the city, in the Osbaldwick ward of the City of York Council. It comprises of two relatively dense areas of houses, the village of Murton and an area on and just north of the Hull Road. The parish also includes some substantial businesses (for example B and Q and the Auction Centre) and farmland with farmsteads. The attached map describes the boundaries of the parish (Appendix A).

2. STATEMENT EXPLAINING WHY THE PARISH IS CONSIDERED TO BE AN APPROPRIATE NEIGHBOURHOOD AREA

Murton Parish Council plays the lead role within the parish, representing the interests of all its residents. It is the statutory consultee on planning applications within the parish. Consultation to date shows that there is a desire for a neighbourhood plan, particularly given the recent government legislation with regard to localism. It follows from the Council's successful application in obtaining conservation status for important parts of the village and the Village Design Statement. We see the Neighbour Plan as a logical development which is in the best interests of all in the Parish.

3. MURTON PARISH COUNCIL AS THE RELEVANT BODY

Murton Parish Council is best placed with its collective experience and with its recognized status within the government to initiate and carry out the Neighbourhood Plan.

4. CONCLUSION

We wish to be formally designated as the relevant body, working with the City of York Council, to produce the Neighbourhood Plan for the whole Parish (Appendix A).

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From: Fiona Hill [fiona@thebyre.me.uk]
Sent: 28 March 2014 13:07
To: neighbourhoodplanning@york.gov.uk
Subject: Murton PC Application: Designation of a Neighbourhood Plan Area

Hi

Thank you for your letter dated 13 March 2014, with attachments.

The Parish Council noted the content and has no comments to make.

Kind Regards
Parish Clerk
Stockton-on-the-Forest Parish Council

From: Fiona Hill [fiona@thebyre.me.uk]
Sent: 28 March 2014 15:16
To: neighbourhoodplanning@york.gov.uk
Subject: Heslington PC - Neighbourhood Planning

Dear Sir/Madam

Heslington Parish Council are thinking of doing a neighbourhood plan and would appreciate advice on how to proceed, including advice on how a consultation would be conducted with YorkUuniversity.

Kind Regards
Parish Clerk
Heslington Parish Council



Holmefield Farm Services Ltd
Veterinary & Animal Health

City of York
Council
29 APR 2014
RECEIVED

Agriculture House
Murton Lane
Murton
York YO19 5UF

T: 01904 481490
F: 01904 481811

E: mail@hfsvets.com

Our Ref: FT/MJO

25th April 2014

Forward Planning
Planning & Environmental Services
FREPOST RTEG-TYU-KLTZ
City of York Council
West Offices
Station Rise
York
YO1 6GA

Dear Sirs

Murton Business Park Association

I am writing to express our support for the application that is to be made in the name of Murton Business Park Association.

I feel it is very important that the ideals and aspirations of the businesses within the park are dealt with by a neighbourhood association that has been created to work on behalf of that group of businesses, and for the necessary growth and expansion to be considered by the businesses that it represents.

Yours faithfully

RP

F Tobin - MRCVS, B.VSc, PM.Cert

L. CLANCEY & SONS

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SCRAP METAL PROCESSORS, TEXTILE AND RE-USABLE STEEL MERCHANTS

MURTON LANE, MURTON, YORK, YO19 5UF

Telephone: (01904) 489169

Facsimile: (01904) 489508

email:clancey.l@btconnect.com

www:clanceysofyork.co.uk

25th April 2014

Planning and Environment Services
City of York Council
West Offices
Station Rise
York YO1 6GA



Dear Sir

Murton Business Park – Application for Neighbourhood Plan Status

As a company we would like to join with other companies in the "Murton Business Park" and form an association, known as the Murton Business Park Association, and to gain neighbourhood plan status. The area of the MBPA would be bounded by the York Bypass to the west, the A166 to the south and the old Derwent Valley railway line to the north. Please see the plan attached and notice the hatched area for the proposed business park.

Although we fully support the work done by the local Parish Council we feel that the business park would be better under the MBPA, whose individuals members are in tune with the needs of local businesses

I look forward to your confirmation of receipt of this letter and your decision on this matter.

Yours sincerely

David Robert Clancey (Bob)
Partners



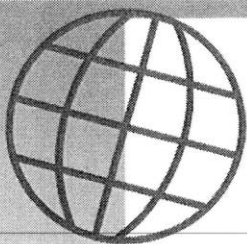
PARTNERS: J. V. CLANCEY D. R. CLANCEY J. R. CLANCEY



From: [Redacted]
Sent: 28 April 2014 10:30
To: neighbourhoodplanning@york.gov.uk
Subject: Murton Parish - Neighbourhood Plan

Dear Sir/Madam

I am writing with regard to the Neighbourhood plan for Murton Parish, I would like to object to their proposals. However, I would like to favour the proposal of Murton Business Park.



J&P PROPERTIES LTD

MANA
THE EAIRY
EAST FOXDALE
ISLE OF MAN
IM4 3HL
E:beverleyjaynehughes@gmail.com
E.patrickcutts@manx.net
T: 01624 852832
F: 01624 852220
VAT REG NO: 003 1219 45

30th April 2014

Planning and Environment Services
City of York Council
West Offices
Station Rise
York YO1 6GA

Dear Sir

Murton Business Park – Application for Neighbourhood Plan Status

As a company owning four business units on Fryors Court, we would like to support the formation of the Murton Business Park Association in order for it to gain neighbourhood plan status.

Whilst we appreciate the work undertaken by the local Parish Council, we believe that the business park would be better served under the Murton Business Park Association.

We look forward to your confirmation of receipt of this letter and your decision on this matter.

Yours sincerely

A handwritten signature in black ink, followed by a rectangular stamp or seal that is mostly illegible.

Planning & Environmental



& DANELAW CENTRE FOR LIVING HISTORY

Our Ref: PJD/SL

22 April 2014

Rebecca Harrison
Planning & Environmental Services
Freepost RTEG-TYYU-KLTZ
City of York Council
West Offices
Station Rise
York
YO1 6GA

Localism Act 2011

Re Murton Business Park Association

Dear Madam

Being an employer of some 20 people in an area of many small employers I do not believe that a Village Parish Council can understand and control the requirements of a busy mixed business area.

I believe geographically the location of the businesses within the Murton Parish Council Boundary lends itself to a separate authority. I firmly believe the formation of the Murton Business Park Association would allow the people who run the businesses to control any development or changes in future years for the benefit of the area. This would enable the Parish Council to concentrate on the areas they are most familiar with.

Enclosed a map of the area concerned, shaded in green south of the old railway line, as the proposed area to be controlled by Murton Business Park Association.

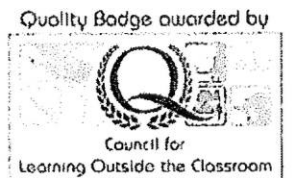
Yours faithfully

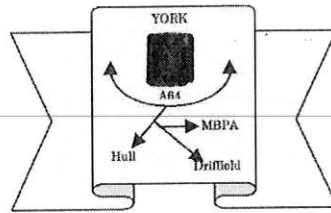
[Redacted signature area]

Peter J Draper
Chairman of the Trustees

Yorkshire Museum of Farming, Murton, York, YO19 5UF
(T): 01904 489966 (F): 01904 489159
(E): enquiries@murtonpark.co.uk www.yorkshiremuseumoffarming.co.uk

Museum Charity no. 510900 Trading Company YMF Services LTD Reg no. 2761415
Also home to the Derwent Valley Light Railway,
York & District Beekeepers' Association,
York and District Guild of Spinners, Weavers & Dyers





MURTON BUSINESS PARK ASSOCIATION

Chairman - James Hogg BSc (Hons) MRICS FAAV

REPRESENTATIONS TO CITY OF YORK COUNCIL REGARDING MURTON PARISH COUNCIL APPLICATION FOR NEIGHBOURHOOD PLAN STATUS

APRIL 2014

1. MURTON BUSINESS PARK ASSOCIATION

MBPA is a loose association of businesses operating south of Murton village in the area bounded by the Bypass to the west, the A166 to the south and the old Derwent Valley Railway line to the north (hatched green on plan). Within the area there are 22 businesses and 2 residential properties both of which are on the east side of Murton Lane near the A166. Between us over 250 people are employed.

The objective of M.B.P.A. is to protect our existing businesses and employment whilst allowing for expansion where needed and acceptable.

2. NEIGHBOURHOOD GROUPS

The purpose of the Localism Act is to encourage local communities or groups to become involved in shaping new development.

Neighbourhood Groups should have an identified geographical area within which the community has a common objective.

Neighbourhood Groups can be either a Parish Council which is a recognised body or a neighbourhood forum which is a community group created for the purpose of the Localism Act.

3. MURTON PARISH COUNCIL'S APPLICATION

In principle we do not object to Murton P.C.'s aspiration to become a Neighbourhood Group but their natural area of interest, concern and control is the village of Murton.

