

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

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

**Date:** Thursday, 13 October 2016

**Time:** 2.00 pm

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

**AGENDA**

**Notice to Members - Calling In:**

Members are reminded that, should they wish to call in any item\* on this agenda, notice must be given to Democratic Services by **4:00 pm** on **Monday 17 October 2016**.

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

Written representations in respect of items on this agenda should be submitted to Democratic Services by **Tuesday 11 October 2016** at **5.00pm**.

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

2. **Minutes** (Pages 1 - 4)  
To approve and sign the minutes of the Decision Session held on **8 September 2016**.

3. **Public Participation**  
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 **Wednesday 12 October 2016 at 5:00pm**.

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

**Filming, Recording or Webcasting Meetings**

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

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

The Council's protocol on Webcasting, Filming & Recording of Meetings ensures that these practices are carried out in a manner both respectful to the conduct of the meeting and all those present. It can be viewed at [http://www.york.gov.uk/download/downloads/id/11406/protocol\\_film\\_or\\_webcasting\\_filming\\_and\\_recording\\_of\\_council\\_meetings\\_20160809.pdf](http://www.york.gov.uk/download/downloads/id/11406/protocol_film_or_webcasting_filming_and_recording_of_council_meetings_20160809.pdf)

4. **Directorate of Place Capital Programme - 2016/17 Monitor 1 Report** (Pages 5 - 24)  
The purpose of this report is to set out progress to date on schemes in the 2016/17 Directorate of Place Capital Programme, including budget spend to the end of August 2016. It also proposes adjustments to scheme allocations to align with the latest cost estimates and delivery projections.

**5. Holgate Road (Iron Bridge to Acomb Road) Cycle Scheme** (Pages 25 - 40)

This report provides the Executive Member with an update on the advertisement of the Traffic Regulation Order (TRO) required for implementation of the proposed cycle lane scheme. It also summarises the results of further discussions with the owners of numbers 150-154 Holgate Road and makes a recommendation on the way forward.

**6. Monkgate Roundabout Cycle/Pedestrian Safety Scheme** (Pages 41 - 50)

This report updates the Executive Member on work undertaken to develop the previously agreed option to reduce the number of accidents at Monkgate Roundabout, and includes the results of consultation. It also seeks approval of a recommended layout for construction.

**7. Knavesmire Primary Safe Routes to School - Bishopthorpe Road, Pedestrian crossing improvements** (Pages 51 - 68)

This report considers proposals for pedestrian crossing improvements on Bishopthorpe Road at its junction with Campleshon Road in light of the recent public consultation. The Executive Member is asked to approve the implementation of an amended scheme including the advertising of speed limit and traffic regulation orders.

**8. Heslington Lane - Danger Reduction Scheme** (Pages 69 - 84)

This report details the development of a danger reduction scheme on Heslington Lane, including consultation responses and seeks a decision on implementation of the proposals.

**9. Acomb and Westfield Shopping Area Petitions** (Pages 85 - 92)

This report concerns two separate petitions received calling for works to be carried out to the footways at Acomb and Westfield shopping areas.

**10. Urgent Business**

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

## **Annex of Written Comments**

### **Democracy Officer:**

Name: Judith Betts

Contact Details:

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

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

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

Contact details are set out above.

**This information can be provided in your own language.**

**我們也用您們的語言提供這個信息 (Cantonese)**

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

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

**Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)**

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

** (01904) 551550**

City of York Council

Committee Minutes

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Meeting Decision Session - Executive Member for  
Transport and Planning

Date 8 September 2016

Present Councillor Gillies

## **26. Declarations of Interest**

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

## **27. Minutes**

Resolved: That the minutes of the last Decision Session held on 11 August were approved as a correct record and signed by the Executive Member.

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

It was reported that there had been two registrations to speak at the meeting under the Council's Public Participation Scheme on the following item:

### 4. Petition: Lighting on Walmgate Stray

Mr Paul Hepworth spoke, on behalf of Cycling UK, to urge support for a separately proposed alternative trial of luminescent "wayfinder" path edge markers. He expressed concern that the Walking and Cycling Officer was unaware of the report and that the report did not refer to the role of the path across the stray as part of the York Cycle Network, merely as a footpath.

Mr Dave Merrett, a resident who regularly uses the footpath, spoke broadly in support of the proposal. He stated that he welcomed the need to protect the strays from light intrusion and highlighted the importance of night-time spaces. However, he did feel that the path could benefit from some alterations. Firstly, he suggested cutting back vegetation and marking the path

edges with luminous paint. Secondly, he proposed consideration of some form of additional lighting at the barracks end of the path. This would counteract the 'pooling' of darkness on the path created by the bright lighting from inside the boundary wall of the barracks.

**29. Petition: Lighting on Walmgate Stray**

The Executive Member was asked to consider a report concerning a petition, which closed on 7 July 2016, requesting that City of York Council install lighting on the footpaths through Walmgate Stray.

Officers clarified that the Walking and Cycling Officer had indeed been aware of the report, and that the trial of 'waymarkers' was a separate issue to the one under consideration.

The Executive Member noted the public speakers comments, alongside written representations from Councillors D'Agorne and Taylor. He stated that he felt the use of luminous paint was something that could be considered as part of the separate 'waymarking' trial.

The following options were then considered

- A. To recommend to Council through the budget process allocation of capital funding to under take a more detailed feasibility study to provide the lighting requested.
- B. To refer the safety concerns expressed in the petition to other appropriate forums

Resolved: That the Executive Member for Transport and Planning

- I. Noted the petition
- II. Referred the safety concerns expressed in the petition to the appropriate partnership forums.

Reason: To consider an appropriate response to the concerns whilst ensuring that street lighting budgets

are used effectively and works are not carried out that would deliver wider negative impact.

Cllr I Gillies, Chair

[The meeting started at 2.00 pm and finished at 2.10 pm].

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**Decision Session – Executive Member for  
Transport & Planning****13 October 2016**

Report of the Corporate Director - Place

**Directorate of Place Capital Programme – 2016/17 Monitor 1 Report****Summary**

1. The purpose of this report is to set out progress to date on schemes in the 2016/17 Directorate of Place Capital Programme, including budget spend to the end of August 2016.
2. The report also proposes adjustments to scheme allocations to align with the latest cost estimates and delivery projections.

**Recommendations**

3. The Executive Member is requested to:
  - 1) Approve the amendments to the 2016/17 Directorate of Place Capital Programme set out in Annexes 1 and 2.
  - 2) Note the reduction to the 2016/17 Directorate of Place Capital Programme and the movement of funding to 2017/18, subject to the approval of the Executive.
  - 3) Note the list of priority pedestrian crossing requests in Annex 3.

Reason: To enable the effective management and monitoring of the Directorate of Place Capital Programme.

**Background**

4. The Directorate of Place Capital Programme budget for 2016/17 was confirmed as £3,793k at Full Council on 25 February 2016, and details of the programme were presented to the Executive Member at the April Decision Session meeting. The programme was finalised on 14 July 2016 when the Executive Member was

presented with the Consolidated Capital Programme, which included all schemes and funding that had carried over from 2015/16.

5. The programme includes the Integrated Transport and Place-Based Services Maintenance budgets, and is funded through the Local Transport Plan (LTP) grant, the Better Bus grant, the Department for Transport's Local Pinch Point Funding (Tranche 3) grant, developer contributions, and council resources.
6. Table 1 shows the current approved capital programme.

**Table 1: Approved 2016/17 Directorate of Place Capital Programme**

	<b>Gross Budget</b>	<b>External Funding</b>	<b>Capital Receipts</b>
	<b>£1,000s</b>	<b>£1,000s</b>	<b>£1,000s</b>
Transport Capital Programme	3,793	3,110	683
Variations approved at Consolidated Report	4,403	3,682	722
<b>Current Approved Capital Programme</b>	<b>8,197</b>	<b>6,792</b>	<b>1,405</b>

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

7. The current spend and commitments to the end of August 2016 is £857k, which represents 10% of the current budget (the programme minus overprogramming). This is in line with the expected spend profile, as the majority of the expenditure is programmed for the latter part of 2016/17.

### **Key Issues**

8. At this stage of the year, feasibility and outline design is being carried out for schemes in the capital programme. A review of the current programme has been carried out, which has identified a number of schemes where the allocations need to be amended to reflect scheme progress and updated cost estimate.

9. The council has received £72k of Section 106 funding from the developer of the former Grain Stores site on Water Lane, which will be added to the capital programme and used to fund improvements to bus stops in the vicinity of the development site.
10. The council received £800k grant funding from the government's Office of Low Emission Vehicles (OLEV) to fund the installation of rapid charging points around York. It is proposed to move part of this grant funding to 2017/18 as the programme of work is expected to be carried out over two years.
11. Network Rail have now provided a revised timescale for their feasibility and outline design work for the improvements to the Scarborough Bridge footbridge, and it is proposed to move some of the CYC Resources funding to 2017/18 due to the changed timescales for the scheme.
12. The current budget and proposed adjustments are shown in Table 2.

**Table 2: Proposed Adjustments to 2016/17  
Directorate of Place Capital Programme**

	<b>Proposed 2016/17 Programme £1,000s</b>	<b>Paragraph Ref</b>
<b>Current Approved Capital Programme</b>	<b>8,197</b>	
<b><u>Adjustments:</u></b>		
-	-	-
<b><u>Re-profiling:</u></b>		
Section 106 Funding (Grain Stores Water Lane)	+72	23
OLEV Grant (Rapid Charger Hubs)	-700	24
CYC Resources – Scarborough Bridge	-418	25
<b>Revised Capital Programme</b>	<b>7,151</b>	

## **Consultation**

13. The capital programme was developed under the Capital Resource Allocation Model (CRAM) framework, and was approved at Full Council on 25 February 2016. Although consultation is not undertaken for the capital programme on an annual basis, the programme follows the principles of the Council's Local Transport Plan, and consultation is undertaken on individual schemes as they are progressed.

## **Options**

14. The Executive Member has been presented with a number of amendments to the programme of works for approval. These amendments are required to ensure the schemes are deliverable within funding constraints, whilst enabling the objectives of the approved Local Transport Plan to be met.
15. The Executive Member is also asked to approve the list of priority pedestrian crossing requests for further investigation work in 2016/17.

## **Analysis**

16. The key proposed changes included in the report are summarised below and are detailed in Annex 1.
  - New allocation for bus stop improvements on Water Lane, funded by a contribution from the developer of the Grain Stores site.
  - Reduced allocation for the Rapid Charger Hubs scheme, as the majority of the work will be carried out in 2017/18.
  - Reduced allocation for the Scarborough Bridge scheme, as additional feasibility and outline design work needs to be carried out by Network Rail in 2016/17.
  - Minor amendments to allocations for public transport, pedestrian, cycling, and safety schemes, following a review of cost estimates.

## **Council Plan**

17. The Plan is built around 3 key priorities:
  - **A Prosperous City for All.**
  - **A Focus on Frontline Services.**

- **A Council That Listens To Residents.**

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

### **Implications**

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

### **Financial Implications**

22. The Directorate of Place Capital Programme budget for 2016/17 was agreed at Budget Council as part of the overall CYC Capital Programme on 25 February 2016, and was amended in the report to the 14 July 2016 Decision Session to include carryover schemes and funding from the 2015/16 capital programme.