The old Parish boundaries proposed in the application are outdated and totally irrelevant to the reality on the ground today.

To the west, the A64 Bypass cuts off the village from land within York City's natural boundary running right up to B&Q on the Hull Road.

To the south the old Derwent Valley Railway line again separates the village from the new business park that has evolved with great success in recent years.

Murton P.C.'s neighbourhood plan area should be focussed on the village and the immediate vicinity which impacts on the residential community.

4. OUR REPRESENTATION

M.B.P.A. wish to object to Murton P.C.'s application only on the grounds that the geographical area is illogical and unreasonable.

We would support an area as set out on the attached plan edged in red; but not to include either M.B.P.A. south of the railway or land to the west of the Bypass.

Finally we would want the C.Y.C. to be aware that M.B.P.A. would like to discuss with the Council long term plans for our Business Park and the likely benefits of establishing our own neighbourhood forum.

Signed



**James Hogg BSc (Hons) MRICS FAAV
Chairman**

On behalf of the following businesses;

- | | |
|------------------------------|-----------------------------|
| ABP (York) | W H Thompson (York) LTD |
| L Clancey & Sons | York Auction Centre |
| Cravens Garage | Yorkshire Handlers LTD |
| Holmefield Farm Services LTD | Yorkshire Museum of Farming |

Rock-Tech Projects Ltd

ASL Motorcycles

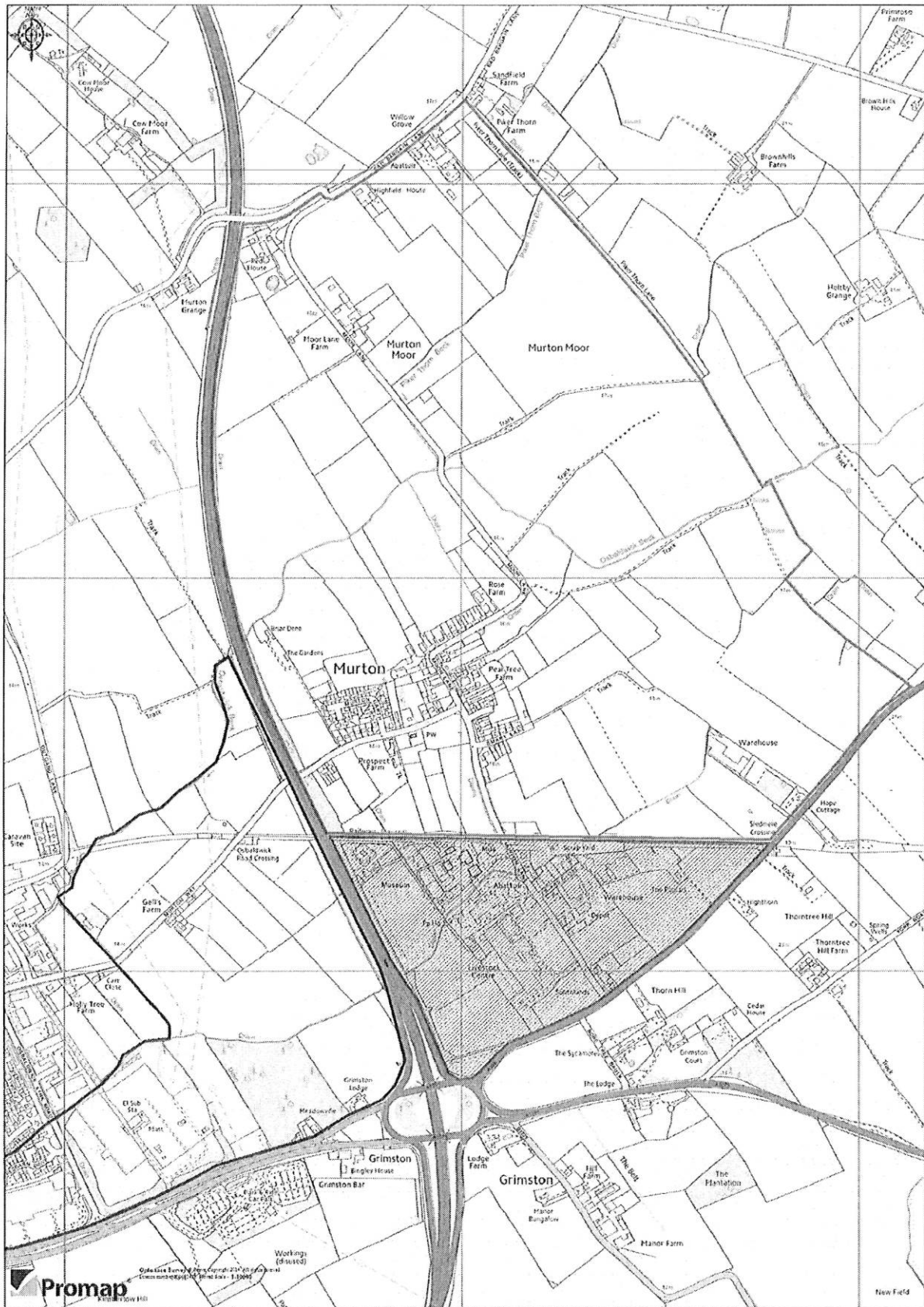
S & B Motors

Agri-Equest LTD

Heworth Motors


C Carr (Motor Engineers)

York Tyre Sales



Promap
Yorkshire Survey Map
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www.promap.co.uk

Stephenson & Sons
EST. 1871



York Auction Centre
Murton York YO18 6GF
Tel: 01904 489731
Fax: 01904 489702
Email: enquiries@stephenson.co.uk
Web: www.stephenson.co.uk

Note: This plan is reproduced from the Ordnance Survey Map with the sanction of the Controller of Her Majesty's Stationery Office.
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Decision Session
Executive Member for Planning & Transport

23 July 2015

Report of the Director of City and Environmental Services

Petition – Safe School Crossing on Askham Lane

Summary

1. The purpose of this report is to consider a 174 signature petition (Annex A copy of front page of petition) requesting City of York Council to establish a pedestrian crossing on Askham Lane in the vicinity of Westfield School.

Recommendations

2. The Executive Member is asked to approve:

Option 1 – investigate the feasibility of a pedestrian crossing across Askham Lane in the vicinity of Westfield School and also how one may be funded

Reason: To determine whether a pedestrian crossing would be appropriate at this location and if so, how this would be achieved both in terms of design and funding.

Timescale: Will require surveys to be undertaken during school term time therefore will only be able be done once the schools return after the summer break. Whether the feasibility and implementation can be completed in the 2015/16 financial year will depend on the availability of staff and financial resources.

Background

3. A 174 signature petition was presented by Cllr Andrew Waller to Full Council on 26th March 2015 on behalf of local residents. The petition was titled “Safe School Crossing on Askham Lane” and worded as follows: “We the undersigned request that a pedestrian crossing is established at the crossing point on Askham Lane to Westfield School. This is to assist with the safe crossing by

residents, especially school children, on this busy road.” A scan of the front page of the petition, with the names blanked out, is included as Annex A to this report.

4. In line with the recently adopted policy on petitions it was reported to the Corporate and Scrutiny Management Policy and Scrutiny Committee on 7th April. Members of the committee acknowledged receipt of the petition and noted its contents and that it had been passed through to the relevant department to action.
5. The petition was raised by Cllr Waller on behalf of concerned residents and was prompted by the absence of the school crossing patrol on Askham Lane for a period of approximately 3 months in early 2015 due to sickness. The Council were unable to backfill the position during the period of absence therefore children either needed to be accompanied across the road by an adult or had to cross unsupervised. The crossing patrol returned to work on 14th April, shortly after the petition was submitted.
6. School crossing patrol vacancies are notoriously difficult to fill due to the relatively short, but inflexible, working hours (30 minutes at both school start and finish times). Many of the crossing patrol sites have in the past been staffed by a parent or grandparent of a child at the particular school the crossing serves. In an ideal world the post would be filled by someone who was also employed in a non-teaching role by the school the site served and could fit the crossing duties around their other duties, however, there are not many sites which fall into this category.

Consultation

7. The circumstances have changed since the submission of the petition with the crossing patrol returning to work, however it is considered to be still worth reviewing the options for providing crossing improvements at this location.
8. It is not proposed to consult further with residents until there is evidence to demonstrate whether a formal crossing is:
 - deemed appropriate (taking into consideration factors such as pedestrian flow, vehicle flow, vehicle type and speed and casualty statistics)
 - physically deliverable

- deemed a high enough priority compared to other transport schemes to be considered for future capital programme funding
9. Some initial internal consultation has been done with council officers who deal with road safety, school crossing patrols and safety engineering to shape the options below.

Options

10. The options available are:
- Option 1 – investigate whether a formal crossing is appropriate and if so, undertake feasibility work to determine how to deliver such a scheme. This work would include consultation with affected parties and identification of a funding source. If a feasible scheme is identified a further report would be brought to Executive Member Decision Session for consideration.
 - Option 2 – note the petition but take no further action.

Analysis

11. The advantage of Option 1 is that the initial feasibility work will identify whether a formal crossing is appropriate and if so, where the most suitable location would be. If a formal crossing is not deemed appropriate then other solutions can also be investigated. If a formal crossing is provided it will help pedestrians to cross at all times of the day as opposed to just school start and finish times during term time when the crossing patrol is in-situ. The presence of a crossing would also remove any uncertainty for parents about how their children would cross the road safely as there would always be a facility whether or not there was a crossing patrol present in the future.
12. The disadvantages of Option 1 are the additional staff resource required to undertake the feasibility work, the cost of survey work and the cost of implementation which will need to be found from existing budgets. The investigation will need to take into consideration several factors such as the current pedestrian flow across the road, the vehicle flow along it and type of vehicles involved, the speed of vehicles and whether there is a history of pedestrian casualties on this section of Askham Lane. If these

factors indicate that a formal crossing is the most appropriate solution a design will need to be drawn up and consulted on.

13. Option 2 is the “do-nothing” option which just acknowledges receipt of the petition but does not propose to take any further action. The advantage of this option is that no further staff or financial resources are required.
14. The disadvantage of Option 2 is that if the school crossing patrol has any further absence or retires from the role then parents and children will be back to the same situation as when the petition was raised unless a replacement can be found. A similar scenario would also come about if funding for school crossing patrols was ever reconsidered.

Council Plan

15. Considering this matter contributes to the following Council corporate priorities, as set out in the Council’s Plan 2011-15:
 - Get York moving – encouraging children and adults to walk to school and for other journey purposes.
 - Build strong communities – helping the community either side of Askham Lane keep connected and removing any severance caused by traffic on Askham Lane.
 - Protect vulnerable people – helping vulnerable road users cross the busy Askham Lane.
 - Protect the environment – encouraging parents not to drive their children to school and other residents to walk for shorter journeys.

Implications

16. **Financial:** If a formal crossing is required funding will be sought to implement it. It will be possible to accommodate the costs of the investigation in the current Transport Capital Programme. Funding for the delivery of a crossing would need to be prioritised against other transport schemes.

Human Resources (HR): There are no HR implications

Equalities: If a crossing is to be implemented it will be fully disabled-compliant

Legal: There are no Legal implications

Crime and Disorder: There are no Crime and Disorder implications

Information Technology (IT): There are no IT implications

Property: There are no Property implications as the area in question forms part of the adopted highway.

Other: There are no other implications

Risk Management

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

Contact Details

Author:

Andy Vose
Transport Planner
Tel No. 01904 551608

Chief Officer Responsible for the report:

Neil Ferris
Assistant Director CES

**Report
Approved**



Date 10th July 2015

Wards Affected: Westfield

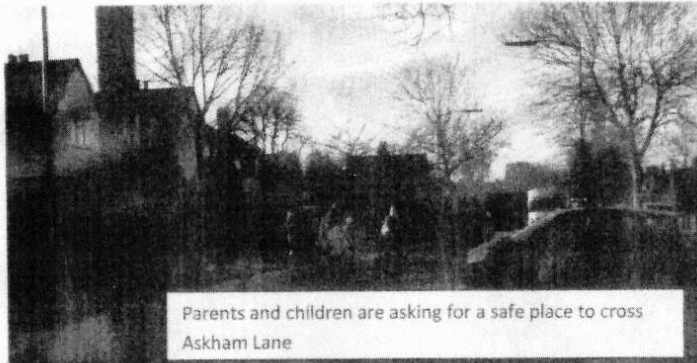
For further information please contact the author of the report

Background Papers: None

Annexes

Annex A – copy of front page of petition

Copy of Petition Front Page



Parents and children are asking for a safe place to cross Askham Lane

Safe school crossing on Askham Lane

For many years the community has benefitted from a school crossing patrol on Askham Lane but since Christmas the council has not been able to provide this, and residents are concerned that there is risk to pedestrians (young and old) on what is a very busy road. Parents have asked local councillor Andrew Waller to help resolve the situation.

We the undersigned request that a pedestrian crossing is established at the crossing point on Askham Lane to Westfield School. This is to assist with the safe crossing by residents, especially school children, on this busy road.



| Signed | Name | Address | Email |
|--------|------|---------|-------|
| | | | |

Please return completed forms to ; Cllr Andrew Waller, 194 Askham Lane, York YO24 3HP (more copies available by ringing 337757) – his house is close to the entrance to Westfield School

Printed by NYPS Ltd., Unit 12A Victoria Farm Estate, Water Lane, York, YO30 6PQ. Published and promoted by Steve Galloway on behalf of A Waller, S Hunter & S Jackson (Liberal Democrats) all at 6 Stirrup Close, York, YO24 3LU and by D Wann on behalf of N Love (Liberal Democrats) both at Unit 12A Victoria Farm Estate, Water Lane, York, YO30 6PQ.



Decision Session
Executive Member for Transport & Planning

23rd July 2015

Report of the Director of City and Environmental Services

**City and Environmental Services Capital Programme –
2014/15 Outturn Report**

Summary

1. The purpose of this report is to inform the Executive Member of the outturn position for schemes in the 2014/15 CES Capital Programme, including the budget spend to 31 March 2015, and the progress of schemes in the year.
2. The report also informs the Executive Member of any variations between the outturn and the budget, and seeks approval for funding to be carried forward to 2015/16, subject to the approval of the Executive.

Recommendations

3. The Executive Member is requested to:
 - i. Note the progress achieved in delivering schemes in the capital programme as indicated in the annexes.
 - ii. Approve the proposed carryovers as outlined in paragraphs 19 to 25, subject to the approval of the Executive.

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

Background

4. The CES Transport Capital Programme budget for 2014/15 was confirmed at £7,637k at Full Council on 27 February 2014. The programme was finalised on 13 October 2014, when the then Cabinet Member was presented with the Consolidated

Capital Programme, which included all funding that had carried over from 2013/14.

5. A number of amendments to the programme were also made at the Monitor 1 Report to the Decision Session in December 2014. Further amendments were also recommended at the 10 February Cabinet meeting that were subsequently approved at the Council Budget meeting on 26 February 2015.
6. As a result of these amendments, the current approved budget for the 2014/15 Transport Capital Programme is £11,879k, which includes Local Transport Plan (LTP) funding, plus other funding from the Local Sustainable Transport Fund (LSTF) grant, developer contributions, council resources, funding from the Department for Transport for A19 Pinch Point, Clean Bus Technology Fund as well as funding from the Better Bus Area Fund to improve public transport in York. This represents the main budgets available to spend, and is therefore net of the over programming built into the Local Transport Plan element of the programme, which can be used to ensure the available funding is fully spent in each year.
7. The CES Planning & Transport Capital Programme also includes £290k of funding from council resources for the maintenance of the city walls and £60k for the alleygating programme, partly funded by a grant (£10k) and partly by council resources (£50k).
8. Table 1 shows the current approved capital programme.

Table 1: Current Approved Capital Programme

| | Gross Budget £000s |
|---|-----------------------------------|
| Original CES Planning & Transport Capital Programme | 7,637 |
| Variations approved at Consolidated Report | +5,567 |
| Variations approved at Monitor 1 Report | +248 |
| Variations approved at Corporate Monitor 3 Report | -1,573 |
| Current Approved CES Capital Programme | 11,879 |

Summary of Key Issues

9. Against the approved Transport budget of £11,879k in 2014/15, there is an outturn of £9,714k. This is a higher than anticipated level of under spend compared to previous years, and is principally caused by; additional DfT funding (allocation received too late in the year to deliver schemes), delayed start for Phase 1 of the A19 Pinch Point Scheme (due to Utility diversion works), some schemes delivered under budget and delays in progressing a number of other schemes.
10. In previous years, additional resources have sometimes been introduced to speed up delivery on other schemes and deliver full spend in the year. This was not considered appropriate for 2014/15, due to the need for funding to be slipped to 2015/16 for delivery of the delayed schemes.
11. A substantial amount of work has been progressed in the year, including the following schemes:
 - Completion of the Access York Phase 1 scheme, which included the provision of two new Park and Ride sites, and a major roundabout improvement to the A1237/A59 junction a new signalised junction at Poppleton and upgrading of the traffic signal junction as Askham.
 - Public realm improvements at the Theatre Royal Interchange/ Exhibition Square.
 - Improvements to York Station Interchange facilities
 - Refurbishment programme of Real Time Passenger Information displays at City Centre Bus Stops
 - Minor improvement programme to bus shelters along radial routes
 - Commencement of advance works for Phase One of the A19 Pinch Point Scheme at the A64 junction.
 - Introduction of Pay on Exit Car Parking Trial on Marygate Car Park.
 - Installation of rapid charging points at several locations across the city, Two at Poppleton Bar, one at Nunnery Lane and one at the University Sports Village
 - Substantial completion of the Haxby to Clifton Moor Cycle Route.
 - University Road Cycle route substantially completed.