23. It is proposed to add £72k Section 106 funding to the capital programme for upgrades to bus stops on Water Lane and Green Lane, which was agreed as part of the development of the former Grain Stores site on Water Lane.
24. It is proposed to move £700k grant funding from the Office of Low Emission Vehicles (OLEV) to 2017/18, as the majority of the work to install new rapid charging points around the city will be carried out in 2017/18.
25. Following revised timescales for the development of the Scarborough Bridge footbridge scheme from Network Rail, it is proposed to slip £418k CYC Resources funding to 2017/18, as only feasibility and outline design work will be carried out in 2016/17.
26. A number of minor changes are also detailed in Annex 1 to this report, which involve the reallocation of funding between schemes with no change to the overall capital programme budget.
27. Details of the full programme and the spend to 31 August are shown in Annex 2 to this report.
28. If the proposed changes in this report are accepted, the total value of the Directorate of Place Capital Programme in 2016/17 would be £7,307k including overprogramming. The overprogramming would increase to £156k, which is considered appropriate for the level of funding available at this stage in the year. The budget would be reduced to **£7,151k**, and would be funded as shown in Table 3.

**Table 3: Current & Proposed 2016/17 Budget**

<b>Place-Based Services Capital Programme</b>	<b>Current Budget</b>	<b>Proposed Alteration</b>	<b>Proposed Budget</b>
	<b>£1,000s</b>	<b>£1,000s</b>	<b>£1,000s</b>
Local Transport Plan	2,988	-	2,988
A19 Pinchpoint Grant (DfT)	763	-	763
OLEV Go Ultra Low Grant (DfT)	800	-700	100
Section 106	433	+72	505
Better Bus Area Fund	713	-	713
Better Bus Area 2	136	-	136
Clean Bus Technology Grant (DfT)	784	-	784
Hungate & Peasholme Public Realm	175	-	175
CYC Resources – Highways	417	-	417
CYC Resources – Scarborough Bridge	638	-418	220
CYC Resources – City Walls	350	-	350
<b>Total Budget</b>	<b>8,197</b>	<b>-1,046</b>	<b>7,151</b>

### **Risk Management**

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

## Contact Details

**Author:**

**Tony Clarke**

Head of Transport  
Directorate of Place  
Tel No. 01904 551641

**Chief Officer Responsible for the report:**

**Neil Ferris**

Corporate Director - Place

**Report  
Approved**

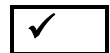


**Date** 14.09.16

**Specialist Implications Officer(s)** None

**Wards Affected:**

All



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

### Background Papers:

- *City and Environmental Services 2016/17 Capital Programme Budget Report – 14 April 2016*  
<http://modgov.york.gov.uk/ieListDocuments.aspx?CId=738&MId=9035&Ver=4>
- *City and Environmental Services 2015/16 Capital Programme Outturn Report – 9 June 2016*  
<http://modgov.york.gov.uk/ieListDocuments.aspx?CId=738&MId=9464&Ver=4>
- *City and Environmental Services 2016/17 Capital Programme Consolidated Report – 14 July 2016*  
<http://modgov.york.gov.uk/ieListDocuments.aspx?CId=738&MId=9465&Ver=4>

### Annexes

Annex 1: 2016/17 Directorate of Place Capital Programme Monitor 1 Report – Amendments to Programme

Annex 2: 2016/17 Directorate of Place Capital Programme Monitor 1 Report – Current & Proposed Budgets

Annex 3: Pedestrian Crossing Requests Priority List



**2016/17 Place-Based Services Capital Programme Monitor 1 Report – Amendments to Programme**

1. This annex provides an update on the progress of schemes in the 2016/17 Place-Based Services Capital Programme, and details a number of proposed changes to the programme. Schemes are only included in this annex when alterations to scheme allocations or delivery programmes are proposed. It is currently anticipated that all other schemes will progress as indicated in the budget report.
2. Details of the current and proposed allocations for all schemes in the programme are set out in Annex 2.

**Transport Schemes**

**ACCESS YORK PHASE 1**

**Programme: £447k**

**Spend to 31 August 2016: £35k**

3. No changes are proposed to the allocation for Access York Retention costs at this stage of the year.

**PUBLIC TRANSPORT SCHEMES**

**Programme: £1,876k**

**Spend to 31 August 2016: £144k**

4. Details of the Better Bus Area 2 schemes to be progressed in 2016/17 have now been added to the programme, and feasibility work is being carried out on possible measures to address delays to bus services on Fulford Road and at locations in the north of York.
5. It is proposed to add £72k Section 106 funding to the capital programme for upgrades to bus stops on Water Lane and Green Lane, which have been agreed as part of the development of the former Grain Stores site on Water Lane.
6. Feasibility and design work has now been completed for the improvements to the Museum Street bus stop. The estimated cost of the new bus shelter is higher than originally expected, due to the constraints of the location by the scheduled monument of St Leonard's Hospital, and the limited space available for the bus shelter.

As this bus stop serves the Rawcliffe Bar Park & Ride service (with over 600,000 passengers per year using the stop), it is proposed to transfer £34k funding to this scheme from the Park & Ride Site Upgrades scheme allocation to fund the increased costs.

7. No other changes are proposed for schemes in the Public Transport block at this stage in the year. The redevelopment of Roman House on Rougier Street started in March 2016 following the removal of the old shelter, and the new shelter will be installed in late 2016 once the redevelopment works are complete. The Clarence Street bus priority scheme has now been approved for implementation, and work is planned for early 2017. A supplier has been appointed for the conversion of tour buses to electric drive, and the work is expected to be completed in late 2016.

### **TRAFFIC MANAGEMENT**

**Programme: £3,604k**

**Spend to 31 August 2016: £362k**

8. The council was awarded £800k grant funding in early 2016 from the government's Office of Low Emission Vehicles (OLEV) for the installation of Rapid Charger Hubs around York. It is proposed to slip £700k of this funding to 2017/18, as the installation works will be carried out in 2017/18 following feasibility and design work in 2016/17.
9. No other changes are proposed to schemes in the Traffic Management block at this stage in the year. A contractor has been appointed for the Traffic Signals Asset Renewal programme and the installation of vehicle detection equipment at traffic signals, and work started on signal upgrades in late August. Traffic modelling work has been carried out to identify the best option to improve outbound traffic flow on the A19 (South), and options for increasing capacity at the Crockey Hill junction are now being investigated.

### **PEDESTRIAN & CYCLING SCHEMES**

**Programme: £1,267k**

**Spend to 31 August 2016: £185k**

10. Network Rail have agreed to carry out further feasibility and design work on the proposed improvements to the Scarborough Bridge footbridge to ensure the scheme is viable and provide a more

detailed cost estimate. As a result, the construction work is now planned for early 2018 if the scheme is approved for implementation. Due to the revised timescales, it is proposed to slip £418k funding for this scheme to 2017/18, as the majority of the council's contribution will not be needed in 2016/17.

11. The installation of a puffin crossing on New Lane Huntington was completed in the summer. The scheme cost was higher than originally estimated as the feasibility and design work took longer than expected, and it is proposed to increase the budget to £52k to accommodate these additional costs. The majority of this scheme has been funded by a contribution from the developer of the Brecks Lane site.
12. No other changes are proposed to the schemes in the Pedestrian & Cycling block at this stage in the year. The new methodology to prioritise requests for new pedestrian crossings was approved at the August Decision Session meeting, and a list of the priority requests for new pedestrian crossings is included in Annex 3 to this report.
13. Work to construct the new zebra crossing on Campleshon Road, and the new cycle route from the Revival estate (the former York College site) to Green Lane is ongoing and both schemes should be completed in the autumn. Feasibility and outline design is being carried out for the remaining pedestrian and cycling schemes, and reports on the Holgate Road cycle route and the Monkgate Roundabout cycle route schemes are also on the agenda for this meeting.

### **SAFETY SCHEMES**

**Programme: £482k**

**Spend to 31 August 2016: £78k**

14. Feasibility, design, and public consultation has been carried out for the Knavesmire Primary Safe Routes to School scheme, which has identified that the estimated cost of the scheme has increased to £15k. It is proposed to increase the current allocation from £10k to £15k by transferring funding from the Safe Routes Programme Development allocation. A separate report on the Knavesmire Safe Routes scheme is also on the agenda for this meeting with details of the proposed improvements on Campleshon Road and Bishopthorpe Road.

15. It is proposed to increase the allocation for the Sheriff Hutton Road Strensall Safe Routes scheme to £15k, as the scheme approved at the August Decision Session meeting has a higher cost than originally allocated. This will be funded by transferring £5k from the Safe Routes Programme Development budget, which will be reduced to £10k.
16. The footway improvements at Sim Balk Lane Bishopthorpe to improve safety at the crossing point adjacent to Main Street were carried out earlier than originally planned, so the work could be completed before resurfacing work on Appleton Road began in August. External contractors had to be used to construct the scheme as CYC highways contractors were not available at the time, which has increased the cost of the scheme. It is proposed to increase the allocation for this scheme to £23k to fund these additional costs.
17. It is proposed to transfer £3.5k funding from the Local Safety Schemes allocation to the Heslington Lane Danger Reduction scheme, as the scheme has been expanded to include the conversion of the zebra crossing on Heslington Lane to a parallel crossing for pedestrians and cyclists. A separate report on the Heslington Lane scheme is also on the agenda for this meeting with further details of the proposed scheme.
18. No other changes are proposed to the schemes in the Safety Schemes block at this stage of the year. The upgrade of the School Crossing Patrol equipment is planned for later in the year, and feasibility and outline design is being carried out for the local safety schemes and speed management schemes.

### **SCHEME DEVELOPMENT**

**Programme: £300k**

**Spend to 31 August 2016: £53k**

19. No changes are proposed to the allocations in the Scheme Development block at this stage of the year.

### **Place-Based Services Maintenance Budgets**

20. No changes are proposed to the City Walls Restoration budget at this stage of the year.

Work on repairs to the roof of Micklegate Bar is expected to start in October, and the repairs to the steps at Monkgate Bar are planned for late 2016.

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Scheme Ref	2016/17 Place-Based Services Capital Programme	16/17	Proposed	Spend to	Comments
		Consol. Budget (Total) £1,000s	Monitor 1 Budget (Total) £1,000s	31/08/16 £1,000s	

Access York Phase 1					
AY01/09	Access York Phase 1 - Retention	447.00	447.00	34.92	
	Askham Bar				
	A59 (Poppleton Bar)				

<b>Total Access York Phase 1</b>	<b>447.00</b>	<b>447.00</b>	<b>34.92</b>
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Public Transport Schemes					
PR01/16	Park & Ride Site Upgrades	176.00	142.00	37.84	Allocation Reduced - Funding transferred to Museum Street Bus Stop scheme
PR02/16	Park & Ride ULEV Infrastructure	200.00	200.00	0.00	
PT01/16	Public Transport Facilities Priority Works	50.00	50.00	0.00	
PT02/16	Fulford Road Punctuality Improvement Partnership	135.92	80.00	0.00	Review of bus stops and crossing points to identify causes of delays to bus services
PT03/16	North York Bus Priorities		35.92	0.00	Review of potential measures to improve bus journey times on Wigginton Road, Crichton Avenue, Haxby Road, and <u>Huntington Road</u>
PT04/16	Dodsworth Avenue Laybys		10.00	0.00	Proposal to introduce parking lay-bys to reduce delays to bus services along this road
PT05/16	City Centre Bus Stop Improvements (Route 10)		10.00	1.32	Improvements to Route 10 bus stops in vicinity of railway station
New	Water Lane Bus Stop Improvements			72.68	0.00

Public Transport - Carryover Schemes					
PT10/12b	BBAF - Rougier Street - Roman House Bus Shelter	247.00	247.00	12.70	
PT02/15	Bus Network Pinchpoint Improvements	97.00	97.00	57.21	
PT03/15	BBA2 - Congestion Busting	63.00	63.00	0.00	
PT04/15	BBA2 - Tadcaster Road Improvements	72.00	72.00	6.94	
PT05/12	BBAF - Clarence Street Bus Priority Scheme	270.00	270.00	10.97	
PT09/12b	BBAF - Museum Street Bus Stop	40.00	74.00	11.21	Allocation Increased - Higher cost of bespoke shelter for Museum Street bus stop
PT02/14	Electric Tour Bus Conversions (Clean Bus Technology Fund)	476.00	476.00	0.00	
PT04/14	Burdyke Avenue Lay-by	10.00	10.00	5.83	Scheme Complete
PT05/15	Regional RT Information System	39.00	39.00	0.00	