- Ongoing programme of Cycle Network Priority improvements.
 - Completion of North York and East York 20 mph programme.
 - University Road Speed Management scheme substantially completed.
 - The ongoing maintenance of the City Walls including retaining wall works at the Monkgate Garage site.
 - Alleygating schemes completed in several residential areas.
12. The outturn figures and proposed changes to the approved budget are indicated in Table 2 below. Additional information regarding progress on individual schemes is provided in the annexes to this report.

Table 2: Outturn and Variation to Future Budgets

| CES Capital Programme | 2014/15 | Variation to 2015/16 Budget | Paragraph Ref |
|---|---------------|-----------------------------|---------------|
| | £000s | £000s | |
| Current Approved Capital Programme | 11,879 | | |
| <u>Re-profiling:</u> | | | |
| LTP Funding | -936 | 936 | 19 |
| Better Bus Area Fund | -547 | 547 | 20 |
| DfT – A19 Pinch Point Fund | -222 | 222 | 21 |
| DfT – Clean Bus Technology Fund | -476 | 476 | 22 |
| CYC Funding – Alleygating | -8 | 8 | 23 |
| CYC Funding – City Walls | -113 | 113 | 24 |
| <u>Adjustments:</u> | | | |
| Outturn Overspend* | 137 | | 25 |
| Outturn** | 9,714 | 2301 | |

*Outturn Overspend is additional funding that was not available when the Corporate Monitor 3 budget was agreed. ** Rounding errors amended

Consultation

13. The capital programme is decided through a formal process, using a Capital Resource Allocation Model (CRAM), and was agreed by the Council on 27 February 2014. 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

14. As the report is a record of progress of schemes in the year, there are no options for the Executive Member to consider for this report.

Scheme Specific Analysis

15. Details on the progress of schemes in the CES Planning & Transport Capital Programme can be found in Annexes 1 and 2. Spend against individual schemes (shown in Annex 2) is compared to the programme allocations, which included overprogramming of £128k; i.e. there would have been an overspend of £128k if the outturn of all schemes was equal to the programme allocation.

Corporate Strategy

16. The CES Capital Programme supports the following corporate priorities:
 - 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.
 - 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

17. The following implications have been considered:
 - (a) **Financial** See below.
 - (b) **Human Resources (HR)** There are no HR implications.
 - (c) **Equalities** There are no Equalities implications.
 - (d) **Legal** There are no Legal implications.

- (e) **Crime and Disorder** There are no Crime and 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

18. The approved 2014/15 Transport Capital Programme budget was £11,879k. The actual spend in the year was £9,714k, an underspend of 19%. The proposed funding sources for the budget, subject to approval by the Executive, are shown in Table three.

Table 3: Outturn and Funding Sources

| CES Capital Programme | Current Budget | Outturn | Outturn Overspend* | Variation |
|---------------------------------------|----------------|-------------|--------------------|--------------|
| | £1,000s | £1,000s | £1,000s | £1,000s |
| Local Transport Plan – Other | 1870 | 935 | 0 | -936 |
| Local Transport Plan – Access York | 1147 | 1147 | 0 | 0 |
| CYC LTP Top-up Funding | 811 | 811 | 0 | 0 |
| Section 106 Funding | 46 | 58 | 12 | 0 |
| Access York – EIF Funding | 3250 | 3250 | 0 | 0 |
| Access York – Section 106 Funding | 110 | 110 | 0 | 0 |
| Access York – Dev Cont | 0 | 60 | 60 | 0 |
| Access York – CYC Funding | 1323 | 1323 | 0 | 0 |
| Local Sustainable Transport Fund | 647 | 647 | 0 | 0 |
| Better Bus Area Fund – DfT | 314 | 339 | 25 | 0 |
| Better Bus Area Fund – EIF | 920 | 373 | 0 | -547 |
| Better Bus 2 Funding | 68 | 68 | 0 | 0 |
| A19 Pinchpoint Grant Funding | 399 | 177 | 0 | -222 |
| Grant Funding (OLEV) | 23 | 63 | 40 | 0 |
| Grant Funding – Clean Bus Technology | 575 | 99 | 0 | -476 |
| Grant Funding (Alleygating) | 10 | 10 | 0 | 0 |
| CYC Funding (Pay on Exit car parking) | 25 | 25 | 0 | 0 |
| CYC Funding (City Walls) | 290 | 177 | 0 | -113 |
| CYC Funding (Alleygating) | 50 | 42 | 0 | -8 |
| Total Budget** | 11879 | 9714 | 137 | -2301 |

*Outturn Overspend is additional funding that was not available when the Corporate Monitor 3 budget was agreed. ** Rounding errors amended

19. It is proposed to carry forward the unused Local Transport Plan (LTP) funding into 2015/16 to fund the schemes that were delayed (including the A19 Pinch Point Scheme) and to cover the match funding requirements previously committed to delivering the LSTF programme. It was agreed with the DfT that due to the delays in progressing some of the LSTF

schemes, their grant funding could only be slipped to 2014/15. To ensure that the LSTF funding allocation was fully utilised within the DfT's timeframes the LTP match funding requirement was reduced in 2014/15 and needs to be carried forward to allow the completion of the agreed LSTF programme in 2015/16.

20. It is proposed to carry forward the unused funding from the Better Bus Area Funds for schemes from 2014/15 to the 2015/16 capital programme to allow the schemes to be completed in 2015/16. The scope for some reprioritisation/reallocation of funding for schemes that may no longer be viable or where they are delivered under budget is being reviewed. It will however need to ensure the original outputs are delivered.
21. The DfT's funding for the A19 pinch point scheme was specifically allocated for the delivery of this scheme and will need to be carried over to allow it to be completed in 2015/16.
22. Following a further DfT in year allocation for the Clean Bus Technology Fund-It this will need to be carried forward to deliver the identified programme in 2015/16.
23. The remaining CYC Funding for Alleygating programme is proposed to be carried forward into 2015/16
24. It is proposed to carry forward the £113k CYC Resources funding for the City Walls Restoration to 2015/16, as this is an ongoing programme of works.
25. The Outturn overspend budget of £137K has been incorporated into the overall 2014/15 programme. These budgets were added after the Corporate Monitor 3 budgets and were therefore not previously included.

Risk Management

26. There are no anticipated risks associated with the recommendations in this report. The report is a record of achievements of the year and the proposed method of funding.

Contact Details

| | | | |
|---|--|---|--|
| Author: | Chief Officer Responsible for the report: | | |
| David Carter Major Transport Capital Programme Manager City & Environmental Services Tel No. 01904 551414 | Neil Ferris Assistant Director, Transport, Highways and Waste | | |
| | Report Approved | ✓ | Date 10 th July 2015 |
| 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:

- 2014/15 Budget Council Meeting – 26 February 2015
- 2014/15 Cabinet Capital Programme Monitor 3 Report – 10 February 2015
- 2014/15 CES Capital Programme: Monitor 1 Report – 11 December 2014
- 2014/15 CES Capital Programme: Consolidated Report - 13 October 2014
- 2014/15 CES Capital Programme: Budget Report – 10 April 2014

Annexes

- Annex 1: 2014/15 Outturn Report – Scheme Progress Report
- Annex 2: 2014/15 Capital Programme Outturn

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2014/15 Outturn Report – Scheme Progress Report

1. This annex provides details of the outturn position for schemes in the 2014/15 CES Transport Capital Programme, including the budget spend to 31 March 2015, and the progress of schemes in the year.
2. Following amendments to the 2014/15 CES Transport Capital Programme agreed at Monitor 1 report in December 2014 and further amendments following the Corporate Monitor 3 budget (which were recommended at a Cabinet meeting and approved at a Council meeting in February 2015), the approved budget for 2014/15 was £11,879k (£12,007 including overprogramming).
3. Against the approved budget of £11,879k in 2014/15, there is an outturn of £9,714k, but this included £137k of spending funded by sources not available when the Corporate Monitor 3 budget was agreed, so the underspend against the approved budget was £2301k (19%).
4. Information about the progress of schemes is given below, details of spending and scheme status at the end of March 2015 are given in Annex 2.

Transport Schemes

ACCESS YORK PHASE 1

**Programme (including overprogramming): £5,830k (£1,147k LTP, £1,323k CYC, £3,250k EIF, and £110k S106)
Spend to 31 March 2015: £5,915k**

5. Access York Phase 1 (AY01/09) - the designs of the new Park & Ride sites at Poppleton Bar and Askham Bar and the A59/ A1237 roundabout upgrade were completed in September 2013. A revision to the planning consent for the Poppleton Bar site was obtained in June 2012. Following procurement in the Autumn and approval at Cabinet in January 2013 a Full Approval application was submitted to the DfT. Vegetation clearance and utility diversion work were progressed in spring 2013. Approval was granted by the DfT on 28 March 2013. Balfour Beatty were awarded the contract on 22 April and works started in May with an anticipated completion in May 2014.
6. The two new Park & Ride sites at Poppleton Bar and Askham Bar were opened on 8 June 2014 with the majority of the additional

highway capacity on the A1237 at Poppleton available at peak times in July and completed in August. The scope of the project increased during the delivery period to incorporate additional utility diversion and supply requirements, rapid charger units for the electric bus services at Poppleton Bar and changes to the A1237/A59 roundabout to accommodate development and improve safety.

PUBLIC TRANSPORT SCHEMES

Programme (including overprogramming): £2,122k (£150k LTP, £145k LSTF, £314k DfT-BBAF, £870k EIF BBAF, £68k BBA, and £575k CBTF)

Spend to 31 March 2015: £1,016k

7. Park & Ride Bus Upgrades (PT01/14) - these have included improvements to the toilets at the Rawcliffe Bar site as well as minor works across the park and ride sites.
8. Rail Bus Interchange Study (PT03/13) - a first stage feasibility study has been completed, the scheme is ongoing but will not require funding from the CES Capital Programme in 2015/16.
9. Clean Bus Technology fund (PT02/14) – this included a contribution to improvements to the exhaust systems of two conventional buses and the conversion of one City Sightseeing bus to electric propulsion. A successful bid has been made to the DfT for £476k to fund the conversion of five further buses in 2015/16.
10. LSTF Real-Time Passenger Information Roll-out (PT08/11) - Funding was allocated in the LSTF programme for the purchase and installation of real-time display screens at bus stops in the city (in addition to the Better Bus Area Fund budget allocation).
11. LSTF Bus SCOOT (PT09/11a) – a contribution to the structural maintenance programme to pay for the cutting of detector loops in the carriageway as part of resurfacing works.
12. York Hospital to City Link (Clarence Street) (PT05/12) – This bus priority scheme was delayed due to problems with the diversion of utilities. The spend to 31/3/15 includes some of the costs for the diversion of utilities, the scheme is now planned for completion during 2015/16. Cycle facilities are also being incorporated into the scheme under Clarence Street Cycle Facilities (CY03/14).
13. York Station Interchange (PT08/12) – A programme of improvements to bus interchange facilities at York station which are

almost complete except for some tactile paving. The scheme budget included a contribution to the Reinvigorate York wayfinding scheme.

14. Theatre Royal Interchange (PT09/12) – remodelling of the bus stop provision in St Leonard’s Place and Exhibition Square has been completed. Work will be needed in 2015/16 to improve facilities at the Museum Street bus stop.
15. City Centre Interchange (PT10/12) – work was completed on some of the Rougier Street bus stops but improvements to the Rougier Street bus shelter were delayed due to problems liaising with the owner of Roman House. This issue has now been resolved and the improvements to the shelter are being planned for 2015/16.
16. Stonebow Interchange (PT11/12) – Improvements to bus stops in this area completed in 2014/15.
17. Burdyke Avenue (PT04/14) – the construction of a new parking layby on a busy bus route to try and prevent delays to buses caused by parked cars. High costs for the diversion of utilities and associated delays meant that construction was delayed, but it is planned to complete the scheme in 2015/16.
18. Better Bus 2 Scheme Development (PT05/14) and Better Bus 2 Congestion Busting Schemes – these are a series of minor schemes to improve bus operations as suggested by bus operators.
19. LSTF Park and Ride Barriers (PT02/12) – a proposal to install barrier systems at two park and ride sites to try and prevent the problem of local commuters occupying parking without using the bus. Due to procurement problems, no progress was made in 2014/15. Currently being reassessed to determine whether it represents value for money.
20. Personalised Public Transport Web Portal (PT03/12) – improvements to the CitySpace columns and the bus app.
21. Real Time Passenger Information Displays (PT04/12) – new screens and other refurbishment work for bus stops.
22. CCTV in Bus Shelters (PT04/13) – the original proposal was for CCTV to be installed in a number of bus stops, but it was found that these were covered by on-street CCTV so the scheme was not progressed in 2014/15.

23. Extension to City Centre Bus Priority Measures (PT05/13) – originally earmarked for repairs to existing bus priority equipment, but these were funded under other budgets so the scheme was not progressed in 2014/15.
24. District Centre Key Employment sites (PT13/12) – An ongoing programme of works to improve bus stop facilities outside the city centre.
25. Piccadilly Interchange (PT12/12) – improvements to the bus stop facilities in Piccadilly including surfacing, seating, painting, drainage works and minor traffic management measures.

TRAFFIC MANAGEMENT

Programme (including overprogramming): £1,045k (£575k LTP, £45k EIF, £400k DfT, £25k CYC)

Spend to 31 March 2015: £499k

26. Urban Traffic Management and Control (UTMC) and Bus Location and Information Sub-system (BLISS) (TM01/14) - several improvements to the UTMC & BLISS systems have been developed throughout the year.
27. A19 Pinch Point Scheme (TM03/13) - the A19 Pinch Point Scheme consists of a range of improvements covering the A64 up to but not including the planned Germany Beck junction improvements that are part of new development. The First Phase of this Programme is well underway and due to be completed late summer 2015. The second and third phases of this scheme (covering Naburn Lane junction and the link to Germany Beck junction), are currently being developed and the implementation of these will be coordinated around the Germany Beck works that are due to commence later in 2015/16 to minimise any disruption.
28. Variable Message Sign (VMS) upgrade (TM02/13) - work has been undertaken to develop a programme of upgrading the existing Variable Message Signs (VMS). Due to the age of the equipment a technology upgrade is required to bring them back into operation and increase their reliability.
29. Pay on Exit Car Parking Trial (TM03/12) - the experimental trial of a “Pay on Exit” car parking system was completed in 2014/15 but the full impact and potential of the system is still being assessed.

CITY CENTRE IMPROVEMENTS**Programme (including overprogramming): £140k (£117k LTP, £23k DfT,****Spend to 31 March 2015: £133k**

30. Air Quality Diffusion Tubes (AQ01/14) – support to the ongoing programme of air quality monitoring using nitrogen dioxide diffusion tubes.
31. Street Furniture (TM02/14), Review of lining (TM03/14) and Review of signing (TM04/14) – minor changes to signing and lining across the authority including the Annual Review of the Traffic Regulation Order (TRO) covering waiting restrictions.

CYCLING & WALKING NETWORK**Programme (including overprogramming): £1,886k (£1,338k LTP, £46k s106, £502k LSTF,)****Spend to 31 March 2015: £1,431k**

32. LSTF Haxby to Clifton Moor Cycle Route (CY10/11) - this was effectively completed during 2014/15 providing a major improvement to the cycle network.
33. University Road Cycle Route (CY05/13) - improved cycling facilities associated with the University Road Speed Management Scheme (SM02/14).
34. LSTF Station to Lendal Route (PE04/11) - some minor pedestrian route improvements were undertaken along this route with some tactile paving yet to be installed near Station Rise.
35. Cycling Network Priority Schemes (CY06/13) - a wide range of cycling enhancements were progressed over the year as part of an ongoing programme of improvements. In 2014/15, these included the Rufforth to Knapton cycle route (CY01/14).
36. LSFT School Cycle Facilities (CY06/11), LSTF Business Cycle Facilities (CY07/11) and LSTF Cycle Infrastructure Audit works (CY08/11) - additional facilities were provided to School and Businesses across the city through partnering arrangements.
37. Minor Cycle Schemes (CY04/14) and Cycle Parking (CY05/14) – provided minor improvements for cyclists.

38. LSTF Jockey Lane Cycle Route (CY01/13) – this scheme has now been developed and is programmed for completion in 2015/16.
39. LSTF Clifton Moor Pedestrian & Cycle Link (PE06/11) - works commenced on this scheme which is due for completion early in 2015/16.
40. LSTF River Foss Off Road Cycle & Pedestrian Route (CY02/12) – a feasibility study showed that the costs of the scheme were very much higher than anticipated and therefore the scheme was not progressed

SAFETY & ACCESSIBILITY SCHEMES

Programme (including overprogramming): £534k (£529k LTP and £5k EIF)

Spend to 31 March 2015: £466k

41. 20mph Programme (SM02/12) - The “North York” and “East York” 20mph speed limit programmes were completed in 2014/15.
42. A wide range of other school, local safety and danger reduction schemes were progressed in 2014/15.

SCHEME DEVELOPMENT & COMPLETION

Budget: £100k (LTP)

Spend to 31 March 2015: £25k

43. Future Years Scheme Development (SD01/14) – these funds were originally earmarked for feasibility works in connection with the development of schemes within the West Yorkshire Transport Fund which were subsequently not required.
44. As in previous years, an allocation was included in the programme for costs incurred against schemes delivered in previous years. These costs include safety audit requirements, minor amendments to schemes following completion, and the payment of retentions.