<b>Total Public Transport</b>	<b>1,875.92</b>	<b>1,948.60</b>	<b>144.01</b>
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Traffic Management					
TM01/16	Traffic Signals Asset Renewals	418.00	418.00	115.64	
	Heworth Road/ Melrosegate/ East Parade/ Heworth Village Junction				
	Micklegate/ North Street/ Bridge St/ Skeldergate Junction				
	Micklegate / George Hudson Street				
	Wigginton Road/ Clifton Moorgate Junction (Bumper Castle)				
	Monkgate Puffin Crossing				
	Nunnery Lane Pelican Crossing (at Victoria Bar)				
	Hull Road Pelican Crossing (at Pinelands Way)				
	Nessgate Corner				
	Haxby Road (New Earswick Shops) Puffin				
Layerthorpe/ James Street Link Road					
TM02/16	Signal Detection Equipment Programme	236.00	236.00	94.64	
TM03/16	Signing and Lining Schemes	20.00	20.00	8.78	
TM04/16	Air Quality Monitoring	20.00	20.00	6.71	
TM05/16	City Centre Footstreets Improvements	50.00	50.00	0.00	
TM06/15	Variable Message Signs (VMS) Upgrade	114.00	114.00	50.19	
TM06/16	James Street Link Road Phase 2	300.00	300.00	1.34	
TM07/16	Rapid Charger Hubs (Go Ultra Low York)	800.00	100.00	0.00	Allocation Reduced - Funding slipped to 2017/18 as majority of work will be carried out in 2017/18
TM08/16	Urban Traffic Management & Control (UTMC)	50.00	50.00	28.28	

Traffic Management - Carryover Schemes					
TM03/13	A19 Pinchpoint Scheme	1,263.00	1,263.00	41.59	
TM08/15	School Bus Exhaust Refits	308.00	308.00	0.00	
AQ02/13	Electric Vehicle Rapid Charging Points - Businesses	24.50	24.50	15.00	

<b>Total Traffic Management</b>	<b>3,603.50</b>	<b>2,903.50</b>	<b>362.17</b>
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Scheme Ref	2016/17 Place-Based Services Capital Programme	16/17	Proposed	Spend to	Comments
		Consol. Budget (Total) £1,000s	Monitor 1 Budget (Total) £1,000s	31/08/16 £1,000s	

Pedestrian & Cycling Schemes					
CY01/16	Cycle Schemes	100.00	100.00	4.93	
	Acomb Road/ York Road/ Front Street				
	NCN 66 (east of Dunnington) - Sustrans Contribution				
	Great North Way/ A1237 Crossing Improvement				
	Station to Bootham/ Minster (inc Museum Street/ Lendal Bridge/ Station Road/ Station Avenue)				
	Tower Gardens Gate - Access Improvements				
PE01/16	Pedestrian Crossings - Review of Requests	50.00	50.00	0.00	
PE02/16	Pedestrian Minor Schemes	50.00	50.00	23.91	
CY02/16	Cycle Minor Schemes	20.00	20.00	4.87	
CY04/15	Scarborough Bridge Improvements	638.00	220.00	0.00	Allocation Reduced - Funding slipped to 2017/18 due to revised timescales from Network Rail
CY03/16	Campleshon Road - Pedestrian Crossing & Bus Stop Upgrades	52.50	52.50	47.45	
CY04/16	New Lane Huntington Pedestrian Crossing	40.00	52.00	51.39	Allocation Increased - Scheme cost higher than originally estimated
PE03/16	Stonebow/ Peasholme Green Public Realm	175.00	175.00	0.00	
Pedestrian & Cycling - Carryover Schemes					
CY02/15	Monkgate Roundabout Cycle Route	20.00	20.00	4.95	
CY03/15	Holgate Road Cycle Route	17.00	17.00	7.98	
CY08/15	Former York College Cycle Route (Green Lane Link)	40.00	40.00	9.27	
CY05/13	University Road - Review of Scheme	5.00	5.00	3.57	
CY01/13	Jockey Lane Cycle Route	10.00	10.00	4.59	
CY10/11	Haxby to Clifton Moor Cycle Route	25.00	25.00	11.72	
CY05/15	Hungate Pedestrian & Cycle Improvements (Phase 1A)	14.00	14.00	0.00	
PE02/15	Station Rise Tactiles/Bollards	5.00	5.00	5.00	Scheme Complete
CY09/15	Match Funding of Workplace Grants	5.50	5.50	5.12	Scheme Complete

<b>Total Pedestrian &amp; Cycling Schemes</b>	<b>1,267.00</b>	<b>861.00</b>	<b>184.72</b>
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Safety Schemes					
SR01/16	Knavesmire Primary	10.00	15.00	5.31	Allocation Increased - Scheme cost higher than originally estimated
SR02/16	Joseph Rowntree Secondary	10.00	10.00	1.99	
SR03/16	Hob Moor Primary	5.00	5.00	0.85	
SR05/15	Sheriff Hutton Road, Strensall	10.00	15.00	5.93	Allocation Increased - Scheme cost higher than originally estimated
SR04/16	School Crossing Improvements (zebra crossings)	30.00	30.00	0.28	
SR05/16	Clifton Green Primary	2.50	2.50	0.07	
SR06/16	St. Aelreds Primary	2.50	2.50	0.00	
SR07/16	Modeshift Stars - misc works	5.00	5.00	0.00	
SR08/16	Safety Audit Works	5.00	5.00	0.56	
SR09/16	Safe Routes Programme Development	20.00	10.00	0.49	Allocation Reduced - Funding transferred to Sheriff Hutton Road Strensall and Knavesmire Primary Safe Routes schemes
SR02/15	Sim Balk Lane SRS	8.00	23.00	22.93	Allocation Increased - Additional cost of external contractors carrying out work prior to resurfacing scheme
SR04/15	Tang Hall Primary SRS	12.00	12.00	7.48	
SR01/15	School Crossing Patrol Improvements	86.00	86.00	9.46	
Safety Schemes					
LS01/16	Local Safety Schemes	135.00	131.50	10.48	Allocation Reduced - Funding transferred to Heslington Road Danger Reduction scheme
DR01/16	Reactive Danger Reduction	7.00	7.00	0.33	
DR01/14	SAF Heslington Lane Danger Reduction	12.00	15.50	2.96	Allocation Increased - Conversion of zebra crossing to parallel crossing now included in scheme
Speed Management					
SM01/16	Speed Management	102.00	102.00	5.59	
SM02/16	Monitoring of existing speed limits	5.00	5.00	1.50	
SM01/15	Vehicle Activated Signs (VAS) Review	15.00	15.00	2.08	

<b>Total Safety Schemes</b>	<b>482.00</b>	<b>497.00</b>	<b>78.28</b>
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Scheme Development					
-	Future Years Scheme Development	50.00	50.00	26.73	
-	Previous Years Costs	50.00	50.00	26.05	
-	Staff Costs	200.00	200.00	0.00	

<b>Total Scheme Development</b>	<b>300.00</b>	<b>300.00</b>	<b>52.78</b>
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<b>Total Integrated Transport Programme</b>	<b>7,975.42</b>	<b>6,957.10</b>	<b>856.89</b>
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Scheme Ref	2016/17 Place-Based Services Capital Programme	16/17 Consol. Budget (Total)	Proposed Monitor 1 Budget (Total)	Spend to 31/08/16	Comments
		£1,000s	£1,000s	£1,000s	
<b>Maintenance Schemes</b>					
<b>City Walls</b>					
CW01/16	City Walls Restoration	350.00	350.00	0.00	
<b>Total City Walls</b>		<b>350.00</b>	<b>350.00</b>	<b>0.00</b>	
<b>Total Maintenance</b>		<b>350.00</b>	<b>350.00</b>	<b>0.00</b>	
<b>Total Capital Programme</b>		<b>8,325.42</b>	<b>7,307.10</b>	<b>856.89</b>	Programme Reduced
<b>Total Overprogramming</b>		<b>129.00</b>	<b>156.00</b>		Overprogramming Increased
<b>Total Capital Budget</b>		<b>8,196.42</b>	<b>7,151.10</b>		Budget Reduced

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### **Pedestrian Crossing Requests Priority List**

Following the development of a new methodology to prioritise requests for new pedestrian crossings, which was approved at the August 2016 Decision Session meeting, officers have reviewed the list of requests for new pedestrian crossings and identified the following locations as priority sites for investigation in 2016/17:

- New Lane, Huntington (immediately north of Jockey Lane mini-roundabout).
- Hamilton Drive near West Bank Park.
- Haxby Road, New Earswick near Folk Hall.
- Walmgate near former Post Office.
- University Road near Heslington Hall.
- Heworth Green roundabout, Heworth Green approach.
- Acomb Road near West Bank Park.
- Bishopthorpe Road near Winning Post pub.
- Front Street Acomb near Morrisons.
- Clifton Moorgate near Oakdale Road (north end).
- Main Street, Copmanthorpe.
- Huntington Road near Park Grove.
- Wetherby Road near Danebury Drive.
- Shipton Road near East Cottages.

Other locations are being investigated using ward committee funding:

- York Road Strensall (Barley Rise).
- Greenshaw Drive Haxby.

Survey and evaluation work will be carried out for these locations, and a further report will be presented to the Executive Member later in the year to gain approval for delivery of new pedestrian crossings from the priority list.

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

**13 October 2016**

Report of the Corporate Director - Place

**Holgate Road (Iron Bridge to Acomb Road) Cycle Scheme**

**Summary**

1. This report provides the Executive Member with an update on the advertisement of the Traffic Regulation Order (TRO) required for implementation of the proposed cycle lane scheme. It also summarises the results of further discussions with the owners of numbers 150-154 Holgate Road and makes a recommendation on the way forward.

**Recommendations**

2. Recommendation 1: that the Executive Member notes the objections to the TRO, but approves the making of the TRO (subject to a 90 minute non-permit holder exception to the Community bay). It is further recommended that the implementation of the proposals as shown in **Annex A** is authorised (with the exception of the parking proposals outside numbers 150-154).

Recommendation 2 : that the Executive Member gives approval in principle to the creation of a parking area in Chancery Rise (as shown in **Annex D**) along with the provision of a dropped kerb to facilitate vehicle access to the forecourt area at 150 Holgate Road (part of the scheme shown in **Annex C**). Linked to this, authorise the advertisement of a TRO covering the removal of the existing restrictions on the affected part of Chancery Rise, along with the introduction of “no waiting at any time” restrictions to replace the existing on-road parking provision adjacent to 150-154 Holgate Road.

Reason: To enhance road safety by providing more continuity of the cycle lanes whilst maintaining good parking provision for local resident and businesses.

### **Background**

3. At the Executive Member Decision Session on 14 April 2016, the Executive Member considered a report which summarised the responses to a consultation exercise on a proposed cycle lane scheme on Holgate Road. The report also sought approval of a preferred layout (see **Annex A**) and to advertise the necessary Traffic Regulation Order (TRO).

The Executive Member approved progression of the scheme, with the exception of the proposed alterations to the parking bay fronting numbers 150-154 Holgate Road. With this exemption, authorisation was given to advertise the required TRO, along with approval to implement the scheme if no substantive objections were received.

On the parking issue near 150-154, Officers were instructed to undertake further discussions with the property occupiers and to report back on the outcome.

The next part of the report deals with the TRO advertisement, and is followed by a section dealing with the parking issue near 150-154.

### **TRO Advertisement**

4. The TRO was advertised between 17<sup>th</sup> June and 8<sup>th</sup> July, and only two responses were received.

St Paul's Church and Autopoint garage both raised objections to the proposals. Their comments and Officer responses are included in **Annex B**.

In summary, the reasons put forward for opposing the scheme are not considered to warrant any significant changes to the proposals as advertised. The small amendment recommended is an extension of the non-permit holder parking time from 60 minutes to 90 minutes in the Community bay to help accommodate visitors to the nearby church. This change would not require a re-advertisement of the TRO.

## Options (TRO)

5. The options available to the Executive Member are:

Option (i) - to note the comments/objections to the TRO, but to approve implementation of the TRO with the minor amendment highlighted above, and the scheme as shown in **Annex A**.

Option (ii) – consider the comments/objections to the TRO and approve implementation of the scheme as shown on **Annex A**, but with any amendments deemed appropriate. These amendments would be subject to a subsequent Technical Review by Officers to ensure there were no significant drawbacks. If the Review found them to be acceptable, then those measures would be included in the scheme for implementation. If not, they would be brought back to a future meeting for further consideration by the Executive Member.

Option (iii) - Do nothing

## Option Analysis (TRO)

6. Option (i) would allow the scheme to be delivered and meet the objectives of the scheme which are to provide improved cycling facilities along Holgate Road and thus increase the safety of cyclists using Holgate Road, while maintaining good parking provision for local residents. The proposal to allow non-permit holders to park in the new permit controlled Community bay for up to 90 minutes would accommodate visitors to the local church.

Option (ii) would defer the implementation until further consideration of comments/objections received could be considered by Officers.

Option (iii) would not result in improved cycling facilities being provided along this busy road to link with other existing facilities and would not provide a more continuous route towards the city centre. The safety of cyclists would not be improved.

Officers do not consider that the objections received to the TRO warrant any significant changes to the scheme, and hence option (i) is recommended.

### **Parking Issue at Nos. 150-154 Holgate Road**

7. In the original scheme, it was proposed to introduce a No Waiting 8am to 6pm restriction on the existing short section of on-road parking outside Nos. 150-154 Holgate Road. However, this was opposed strongly by the adjacent hairdressing business based at No 150, on the basis that nearby day- time parking was very important for their clients, especially the elderly.
8. Following the Executive Member's direction at the April Decision Session meeting, further discussions have been held with the owners of the hairdressers and the Bridge Club next door (numbers 150-154) about options for providing compensatory parking provision.
9. At No 150, there is a large forecourt area, and in principle this could be used as an off-road private parking area for the hairdressing business, as shown in **Annex C**. The business owner would be happy with such a solution.
10. At Nos. 152/154, the Bridge Centre management already use their forecourt area for off-road parking, and although not opposed to a similar arrangement being facilitated at No 150, point out that this would not help their parking situation. Therefore they would remain opposed to the loss of on-road capacity nearby.
11. During the subsequent deliberations, Officers suggested the idea of providing some new on-road parking space nearby on Chancery Rise, where there is currently an 8am-6pm restriction. The proposal is shown in **Annex D**. Network Management confirmed that they would have no objection in principle to this change being made.
12. The Bridge Centre Management supports this proposal. The hairdressing business owner is also supportive, but would still like to use their forecourt area for parking, and has asked if the Council could provide a dropped kerb to help facilitate this.
13. If a new on-road parking area could be established in Chancery Rise, this would be available 24hours per day, and therefore negate the need to retain evening/night-time parking outside Nos150-154. This would allow the provision of a continuous cycle lane free of parked cars in this area, and would be a very positive addition to the overall scheme.



## Parking Issue – Options

14. There are several options available to the Executive Member regarding the parking bay outside Nos. 150-154:

Option (a) – alter the forecourt of the hairdressers' premises to provide a private parking area, including dropping the kerb and re-surfacing (as shown in Annex C). Estimated cost of £15K.

Option (b) – create an on-road parking area in Chancery Rise, (as shown in **Annex D**). In addition provide a dropped kerb to facilitate vehicle access to the forecourt area of 150 Holgate Road (part of the scheme shown in **Annex C**). Estimated cost £10K

Option (c) - create an on-road parking area in Chancery Rise (as shown in **Annex D**), plus the full forecourt parking scheme at 150 Holgate Road (as shown in **Annex C**). Estimated cost £25K

## Parking Bay Option Analysis

15. Option (a) would facilitate convenient parking on the hairdressers' forecourt for three vehicles. Because this area is off the public highway, it would be exclusively for clients using the salon and would not address the concerns the Bridge Club has about a reduction of nearby on-road parking.

Option (b) would create a parking bay on Chancery Rise that would be available to for anyone to use, and a dropped kerb at No. 150 Holgate Road. The addition of the dropped kerb at No. 150 is considered important because it would help the hairdresser to provide private customer parking and reduce the demands on the new parking space in Chancery Rise.

Option (c) would provide two areas of parking, but one of them would be on private land, and there would be no guarantee of it remaining as a parking area in the future. Hence it is not considered desirable to use substantial public funding for this purpose. However, if the proposed creation of on-road parking on Chancery Rise proves undeliverable, this option could then be given further consideration.

16. Based on the above analysis, it is thought that option (b) is the best way forward.

The next step in this would be the advertisement of the required TRO proposing the removal of a 20m length (approximately) of existing 8am to 6pm waiting restriction on Chancery Rise. If substantive objections were received, these would be reported back for consideration of the best way forward. This forms the basis of the recommendation presented in paragraph 2.

### **Council Plan**

17. The links to the priorities in the Council plan are

- **A Council That Listens To Residents** – the original cycle scheme was expanded to include the proposed alterations to the parking following a request from residents. Delivery of the scheme as proposed would demonstrate how the Council is working in partnership with local communities to address local concerns. The provision of better road safety conditions on Holgate Road, particularly for cyclists, would also show how the Council is listening and responding to the concerns of road users.

### **Implications**

18. The report has the following implications

- **Financial** – The allocation in the 16/17 Capital Programme for the Holgate Road cycle scheme is £17K. About £8K has already been spent getting the scheme to this point. It is estimated that the remainder is sufficient to cover implementation of the scheme, with the exception of measures to resolve the parking issue near Nos. 150-154. The available budget should cover the advertisement of the necessary TRO for the Chancery Rise proposals, but depending on the outcome of this process, additional funding may need to be sought via a future Capital Programme monitoring report.
- **Human Resources (HR)** - None
- **Equalities** - None
- **Legal** – The City of York Council, as Highways Authority, has powers under the Highways Act 1980 and associated Road Traffic Regulations Act 1984, and the Town and Country

Planning (General Permitted Development) Order 1995 to implement the measures proposed

- **Crime and Disorder** - None
- **Information Technology (IT)** - None
- **Property** - None
- **Other** - None

**Risk Management**

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

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

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

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

**Contact Details**

**Author:**

**Tom Blair,**  
Transport Projects  
Tel: (01904 553461)

**Chief Officer Responsible for the report:**

**Neil Ferris**  
Corporate Director – Place

**Report  
Approved**



**Wards Affected:** Holgate

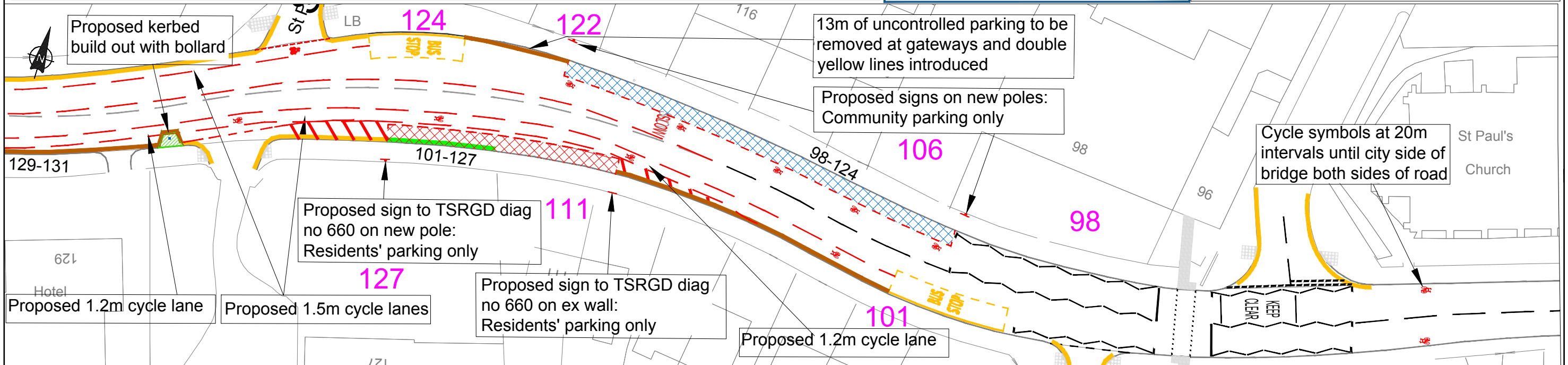
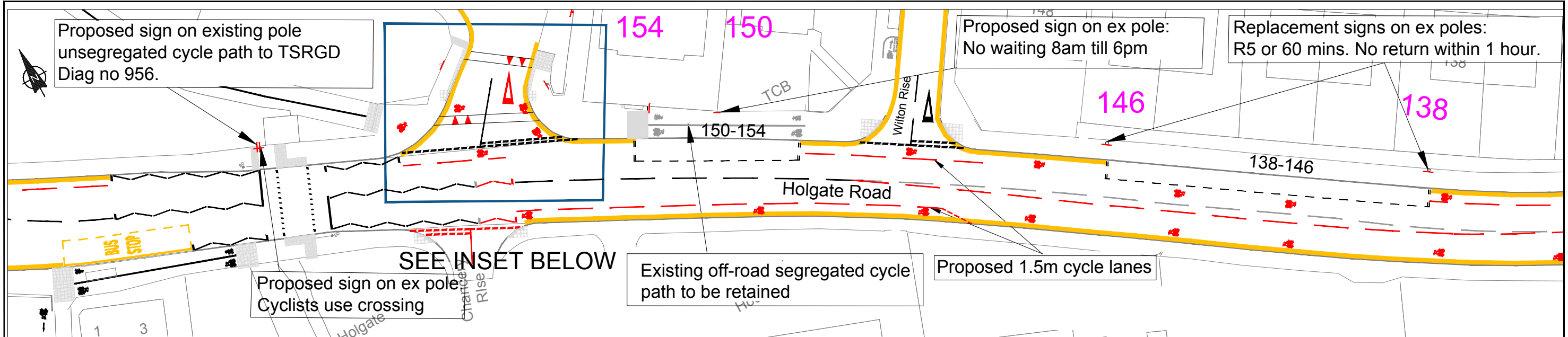
**Background Papers:**

Report to the Executive Member Decision Session meeting on 14 April 2016.

<http://democracy.york.gov.uk/ieListDocuments.aspx?CId=738&MId=9035>

**Annexes**

- Annex A – Approved Scheme Layout
- Annex B – Results of TRO Advertisement
- Annex C – 150 Holgate Road forecourt parking layout
- Annex D – Chancery Rise parking layout



Drawn by	TJ/TB	Date:	MAR 2015
Checked by	TB	Date:	JAN 2016
Authorised by	MD	Date:	JAN 2016
Drawing Scale:	N.T.S.		