CES MAINTENANCE BUDGET

Budget: £350k (£10k Grant, £340k CYC)

Spend to 31 March 2015: £229k

45. City Walls Restoration (CW01/12) – these funds were used for the ongoing restoration and maintenance of the City Walls. An important element in 2014/15 was the restoration of Walmgate Bar and this is

continuing into 2015/16 along with a further programme of restoration and maintenance

46. Alleygating programme (AG01/13) - several schemes have been completed in 2014/15 as well as preparatory works for future schemes proposed in 2015/16.

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| Scheme Ref | 2014/15 Transport Capital Programme | Corporate M3 Budget (Total) | Total Spend to 31/03/15 | Variance (Total) | Scheme Status at 31/03/15 | Comments |
|------------|-------------------------------------|-----------------------------|-------------------------|------------------|---------------------------|----------|
| | | £1,000s | £1,000s | £1,000s | | |

| Access York Phase 1 | | | | | | |
|---------------------|---|----------|----------|-------|-----------------|--|
| AY01/09 | Access York Phase 1 - Park & Ride Sites | 5,829.97 | 118.36 | 84.80 | Scheme Complete | New P&R site on the A59 corridor (including improvements to A59 roundabout) & replacement P&R site at Askham Bar |
| | Askham Bar Expansion/ Relocation | | 2,788.43 | | | |
| | A59 (Poppleton Bar) | | 3,007.98 | | | |
| | A59 Roundabout Improvements | | | | | |

| | | | |
|----------------------------------|-----------------|-----------------|--------------|
| Total Access York Phase 1 | 5,829.97 | 5,914.77 | 84.80 |
|----------------------------------|-----------------|-----------------|--------------|

| Public Transport Schemes | | | | | | |
|--------------------------|---|--------|-------|---------|-----------------|---|
| PT01/14 | Park & Ride Site Upgrades | 110.00 | 72.03 | -37.97 | | |
| | Rawcliffe Toilets Refurbishment | | | | Scheme Complete | Improvements to Rawcliffe Bar toilets; Other minor works as required throughout year |
| | Other P&R Site Works | | | | Scheme ongoing | |
| PT03/13 | Rail/Bus Interchange Study | 50.00 | 40.10 | -9.90 | Scheme ongoing | First stage report completed. Scope of works for next commission being developed. Completion of feasibility due end Dec 2015. |
| PT02/14 | Clean Bus Technology Fund | 574.89 | 99.03 | -475.86 | | |
| | Reliance Bus SCRT Exhausts | | | | Scheme complete | Contribution to fitting SCRT exhausts on two Reliance buses |
| | City Sightseeing Bus Conversion (Phase 1) | | | | Scheme complete | Conversion of one City Sightseeing bus to electric motors, bus launched 3 Sept |
| | City Sightseeing Bus Conversion (Phase 2) | | | | Scheme ongoing | Second grant awarded £475k for conversion of further 5 buses. Works to be undertaken in 2015/16 |

| LSTF Schemes | | | | | | |
|--------------|---|-------|-------|-------|------------------|--|
| PT08/11 | LSTF - Real-Time Passenger Information Roll-out | 20.00 | 20.00 | 0.00 | Scheme Completed | Programme of installation of Real time passenger information screens |
| PT09/11a | LSTF - Introduction of Bus-SCOOT | 15.00 | 14.45 | -0.55 | Scheme ongoing | Improvements to traffic signal detection |

| BBAF Schemes | | | | | | |
|--------------|--|--------|--------|---------|---------------------|---|
| PT05/12 | York Hospital to City Link (Clarence St) - Priority Measures | 233.00 | 149.66 | -83.34 | Scheme ongoing | Scheme being carried forward into 2015/16 due to utility diversion delays. |
| PT08/12 | York Station Interchange | 45.00 | 36.57 | -8.43 | | |
| | Wayfinding Scheme | | | | Feasibility ongoing | Contribution to wider Wayfinding scheme |
| | Interchange Works | | | | Scheme Completed | Improvement works to Tram Shelter, Canopy Glazing, lighting and display boards. |
| PT09/12 | Theatre Royal Interchange | 277.00 | 258.70 | -18.30 | | |
| | Museum Street Bus Stop | | | | Scheme ongoing | Provision of new public transport waiting facilities |
| | St Leonard's Place (Theatre Royal) & Exhibition Square Bus Stops | | | | Scheme Completed | Remodelling of bus stop facilities associated with the redevelopment of Exhibition Square |
| PT10/12 | City Centre Interchange (Rougier St) | 185.00 | 51.89 | -133.11 | | |
| | Rougier Street Bus Stops | | | | Scheme Completed | Improvements to Bus Stops |
| | Low Ousegate & Micklegate Bus Stops | | | | Scheme Completed | Improvements to Bus Stops |
| | Roman House Bus Shelter | | | | Scheme ongoing | Replacement of large bus waiting facilities attached to Roman house |
| | Other City Centre Works | | | | Scheme Completed | Improvements to Bus Stops |
| PT11/12 | Stonebow Interchange | 6.00 | 0.84 | -5.16 | Scheme Completed | Improvements to Bus Stops |
| PT04/14 | Burdyke Avenue Layby | 55.00 | 4.50 | -50.50 | Scheme ongoing | Parking layby facilities on busy bus route |
| PT05/14 | Better Bus 2 Scheme Development | 37.00 | 0.00 | -37.00 | Feasibility ongoing | Minor schemes to improve bus operations |
| PT06/14 | Better Bus 2 - Congestion-Busting Schemes | | 6.30 | 6.30 | Feasibility ongoing | Minor schemes to improve bus operations |

| Carryover Schemes | | | | | | |
|-------------------|---|--------|--------|---------|---------------------|--|
| PT02/12 | LSTF - Park & Ride Barriers | 110.00 | 0.00 | -110.00 | Feasibility ongoing | Installation of control barriers to Park and Ride |
| PT03/12 | Personalised Public Transport Web Portal | 20.00 | 10.69 | -9.31 | Scheme ongoing | Upgrade of web portal facilities |
| PT04/12 | Real-Time Passenger Information Displays at City Centre Bus Stops (Phase 2) | 97.00 | 101.40 | 4.40 | Scheme Complete | Expansion of Real Time Passenger information displays |
| PT04/13 | CCTV in Bus Shelters at Hubs | 50.00 | 0.00 | -50.00 | Feasibility Ongoing | CCTV installation coverage to Bus Shelter facilities at transport hubs |
| PT05/13 | Extension to City Centre Bus Priority Measures | 37.00 | 0.00 | -37.00 | Feasibility Ongoing | Bus Priority Measures in the Centre of the City |
| PT13/12 | District Centre & Key Employment Sites - Improvements to Passenger Facilities | 185.00 | 135.20 | -49.80 | Scheme ongoing | Bus Stop improvements at key locations |
| PT12/12 | Piccadilly Interchange | 15.00 | 14.27 | -0.73 | Scheme Complete | Enhancement of Public Transport interchange |

| | | | |
|---|-----------------|-----------------|------------------|
| Public Transport Programme Total | 2,121.89 | 1,015.62 | -1,106.27 |
|---|-----------------|-----------------|------------------|

| Traffic Management | | | | | | |
|---------------------------|---|--------|--------|---------|---------------------|---|
| TM01/14 | Urban Traffic Management & Control/ Bus Location & Information Sub-System | 110.00 | 94.78 | -15.22 | | |
| | Implement IP communications at traffic signals (Chameleons) | | | | Scheme ongoing | UTMC/BLISS Improvements |
| | Car Park Counting Upgrade - Esplanade wireless installation | | | | Scheme ongoing | UTMC/BLISS Improvements |
| | Trial Video Analytics Implementation - Journey Time Analysis | | | | Scheme ongoing | UTMC/BLISS Improvements |
| | 'Yorklive' Mobile / Web Development | | | | Scheme ongoing | UTMC/BLISS Improvements |
| | CCTV Expansion - Control Room upgrade | | | | Scheme ongoing | CCTV Expansion |
| | CCTV Expansion - Grimston Bar Interchange camera | | | | Scheme ongoing | CCTV Expansion |
| TM02/14 | Monks Cross (s106) | | 67.13 | 67.13 | Scheme complete | Developer funded scheme |
| TM03/13 | A19 Pinchpoint Scheme | 750.00 | 176.80 | -573.20 | | |
| | Phase 1 - A19/A64 interchange, inc new inbound lanes (+ bus lane) | | | | Scheme ongoing | Major improvement scheme to A19/A64 interchange |
| | Phase 2 - Signal Junction (Naburn Lane) | | | | Feasibility ongoing | Junction improvement scheme |
| | Phase 3 - Landing Lane To Germany Beck | | | | Feasibility ongoing | Link improvement works |
| Carryover Schemes | | | | | | |
| TM02/13 | VMS Upgrade | 85.00 | 42.58 | -42.42 | Scheme ongoing | Upgrade of Variable Message Signing |
| TM03/12 | Pay on Exit Car Parking Trial | 100.00 | 118.18 | 18.18 | Scheme ongoing | Trial of Car Park operation using "Pay on Exit" |