Project  
**Holgate Road**  
(Iron Bridge to Acomb Road Cycle Route)

Drawing  
**Dimensioning For TRO 1 Advertising**

Drawing No.  
**TP/1201082/016**

Revision





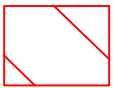
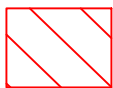
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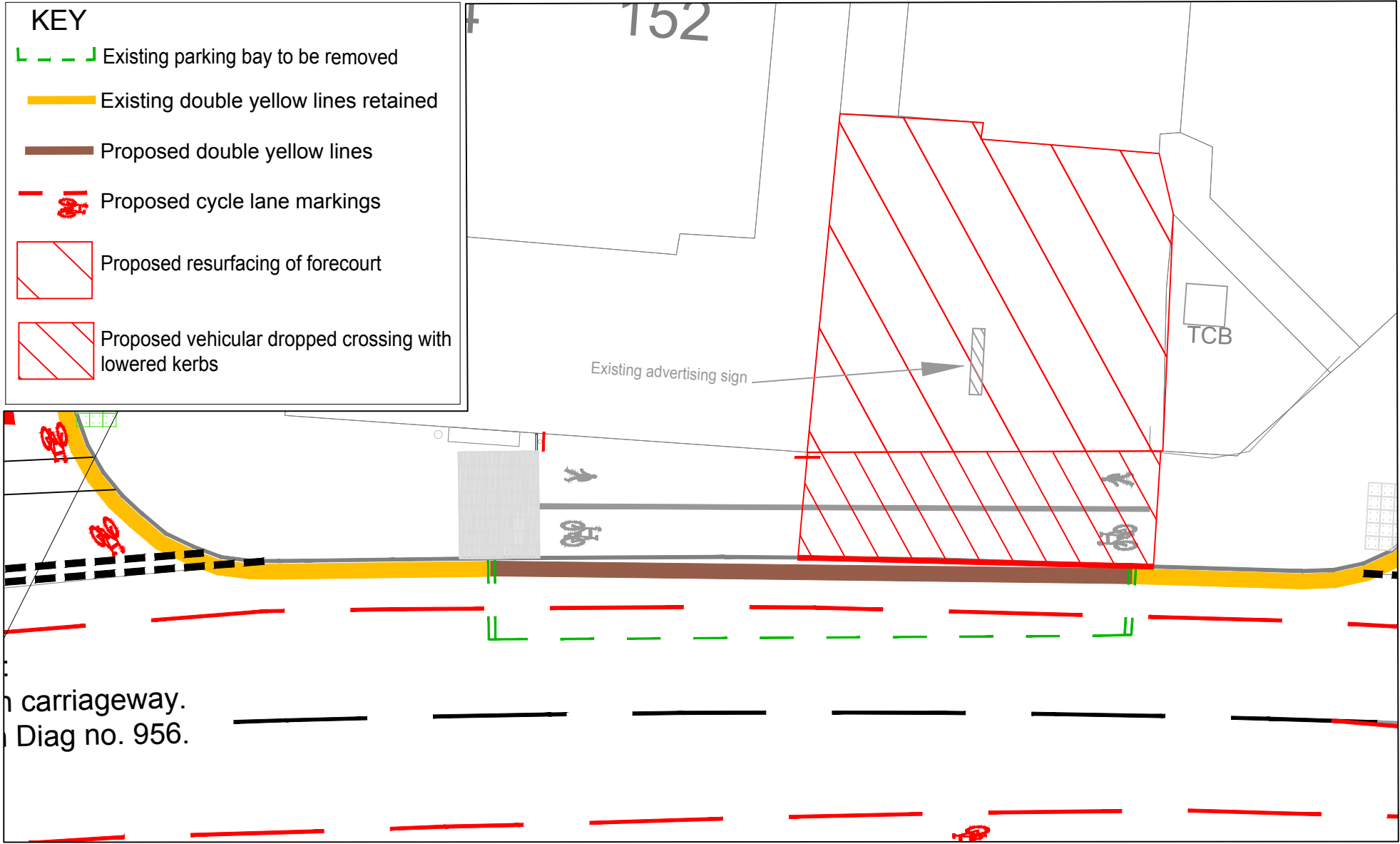
RESPONDENT	Address or Organisation	CONSULTEE COMMENTS	OFFICER COMMENTS
David Nunns	St Paul's PCC (Church)	Increase the time non-permit holders can park in the proposed Residents and Community bays from 60 minutes to 90 minutes to allow church attendance .	Officers support this suggested change in the Community bay, but not in the Residents bay which has a smaller capacity. It is recommended that the non-permit holder parking duration should be extended to 90 minutes in the Community bay.
		Reduce restriction in Residents and Community bays to Mon-Sat 8am-6pm.	Officers consider that the lack of a Sunday restriction and an 8am to 6pm only restriction would allow too much non-permit parking to take place.
Aidan Snee	Autopoint Garage	Businesses including guest houses will face problems regarding parking in the immediate vicinity. Delivery vehicles will have to unload illegally on other parts of the road causing high level of risk to operatives and other road users. What assessment of this risk has been carried out?	Businesses would be able to apply for visitor passes to allow temporary parking. Loading and unloading is allowable on double yellow lines provided that an obstruction is not being caused by that operation.
		Scheme would remove an area of road where vehicle speeds are restricted. Traffic will arrive at the Watson St junction at a higher speed, thus adding to the danger presented by the poor visibility at that junction.	Officers don't agree with this assessment. The southern side parking spaces would be moved up the hill closer to the area Mr Snee refers to. In addition, we would be adding a cycle lane and buffer zone and moving the centre line. The combined effect of these measures would be to decrease the width available to the traffic lanes. This would tend to reduce vehicle speeds locally and have the opposite effect to the one Mr Snee anticipates.
		Suggests we use nearby, less busy streets as a cycling highway into the city centre.	The primary aim of this scheme is to link up the current provision of cycling facilities on Holgate Road. In doing so, we would also link up the side streets leading to the railway station and the city centre. The route to the bridge over the railway at the end of Willton Rise has steps making it much less convenient and slower for cyclists and because it is not overlooked, there may be problems over security. Hence we are providing an on-road alternative route to these destinations.
		Suggests we widen Holgate Bridge Gardens to permit extra resident parking instead of on Holgate Road.	This would be a very costly alternative, especially since the operational railway is in close proximity.

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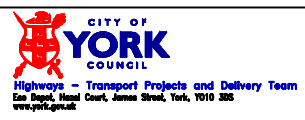


**KEY**

-  Existing parking bay to be removed
-  Existing double yellow lines retained
-  Proposed double yellow lines
-  Proposed cycle lane markings
-  Proposed resurfacing of forecourt
-  Proposed vehicular dropped crossing with lowered kerbs



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	INITIAL	REV	AMENDMENT	DATE
DRAWN BY	TB			
CHECKED BY	MD			
SCALE	NTS	A4		
DATE	Sep 2016			

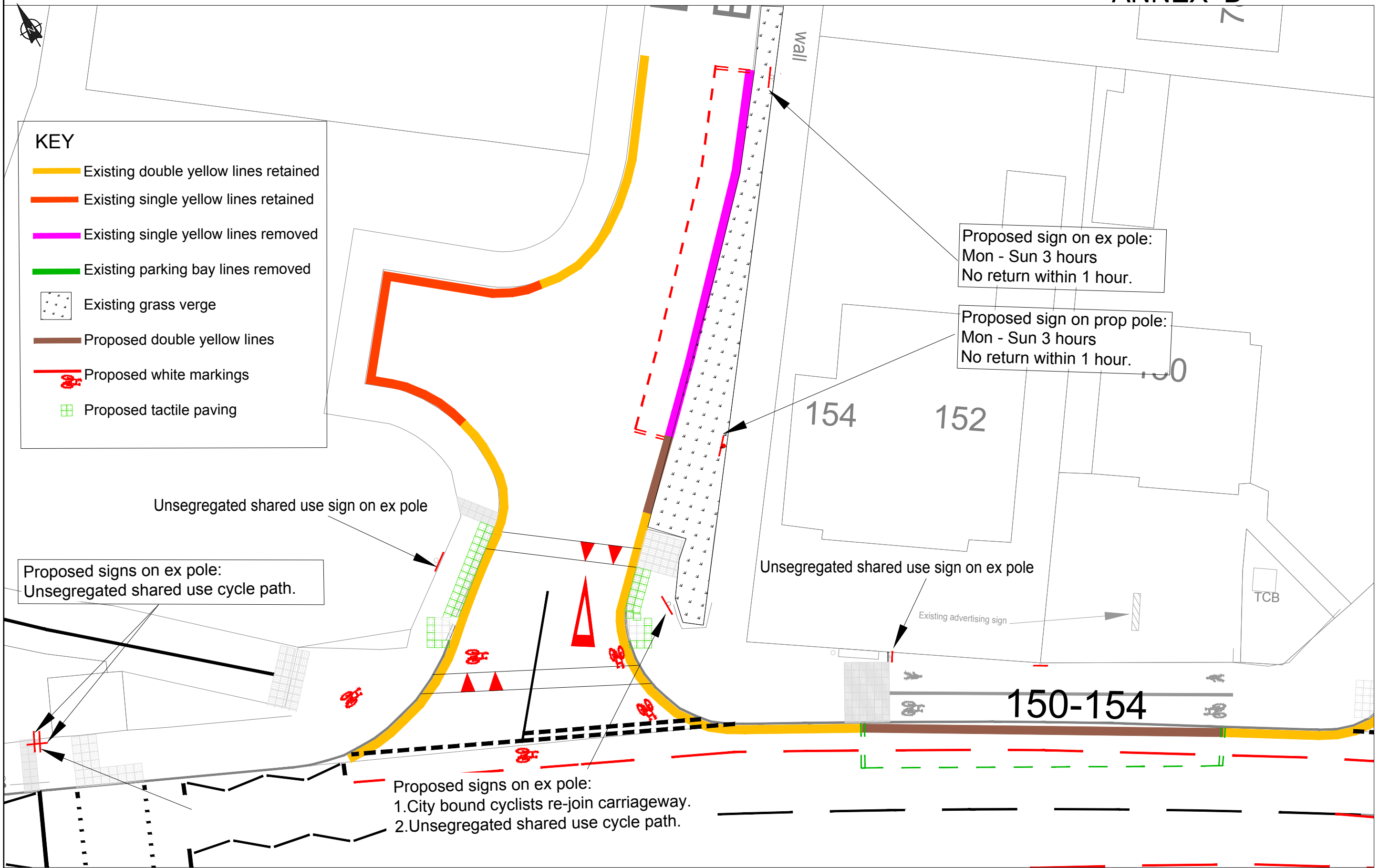
Holgate Road  
 (Iron Bridge to Acomb Road Cycle Route)  
 150 Holgate Road forecourt parking layout

TP/1201082/18

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**KEY**

- Existing double yellow lines retained
- Existing single yellow lines retained
- Existing single yellow lines removed
- Existing parking bay lines removed
- Existing grass verge
- Proposed double yellow lines
- Proposed white markings
- Proposed tactile paving



Proposed signs on ex pole:  
Unsegregated shared use cycle path.

Proposed sign on ex pole:  
Mon - Sun 3 hours  
No return within 1 hour.

Proposed sign on prop pole:  
Mon - Sun 3 hours  
No return within 1 hour.

Unsegregated shared use sign on ex pole

Unsegregated shared use sign on ex pole

Existing advertising sign

Proposed signs on ex pole:  
1.City bound cyclists re-join carriageway.  
2.Unsegregated shared use cycle path.



Drawn by	TB	Date:	SEP 2016
Checked by	MD	Date:	SEP 2016
Authorised by		Date:	
Drawing Scale:	N.T.S.		
Revision	By	Checked/Approved	Date

Project  
**Holgate Road  
(Iron Bridge to Acomb Road Cycle Route)**

Drawing  
**Chancery Rise**

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Drawing No.	Revision
TP/1201082/017	

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**Decision Session – Executive Member for  
Transport and Planning****13 October 2016**

Report of the Corporate Director - Place

**Monkgate Roundabout Cycle / Pedestrian Safety Scheme****Summary**

1. This report updates the Executive Member on work undertaken to develop the previously agreed option to reduce the number of accidents at Monkgate Roundabout, and includes the results of consultation. The report also seeks approval of a recommended layout for construction.

**Recommendations**

2. The Executive Member is asked to approve the scheme shown in **Annex A:**

Reason: To improve facilities for cyclists and pedestrians and to reduce the number of accidents involving cyclists.

**Background**

3. A feasibility report was presented to the Director Decision Session on 2 December 2014. The study had considered various options to reduce the number of collisions involving cyclists and to improve conditions for pedestrians at the Monkgate roundabout. These measures were wide in their degree of complexity, ranging from simple solutions such as creating two circulatory lanes on the roundabout, to amending the shape of the central island, to signalling the junction. The Director was asked to approve the progression of a combination of the proposed measures, outlined below and shown in Annexes B and F of the study report, through detailed design and implementation as part of the Local Safety Scheme programme.

4. The measures aim to reduce the number of traffic lanes onto the roundabout from Huntington Road from three to two (reducing the conflicts by 50%), and to provide an off-road cycle facility on Huntington Road to enable safer access to existing facilities on Foss Bank and Monkgate.
5. When Officers began consultation on the proposals, it became clear that there would be a number of difficult issues to resolve. Firstly, the telephone call box at the southern end of Huntington Road would need to be removed and the estimated cost from British Telecom (BT) was £2200.
6. Secondly, widening the footway on Huntington Road and Heworth Green away from the carriageway would require a supporting structure to retain the footway, as the difference in level between it and the adjacent river-side grassed area increases towards the bridge. This would involve considerable expense.
7. In addition to this, the Environment Agency requested information to show that there would be no nett loss of storage area in the flood plain. Any reduction of storage within the flood plain would require compensatory storage to be provided on site or in a location hydraulically linked. This requirement would be very difficult to provide.
8. In light of these considerations, Officers concluded that the measures to improve the off-road facilities should be modified. The proposed amendments also reflect feedback through internal consultation. The revised proposals are shown in **Annex A** and are described below:
  - The shared use path on the eastern footway of Huntington Road has been shortened. This will still enable cyclists to leave the carriageway prior to the roundabout and access the existing off-road facilities on Heworth Green, Foss Bank and Monkgate. A cycle lane has been included on-road to provide a continuous lane that joins up with the existing cycle lane on Heworth Green.
  - The proposed lane markings on Huntington Road have been amended to better reflect the numbers of vehicles using the junction from that approach. Hence the left hand lane would be reserved for straight ahead and left turning vehicles, while

the right hand lane would be intended for right turning vehicles, particularly those heading for Monkgate.

- A central cycle lane for right turning cyclists has been added to cater for confident cyclists who would not want to follow the alternative, off-road route around the outside of the roundabout.
  - Officers are also proposing modifications to both traffic islands to assist cyclists and pedestrians to cross Huntington Road and Heworth Green more safely.
9. A safety audit has been undertaken. The results have been considered and the scheme has been changed where appropriate. These changes include the introduction of a mandatory cycle lane on Huntington Road to enable cyclists to bypass any queuing traffic to use the off-road route. Some of the remaining recommendations will be passed on to colleagues for their specialist action.

### **Consultation**

10. A consultation exercise was carried out with Ward Councillors, external organisations and local residents. The responses, along with Officer comments, are summarised in **Annex B**.

In total, 40 properties on Monkgate and Huntington Road were consulted. Generally the responses, including those of the ward members, support implementation of the proposed scheme. One resident raised a few concerns but was supportive of the measures.

### **Options**

11. The options available to the Executive Member are:

Option (i) – approve the scheme as shown in Annex A

Option (ii) – approve the scheme as shown in Annex A, but with any minor amendments deemed appropriate by the Executive Member. These amendments would be subject to a subsequent Technical Review by Officers to ensure there were no significant drawbacks. If the Review found them to be acceptable, then those measures would be included in the scheme for

implementation. If not, they are to be brought back to a future meeting for further consideration.

Option (iii) – do nothing

### **Analysis**

12. Option (i) would reduce the number of conflict points between vehicles approaching the roundabout and circulating cyclists, while also providing less confident cyclists with an off-road route to go around the junction. This would have the effect of reducing the number of accidents that occur at this roundabout, and perhaps encourage less proficient and less confident cyclists to take up cycling.
13. Option (ii) would provide the benefits of Option (i) but would also allow for modifications the Executive Member may suggest. It also allows for the Executive Member to further consider the points raised at consultation.
14. Option (iii) would not meet the objectives of the scheme. Failure to address the concerns would result in a continued risk of accident at this busy junction and would not provide the measures to make crossing safer.

### **Council Plan**

15. The links to the priorities in the Council plan are
  - **A Council That Listens To Residents** – the proposal to improve crossings at the junction for pedestrians originated from one of the nearby primary schools. This shows that the Council is working in Partnership with local communities and listening to concerns.

### **Implications**

16. This report must have the following implications
  - **Financial** - It is estimated that the cost of implementing the recommended option (i) is £23,200, including the changes made following the safety audit.



There is sufficient budget set aside in the capital programme for 2016/17. The Finance Manager has been consulted and has no issues.

- **Human Resources (HR)** - There are no Human Resources implications
- **Equalities** - There are no equalities implications
- **Legal** - The City of York Council, as Highways Authority, has powers under the Highways Act 1980 and associated Road Traffic Regulations Act 1984, and the Town and Country Planning (General Permitted Development) Order 1995 to implement the measures proposed.
- **Crime and Disorder** - 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 known implications.

### **Risk Management**

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

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

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

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

**Contact Details**

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**Chief Officer Responsible for the  
report:**

**Neil Ferris  
Corporate Director - Place**

**Report  
Approved**



**Date** 14.09.16

**Specialist Implications Officer(s)**

There are no specialist implications.

**Wards Affected:** Guildhall

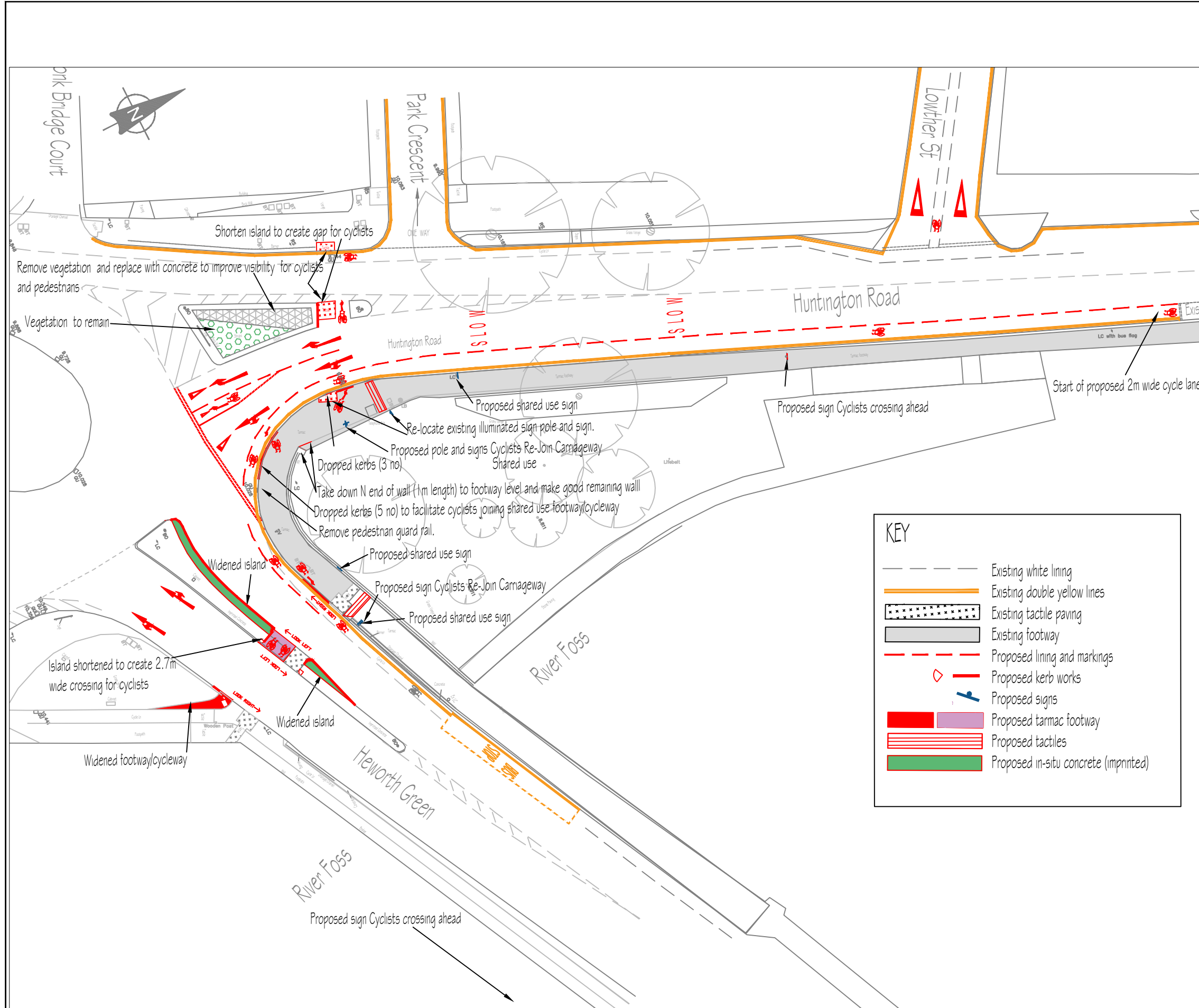
**Background Papers:**

Decision Session - Director of City and Environmental Services' report on 2nd December 2014.

**Annexes**

Annex A: Drawing no TP/DEC 130041/21.

Annex B: Summary of Consultation Results.



**KEY**

- Existing white lining
- Existing double yellow lines
- Existing tactile paving
- Existing footway
- Proposed lining and markings
- Proposed kerb works
- Proposed signs
- Proposed tarmac footway
- Proposed tarmac footway
- Proposed tarmac footway
- Proposed in-situ concrete (imprinted)

NOTES:

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FOR APPROVAL

Revision	By	Checked	Approved	Date	Description
A	TB	MD	Aug 16	AUG 16	Various

**CITY OF YORK COUNCIL**

**Highways – Transport Projects and Delivery Team**

Eco Depot, Hazel Court, James Street, York, YO11 3DS  
www.york.gov.uk

**Project**  
MONKGATE ROUNDABOUT  
CYCLE / PEDESTRIAN  
SAFETY SCHEME

**Drawing**  
For Approval

Drawn by TB Date: Aug 2016  
Checked by Date:  
Authorised by A N OTHER Date: XXXXXX

Drawing No. TP/DEC130041/21 Revision

Drawing Scale: N.T.S. A3

CAD Filename: bnpurter File name Plot Scale: 1:00

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**SUMMARY OF CONSULTATION RESULTS- MONKGATE ROUNDABOUT CYCLE AND PEDESTRIAN SCHEME**