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|---|-----------------|---------------|----------------|
| Traffic Management Programme Total | 1,045.00 | 499.47 | -545.53 |
|---|-----------------|---------------|----------------|

| City Centre Improvements | | | | | | |
|---------------------------------|--|--------|-------|-------|----------------|--|
| AQ01/14 | Air Quality Diffusion Tubes | 20.00 | 20.00 | 0.00 | Scheme ongoing | Air quality monitoring programme |
| - | Street Furniture, Signing, & Lining Review | | | | | |
| TM02/14 | Street Furniture | 2.00 | 1.82 | -0.18 | Scheme ongoing | Minor improvement/ amendments programme |
| TM03/14 | Review of Lining | 9.00 | 7.56 | -1.44 | Scheme ongoing | Minor improvement/ amendments programme |
| TM04/14 | Review of Signing | 9.00 | 7.09 | -1.91 | Scheme ongoing | Minor improvement/ amendments programme |
| Carryover Schemes | | | | | | |
| AQ02/13 | Electric Vehicle Rapid Charging Points | 100.00 | 96.54 | -3.46 | Scheme ongoing | Installation of rapid charging points at Park and Ride sites and other locations around the City |

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|---------------------------------------|---------------|---------------|--------------|
| City Centre Improvements Total | 140.00 | 133.02 | -6.98 |
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| Cycling & Walking Network | | | | | | |
|--------------------------------------|---|--------|--------|---------|----------------------|--|
| CY10/11 | LSTF - Haxby to Clifton Moor Cycle Route | 960.00 | 811.97 | -148.03 | | |
| | Off-Road Path | | | | Scheme ongoing | Provision of main cycle route between Haxby and Clifton Moor |
| | Crossing Points - Haxby Road (North & South) & Wigginton Road | | | | Scheme complete | |
| | Pedestrian & Cycle Bridge | | | | Scheme complete | |
| CY05/13 | University Road Cycle Route | 280.00 | 287.14 | 7.14 | Scheme complete | New /Improved cycle facilities related to the University |
| PE04/11 | LSTF - Station to Lendal Route | 10.00 | 7.09 | -2.91 | | |
| | Cholera Burial Ground Area Improvements | | | | Scheme complete | Minor improvement works |
| | Station Rise Tactiles | | | | Scheme ongoing | Minor improvement works |
| CY06/13 | Cycling Network Priority Schemes | 140.00 | 104.69 | -35.31 | | |
| | Queen Street - Links to West Offices | | | | Feasibility complete | A range of cycle improvement scheme across the City |
| | Holgate Road - Link from Iron Bridge to Acomb Rd Jct | | | | Scheme ongoing | |
| | Monkgate Cycle Route | | | | Scheme complete | |
| | Monkgate Roundabout Cycle Route | | | | Scheme ongoing | |
| | Dame Judi Dench Walk Cycle Route | | | | Feasibility complete | |
| | Poppleton Road Cycle Route (Water End to Ash Street) | | | | Feasibility complete | |

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| | Rufforth-Knapton 40mph Limit Scheme | | | | Scheme complete | |
| | Hungate (Hiscox) Contribution | | | | Scheme ongoing | |
| CY01/14 | Rufforth-Knapton Cycle Route | 25.00 | 26.35 | 1.35 | Scheme complete | Cycle improvement scheme |
| CY06/11 | LSTF - School Cycle Facilities | 35.00 | 23.53 | -11.47 | | |
| | School Cycle Parking | | | | Scheme ongoing | Programme of providing improved school cycle/ scooter parking facilities |
| | School Scooter Parking | | | | Scheme ongoing | |
| CY07/11a | LSTF - Business Cycle Facilities Match Funding | 23.00 | 48.85 | 25.85 | Scheme complete | Programme of providing improved cycle facilities |
| CY07/11b | LSTF - Business Cycle Facilities - 'Park That Bike' Match Funding | 17.00 | | -17.00 | Scheme complete | Programme of providing improved cycle facilities |
| CY08/11 | LSTF - Cycle Infrastructure Audit Works | 25.00 | 37.64 | 12.64 | Scheme complete | Programme of minor cycle improvements through audit process |
| CY02/14 | Woodland Way to Monks Cross Drive Link - linking gaps in the cycle network | 0.00 | | | Feasibility complete | Future scheme identification |
| CY03/14 | Clarence Street Cycle Facilities | 10.00 | | -10.00 | Scheme ongoing | Minor cycle improvement linked with main junction scheme |
| PE01/14 | Minor Pedestrian Schemes | 17.50 | 5.88 | -11.62 | Scheme ongoing | Programme of minor pedestrian improvements across the City |
| PE02/14 | Dropped Crossings | 15.00 | 15.37 | 0.37 | Scheme ongoing | Programme of introducing dropped crossing across the City |
| CY04/14 | Minor Cycle Schemes | 17.50 | 11.50 | -6.00 | Scheme ongoing | Programme of introducing minor cycle improvement across the City |
| | Rufforth to Knapton Cycle Route - 40mph Limit Boundary Works | | | | Scheme ongoing | Speed limit alterations to improve cycle safety |
| CY05/14 | Cycle Parking | 15.00 | 8.24 | -6.76 | Scheme ongoing | Programme of minor cycle improvements |
| Carryover Schemes | | | | | | |
| CY01/13 | LSTF - Jockey Lane Cycle Route | 155.00 | 25.31 | -129.69 | | |
| | Speed Management Works | | | | Scheme complete | Cycle route improvement with road crossing facilities |
| | Cycle Route Scheme | | | | Scheme ongoing | |
| PE06/11 | LSTF - Clifton Moor Pedestrian & Cycling Link Improvements | 75.00 | 11.47 | -63.53 | | |
| | Footpath at Ten-Pin Bowling Site | | | | Scheme ongoing | Improved cycle linkages |
| | Link Path Between Retail Parks | | | | Scheme ongoing | |
| CY02/12 | LSTF - River Foss Off-Road Cycle & Pedestrian Route (Earswick Bridge) | 66.00 | 6.01 | -59.99 | Feasibility complete | Option analysis of possible improvements to existing bridge facilities |

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| Cycling & Walking Network Programme Total | 1,886.00 | 1,431.04 | -454.96 |
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| Safety Schemes | | | | | | |
|------------------------------|--|--------|--------|--------|-----------------|--|
| SM02/12 | 20mph Programme | 235.00 | 215.49 | -19.51 | | |
| | North York 20mph Limit | | | | Scheme complete | Programme of introducing 20 mph Limits |
| | East York 20mph Limit | | | | Scheme complete | Programme of introducing 20 mph Limits |
| School Safety Schemes | | | | | | |
| - | School Safety Schemes | | | | | |
| SR01/14 | Osballdwick Primary SRS | 24.00 | 7.04 | -16.96 | Scheme ongoing | Safe Route to School Programme |
| SR02/14 | St Lawrence's Primary SRS | 3.00 | 3.33 | 0.33 | Scheme complete | Safe Route to School Programme |
| SR03/14 | Millthorpe Secondary SRS | 10.00 | 3.19 | -6.81 | Scheme ongoing | Safe Route to School Programme |
| SR04/14 | Archbishop Holgate's SRS | 5.00 | 3.39 | -1.61 | Scheme ongoing | Safe Route to School Programme |
| SR05/14 | St Aelred's Primary SRS | 3.00 | 0.24 | -2.76 | Scheme ongoing | Safe Route to School Programme |
| SR06/14 | Canon Lee SRS | 2.00 | 2.18 | 0.18 | Scheme ongoing | Safe Route to School Programme |
| SR07/14 | Park Grove SRS | 5.00 | 1.89 | -3.11 | Scheme complete | Safe Route to School Programme |
| SR08/14 | Bishopthorpe Infant and Juniors SRS | 2.00 | 7.38 | 5.38 | Scheme ongoing | Safe Route to School Programme |
| SR09/14 | Fulford Secondary SRS | 0.00 | | | Scheme complete | Safe Route to School Programme |
| SR11/14 | Burnholme SRS | 2.00 | 0.41 | -1.59 | Scheme ongoing | Safe Route to School Programme |
| SR10/14 | Safety Audit Works | 5.00 | 2.10 | -2.90 | Scheme ongoing | Programme of minor safety improvements |
| Safety Schemes | | | | | | |
| - | Local Safety Schemes/ Danger Reduction | | | | | |