<b>RESPONDENT</b>	<b>COMMENTS</b>	<b>OFFICER COMMENTS</b>
Resident 1	Slight concern that right turning cyclists lane may be put in a pinch point	Cyclist can decide for themselves to use right turn cycle lane or general right turn lane
	Pedestrian crossing at Huntington Rd would benefit from a controlled crossing	A plan to signalise the whole junction, including this part of the junction, was considered but rejected on the grounds of expense and because a complete change of road layout would be likely to generate new types of collisions. A separate controlled crossing would not be appropriate at this location.
	Does the pedestrain guard rail need to be removed?	The pedestrian guard rail restricts the available footway width and makes it less feasible to provide a shared use path on this footway.
	Wants a review of whether two straight ahead lanes are appropriate leaving Heworth Green and entering Monkgate.	The currentl lanes and widths appear to work well and there are no plans to review them.
	Road would benefit from being widened to cater for cyclists who stay on the carriageway rather than peeling off the road.	The carriageway here is considered adequate and there are no plans to widen it.
	Approach to the roundabout from Heworth Green has big holes.	This comment has been passed to colleagues in Asset Management for the appropriate action.
	State of the road maintenance makes it almost impossible to ride a bicycle near the edge of the road around Fourth Avenue/Fifth Avenue	This comment has been passed to colleagues in Asset Management for the appropriate action.
Cycling UK	Separation of "straight ahead" inbound cyclists exiting Huntington Rd onto the roundabout, is generally welcomed	Officers welcome this comment.
NY Police	Vegetation on island was created as a speed limiting measure by limiting sight lines for drivers on Huntington Rd. Reducing height of island may lead to increase in speed again.	A balance is being created between reducing visibility for Huntington Rd south bound drivers and pedestrians/cyclists crossing at Huntington Rd traffic island.
	Scheme is very localised and does not appear to address the apeed of traffic entering from any other arm.	This option was chosen to be designed to assist pedestrians negotiate the junction and to address collisions between circulating cyclists and drivers entering from Huntington Rd
York St John University	Happy in principle, but wants timely notification of actual works.	This comment has been noted and the usual 7 day letter warning of the works will be sent out.
York Racial Equality Network	Read the consultation with interest.	Officers welcome the comment
York Older People's Assenbly	They broadly support the proposals	Officers welcome the comment
CLlr Flinders	Supports the scheme	Officers welcome the comment
CLlr Looker	Supports the scheme	Officers welcome the comment

SUMMARY OF CONSULTATION RESULTS

ANNEX B

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

**13 October 2016**

Report of the Corporate Director - Place

**Knivesmire Primary Safe Routes to School – Bishopthorpe Road,  
Pedestrian crossing improvements**

**Summary**

1. This report considers proposals for pedestrian crossing improvements on Bishopthorpe Road at its junction with Campleshon Road in light of the recent public consultation. The Executive Member is asked to approve the implementation of an amended scheme including the advertising of speed limit and traffic regulation orders.

**Recommendation**

2. It is recommended that the Executive Member approves Option (ii):
  - For officers to implement an amended scheme (**Annex C**), and advertisement of the required traffic regulation orders, with implementation to follow if no substantive objections are received. Any objections to be reported back to the Executive Member for a final decision.

Reason: To improve pedestrian crossing facilities on Bishopthorpe Road at its junction with Campleshon Road.

**Background**

3. A pedestrian refuge has been in place on Bishopthorpe Road just north of the Campleshon Road junction since at least 2002. This is part of a well used route to school, and its location is shown on **Annex A**.

4. In April 2015 the Head of Knavesmire Primary School passed on the concerns of parents who had experienced difficulties crossing Bishopthorpe Road near the junction with Campleshon Road. Consequently proposals were developed using School Safety funding from the Transport Capital Programme 2016/17. These are shown as **Annex B**.
5. A petition was also submitted to the Council with around 350 signatures requesting a pelican crossing. This was discussed at the Decision Session on 14 July 2016. There are several safety factors and practical reasons which determine that a pelican crossing would not be appropriate at this location, which were presented in the earlier report. The Executive Member approved the continued development of the scheme to improve the existing refuge arrangement.

### **Traffic Survey and Accident Data**

6. North Yorkshire Police records show one injury accident in the vicinity of this junction in the three years 2013 to 2015. A northbound cyclist on Bishopthorpe Road was hit by a vehicle turning left into Campleshon Road thereby sustaining serious injuries. There are no recorded injury accidents involving pedestrians in the last fifteen years.
7. A 20mph speed limit was introduced on Bishopthorpe Road in September 2012 starting just south of the Campleshon Road junction. Vehicle speed readings were taken in July 2015 about 200 metres north of the refuge. Mean speeds were found to be 25mph in both directions and 85<sup>th</sup> percentile speeds 29mph southbound and 30mph northbound.
8. A pedestrian crossing survey in March 2016 recorded 292 pedestrian crossing movements between 7am and 7pm. The busiest hours were 8 to 9am (79 pedestrians of which 30 were children under 11 years old) and 3 to 4pm (72 pedestrians of which 30 were children under 11 years old) which concurs with school start and finish times. The same survey recorded 5852 vehicles in this 12 hour period.
9. The average waiting time to cross the road on that day was found to be 6 seconds between 8 and 9am and 4 seconds between 3 and 4pm.



## **Proposals**

10. The improvements being proposed (**Annex B**) are designed to make use of the refuge safer, improve visibility and bring better compliance with the existing 20mph speed limit. They comprise:
  - A wider (2m) refuge island on Bishopthorpe Road to reduce the crossing distance and provide added protection to pedestrians waiting on the island;
  - Tightening up the radii of the Campleshon Road junction to reduce the crossing distance of the west half of Bishopthorpe Road and improve visibility;
  - Introduction of speed cushions on the approaches to the refuge to ensure greater compliance of the speed limit, and;
  - The introduction of additional waiting restrictions at the junction to keep the area around the refuge clear of parked vehicles.
11. As a result of the introduction of speed cushions, an extension to the 20mph speed limit would also be required. The start of the limit is to be relocated approximately 60 metres south of its current position. Similarly the introduction of speed cushions may also result in difficulties for local bus services to line up with the kerb at the bus stop, it is therefore proposed to relocate the flag 15 metres south onto a new post.
12. Traffic regulation orders would be required for the changes to the speed limit and parking restrictions.

## **Consultation**

13. Consultation with relevant Councillors, the Emergency Services, Knavesmire Primary School, bus companies, road user groups and the local community has been carried out. The following responses have been received and are included with officer comments where relevant.

## **Ward Councillors**

14. Cllr Hayes enquired about the extent of the consultation.

## Group Spokespersons and Independents

15. Cllr A D'Agorne - supports the proposal to improve pedestrian safety and compliance with the 20mph limit at this location, but feels that:
- Extending the prohibition of waiting on the north-east side is crucial to improve visibility for pedestrians and drivers;
  - There are issues with the proposed cushions to the north of the refuge where parking regularly takes place. It is likely that cyclists will either have to ride over the cushion or pass close to parked vehicles. This will also impact on buses if they are unable to straddle them;
  - The 20mph speed limit is more likely to be respected if left closer to its original position, and;
  - Moving the bus stop would not be necessary if a length of adjacent parking is prohibited and the cushion locations are adjusted.

### *Officer comments*

- To be really effective, and taking into account the curve in the road, a 38metre length of parking restrictions on the north east side, would be required. As there is a high probability that this would be unacceptable to residents, an extension to these restrictions has not been included in the proposals.
- At present, two lines of traffic can pass without one direction having to wait for the other, which should be replicated if the cushions are carefully spaced. However, it is accepted that vehicles do not park uniformly and are varying widths. This element of the design has therefore been reviewed. Recent speed surveys undertaken in August 2016 have shown that average vehicle speeds though the existing 20mph limit are 20mph southbound and 21mph northbound at this point. Therefore it is recommended that the northern set of cushions is omitted from the proposals. An amended scheme design is shown in **Annex C**.
- The cushions are proposed as close to the junction as possible whilst still allowing large vehicles to straddle them before turning. To ensure the cushions are located within the 20mph speed limit therefore requires a relocation of the signs. Bishopthorpe Road is tree-lined at this point, and the first clear section where the signs could be seen is as indicated on the proposals. However, if the

northern cushions are omitted from the scheme as is recommended it is not considered suitable to provide a single set of cushions south of the Campleshon Rd junction. Therefore, it is recommended that these are omitted from the scheme along with the extension to the 20mph limit and the central hatch marking extended to help reduce speeds without the need for vertical traffic calming. These changes are shown on the amended scheme design in **Annex C**.

- The omission of speed cushions from the scheme as is now recommended would allow the bus stop to be retained in its present location. However, relocating the bus stop away from the start of the 20mph limit gives the limit greater emphasis and allows the introduction of hatch markings to help reduce speeds. Therefore, it is recommended that the bus stop is still relocated as per the original scheme proposals.

16. Cllr A Reid – No objections to the proposals.

17. Cllr M Warters – does not support the proposals, given the good accident record and waiting times for pedestrians to cross. He considers that:

- Speed cushions will not reduce the speed of larger vehicles and that the 20mph speed limit will continue to be ineffective, and;
- The funding should be reallocated to employing more school crossing patrol operatives at a better rate of pay to ensure safe crossing of this and other roads.

*Officer comments*

- Speed cushions are considered to be a compromise on routes which would benefit from the speed reduction offered by road humps but are also important to the emergency services and bus operators.
- The refuge in its existing location would not be suitable for the safe operation of a patrol. Being so close to the junction would potentially require the patroller to stop traffic from four directions. It is also likely that traffic turning left out of Campleshon Road

would be concentrating on traffic from their right rather than the patrol. Patrols currently receive a starting hourly rate of £7.85, which is higher than the majority of other Councils.

### **Emergency Services**

18. North Yorkshire Police commented on the 20mph speed limit. It is their understanding that all such speed limits within the Council's area have been constructed to be compliant with the current law, DfT guidance and the National Police Chief's Council (formerly ACPO) enforcement policy. If so, there is a high possibility that the limit should have a high level of driver compliance. It is the responsibility of the Council as the local traffic authority to effectively manage the road network (under the Traffic Management Act 2004) and to ensure that speed limits are correctly installed. Any compliance issues would and should be addressed by additional and effective engineering.

#### *Officer comments*

Recent speed surveys close to the proposed extent of the 20mph limit recorded mean speeds of 24mph inbound and 25mph outbound. The most recent DfT guidance issued in January 2013, Setting Local Speed Limits, indicates that 'if the mean speed is already at or below 24mph then introducing a 20mph speed limit through signing alone is likely to lead to general compliance with the new speed limit'. The scheme will be monitored post construction and if considered necessary additional traffic calming will be used to further reduce vehicle speeds to a more suitable level to ensure that the speed limit is self enforcing in this vicinity.

### **Road User Groups**

19. York Cycle Campaign – are broadly in support of the scheme with the exception of the positioning of speed cushions to the north of the junction. If parked vehicles are present, cyclists may be forced over the cushions or through the gap in the centre, this is potentially hazardous particularly if there is oncoming traffic. This risk to cyclists is

considered to outweigh any benefits that are gained by improving the crossing facilities for pedestrians and the cushions should therefore not be implemented.

*Officer comments*

As officer comments paragraph 15.

20. Cycling UK raised similar concerns as above regarding the speed cushions.

**Residents**

One hundred letters were delivered to local residents. Two responses were received as follows:

21. Both residents were generally supportive of the improvements. Although one resident was not in favour of the speed cushions on the basis that drivers are more likely to behave erratically in their vicinity, being a danger to pedestrians and a frustration to other drivers. Vehicle activated signs were requested by both residents

*Officer comments*

Following concerns from a number of consultees it is now recommended that the speed cushions be removed from the scheme. Vehicle activated signs can give good results in the short term but tend to lose effectiveness over time so are not recommended for this scheme.

**Options**

22. The available options are:
  - Option (i) – Approve the implementation of the scheme as consulted on (**Annex B**), and advertisement of the required speed limit and traffic regulation orders, with implementation to follow if no substantive objections are received.  
Any objections to be reported back to the Executive Member for a final decision.

- Option (ii) - Approve the implementation of an amended scheme (**Annex C**), and advertisement of the required traffic regulation orders, with implementation to follow if no substantive objections are received. Any objections to be reported back to the Executive Member for a final decision.