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|---------|--|--------|--------|--------|----------------------|---|
| LS03/13 | Huntington Road / Link Road LSS | 8.00 | 30.50 | 22.50 | Scheme ongoing | Road Safety improvements |
| LS04/13 | A166 Holthy / Eastfield Lane Jct LSS | 4.00 | | -4.00 | Scheme Complete | Road Safety improvements |
| LS01/14 | Manor Heath / Hallcroft Lane LSS | 17.50 | | -17.50 | Scheme Complete | Road Safety improvements |
| LS02/14 | A19 Bootham /Bootham Row LSS | 3.50 | | -3.50 | Scheme Complete | Road Safety improvements |
| LS03/14 | New Lane / Jockey Lane LSS | 2.00 | | -2.00 | Scheme Complete | Road Safety improvements |
| LS04/14 | A64 / Towthorpe Moor Lane LSS | 1.00 | | -1.00 | Scheme Complete | Road Safety improvements |
| LS05/14 | Goodramgate (between Deangate and Lower Petergate) LSS | 1.00 | | -1.00 | Scheme Complete | Road Safety improvements |
| LS06/14 | Pavement / Whip-ma-whop-ma-gate LSS | 7.50 | | -7.50 | Scheme ongoing | Road Safety improvements |
| LS07/14 | Lining Work - Various Locations | 3.00 | | -3.00 | Scheme ongoing | Road Safety improvements |
| LS08/14 | Wigginton Rd / Crichton Avenue LSS | 2.00 | | -2.00 | Feasibility complete | Road Safety improvements |
| LS09/14 | 14/15 Programme Development | 5.00 | | -5.00 | Feasibility ongoing | Road Safety improvements |
| DR01/14 | Heslington Lane | 17.50 | 4.64 | -12.86 | Scheme ongoing | Road Safety improvements |
| DR02/14 | A59 / New Road (Hessay junction) | 1.00 | | -1.00 | Scheme complete | Road Safety improvements |
| DR03/14 | Green Lane (Hob Moor Children's Centre entrance) | 2.00 | | -2.00 | Scheme complete | Road Safety improvements |
| DR04/14 | Micklegate / Skeldergate / North St | 3.00 | | -3.00 | Feasibility ongoing | Road Safety improvements |
| SM01/14 | Speed Management Schemes | 25.00 | 10.56 | -14.44 | | |
| | Tadcaster Road | | | 0.00 | Scheme ongoing | Programme of Speed Management schemes across the City |
| | Stockton Lane | | | 0.00 | Scheme ongoing | Programme of Speed Management schemes across the City |
| SM02/14 | University Road Speed Management Scheme | 135.00 | 173.93 | 38.93 | Scheme complete | Programme of Speed Management schemes across the City |

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| Safety Schemes Programme Total | 534.00 | 466.27 | -67.73 |
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| Scheme Development & Completion | | | | | | |
| SD01/14 | Future Years Scheme Development | 50.00 | 0.00 | -50.00 | Scheme ongoing | Feasibility work to identify future programmes |
| - | Previous Years Schemes | 50.00 | 25.39 | -24.61 | Scheme ongoing | Address minor issues that may arise from previous programmes |

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| Total Scheme Development & Completion | 100.00 | 25.39 | -74.61 |
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| Total Integrated Transport Programme | 11,656.87 | 9,485.59 | -2,171.27 |
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CES Maintenance Budgets

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|-------------------|--------------------------------------|--------|--------|---------|-----------------|---|
| City Walls | | | | | | |
| CW01/12 | City Walls Restoration | 290.00 | 176.73 | -113.27 | | |
| | Walmgate Bar Restoration | | | | Scheme ongoing | Programme of works to restore and maintain City walls |
| | City Walls | | | | Scheme ongoing | Programme of works to restore and maintain City walls |
| | Monkgate Garage Retaining Wall Works | | | | Scheme complete | Programme of works to restore and maintain City walls |
| | Micklegate Bar Roof Repairs | | | | Scheme ongoing | Programme of works to restore and maintain City walls |

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| Total City Walls | 290.00 | 176.73 | -113.27 |
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| Alleygating | | | | | | |
| AG01/13 | Alleygating Programme | 60.00 | 51.73 | -8.27 | | |
| | Phase 1: Micklegate Gating Orders (locations 1-4) | | | | Scheme complete | Programme on introducing of Alleygates |
| | Phase 2: Micklegate (Location 5) | | | | Scheme complete | Programme on introducing of Alleygates |
| | Phase 3: Other Locations 14/15 | | | | Scheme ongoing | Programme on introducing of Alleygates |
| | Phase 4: Other Locations 15/16 | | | | Scheme ongoing | Programme on introducing of Alleygates |

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| Total Alleygating | 60.00 | 51.73 | -8.27 |
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| Total CES Maintenance Schemes | 350.00 | 228.46 | -121.54 |
|-------------------------------|--------|--------|---------|

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| Total CES Capital Programme | 12,006.87 | 9,714.05 |
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| Total Overprogramming | 128.00 |
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| Total CES Capital Budget | 11,878.87 |
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Additional update note**Decision Session****23rd July 2015****Executive Member for Transport & Planning**

Report of the Director of City and Environmental Services

Petition – Residents Parking on Aldreth Grove

Further to the report being published please find attached a summary of extra comments received from the surrounding area (currently not within the petitioned street) this outlines extra views of the area to either support or object to option 1.

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| In support | Bishopthorpe Road: advise whether we can be included in the permit parking in the area and if so how we go about doing it as we are essentially the first bit of non-resident parking up bishopthorpe road and often struggle and the introduction on Aldreth Grove only is only going to make the situation worse |
| In support | St Clements Grove: If Aldreth Grove is made resident parking only then St Clements Grove will become an island of free parking between Aldreth Grove and Norfolk St. This will intensify the existing parking problems in St Clements Grove as commuters make a bee-line for the only available parking in the area. To summarise I would urge you to take the option to consider residents parking in all 3 streets (St Clements Grove, Cameron Grove, and Aldreth Grove). This would seem the only option that does not favour one street at the expense of the others. |
| Object and support | Bishopthorpe Road: If approved, this would prove extremely difficult for me and for my family as I am reliant on family who come to help and it is a great problem parking near house. Workmen also need to be able to park to carry out works on property. I hope my situation can be considered. <i>(builders and visitors permits can be purchased for ResPark schemes)</i> |

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| In support | St Clements Grove: If Aldreth Grove does become Residents Parking, then in my opinion it would be essential to include St Clements Grove otherwise the parking situation in the street would become impossible. |
| In support | Cameron Grove: Giving residents parking to only one street i.e. Aldreth Grove, would make things even worse for the rest of us as their commuters would be parking in our street. Give residents parking to all the streets mentioned and make our lives easier. |
| In support | Cameron Grove: as a resident of Cameron Grove I would wholeheartedly SUPPORT our street becoming part of a residents parking zone with Aldreth Grove I think it is vital that all the streets combine to become a zone as only doing Aldreth would put increased pressure on spaces on our street |

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| In support | Cameron Grove: I feel very strongly that this issue is long overdue and welcome the opportunity to make my views known. Had I known that residents were able to make such an application, rather than it being instigated by the Council, I would have acted on it sooner. If Aldreth Grove alone is made residents' parking only, the problem that already exists for Cameron Grove and St Clements Grove will be compounded. I strongly believe respark for the wider area is the only way forward to address the ever increasing problem of parking in these streets. I see no disadvantages at all. |
| Object to both options | St Clements Grove: I would very much oppose the proposal to make Aldreth Grove residents only parking area. I would be very concerned if the proposal was allowed as it would clearly make parking at least somewhere near our homes significantly more difficult, and would almost certainly mean there would be pressure to have our own scheme on St Clements Grove, something which to me seems anti-social. In addition, I |

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| | assume that residents-only schemes cost the residents money and I would rather not pay. |
| Object to option 1 | As a resident of Cameron Grove I have to say that I am against the proposal to incorporate Cameron Grove into the scheme. If the residents of Aldreth Grove want the scheme, then so be it. I appreciate that parking on street can be difficult at times but that can be said to be the case in many areas of York and many other conurbations around the UK , I have grown up to live with it and accept that everyone has a right to park on street if done with consideration for other road users |
| In support | Bishopthorpe Road: I find it increasingly difficult to park anywhere near my house at times. I would welcome this 100% . On average between 60 and 70 cars a day park within these side streets and the main road. My personal opinion would be to make all of South Bank area res only. If you can afford a car then the charge per year (just under £100 I believe) should be affordable. |
| In support | Bishopthorpe Road: would like to see the scheme that is being considered for Aldreth Grove for parking permits to be extended. Would like it to include Bishopthorpe Road where she lives. |
| In Support | Aldreth Grove: express support for Aldreth Grove becoming ResPark. Strongly support the petition. I hope sense prevails and thank you for your support and assistance with this petition. |

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