The amended scheme (**Annex C**) retains the following work elements:

- Widening of the pedestrian refuge on Bishopthorpe Road
  - Tightening of junction kerb radii and the introduction of parking restrictions at the junction of Bishopthorpe Road and Campleshon Road.
- Option (iii) - Approve the implementation the scheme as per option(ii) with any minor amendments deemed appropriate by the Executive Member.
  - Option (iv) – Do nothing, and reallocate the funding to other programmes of work.

### **Analysis**

23. Option (i) - Although accident records and traffic surveys do not indicate a significant problem, improvements to the crossing facilities at this location would address the concerns of residents and be beneficial for pedestrians. The petition indicated strong public support for improvements, but the response from the residents living adjacent to the proposals has not been significant. The main issue raised relates to the proposed speed cushions north of the refuge, option (i) does not take account of this and is therefore not recommended.
24. Option (ii) - The amended proposals put forward (**Annex C**) are considered to still achieve the schemes original objectives and overcome the issues strongly objected to in the consultation. This option is therefore recommended. To ensure the final scheme is working and no further speed reduction measures are required post construction speed monitoring will be undertaken and further measures considered if necessary.

25. Option (iii) - This option allows the member to consider the points raised by the consultees and suggest further changes to the scheme for investigation by officers if considered necessary. It is considered that officers have listened to all consultees views, taken them on board and amended the scheme where feasible to address their concerns. This has not been possible in all cases but it is considered that Option (ii) offers a balanced scheme therefore Option (iii) is not recommended.
26. Option (iv) - Failure to address the concerns raised in the petition would result in pedestrians continuing to feel at risk, and taking no action could be considered inappropriate.

### **Council Plan**

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

#### **•A Council That Listens To Residents**

Concerns for safety at this location generated a large amount of correspondence, a petition and media interest. The consultation has raised a further concern which can be overcome with a modified scheme design. Improving pedestrian facilities and taking into account other concerns raised demonstrates that the Council is listening to residents.

### **Implications**

28. *Financial* – The current allocation for School Safety in the 2016/17 Transport Capital Programme is £100k of which £10k is shown for a scheme at this location. This is however based on very early investigatory work and £15k is considered to be more realistic and can be accommodated within the existing overall block allocation.
29. *Human Resources* - None.
30. *Equalities* - None.
31. *Legal* – None.
32. *Crime and Disorder* – None.
33. *Information Technology (IT)* - None

34. *Property* - None.

**Risk Management**

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

36. Authority reputation – this risk is in connection with public perception of the Council if work is not undertaken in the light of a campaign for action. This risk has been given a score of 10.

Risk Category	Impact	Likelihood	Score
Organisation/ Reputation	Minor	Probable	10

37. This risk score, falls into the 6-10 category and means the risk has been assessed as being “Low”. This level of risk requires regular monitoring.



## Contact Details

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Tel: 01904 553496

### Chief Officer responsible for the report:

Neil Ferris, Corporate Director-Place

Report  
Approved



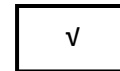
Date 14.09.16

### Specialist Implication Officer(s)

There are no specialist implications.

**Wards Affected:**Micklegate

All:



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

### Background Papers:

Petition – “Safer Road Crossing for Bishopthorpe Road”, Executive Member for Transport and Planning Decision Session 14/07/2016  
<http://modgov.york.gov.uk/ieListDocuments.aspx?CId=738&MId=9465&Ver=4>

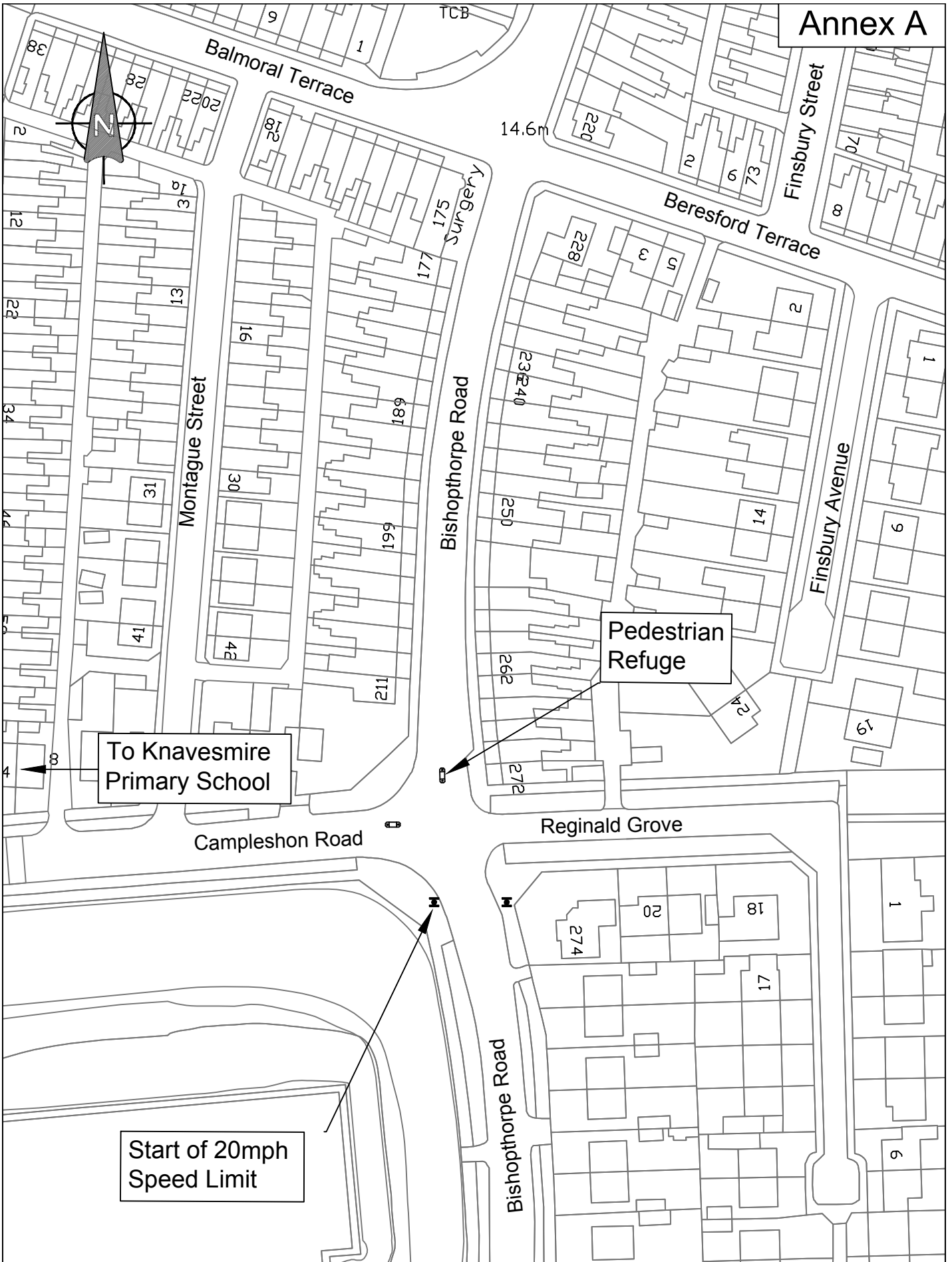
### Annexes

Annex A: Location plan

Annex B: Proposed pedestrian crossing improvements as consulted on

Annex C: Amended pedestrian crossing improvement proposals following consultation

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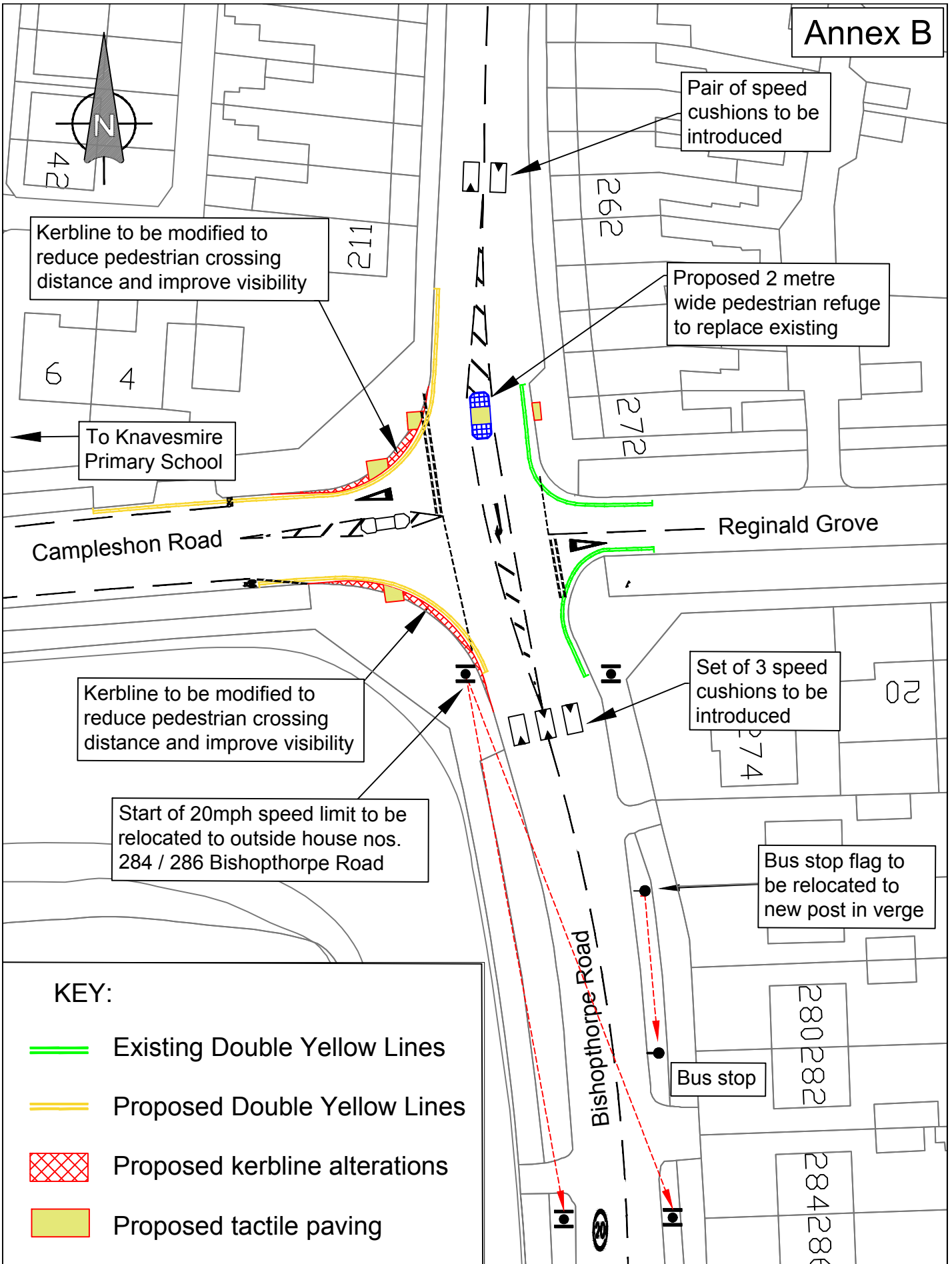


School Safety Programme 2016/17			
Knavesmire Primary - Bishopthorpe Road - Refuge Crossing Point			
Location plan			
REV	AMENDMENTS	DATE	TP/160003/Annex A
		Drawn	RB
		Checked	LR
SCALE	1:1000		
DATE	27/05/2016		







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**KEY:**

-  Existing Double Yellow Lines
-  Proposed Double Yellow Lines
-  Proposed kerblines alterations
-  Proposed tactile paving



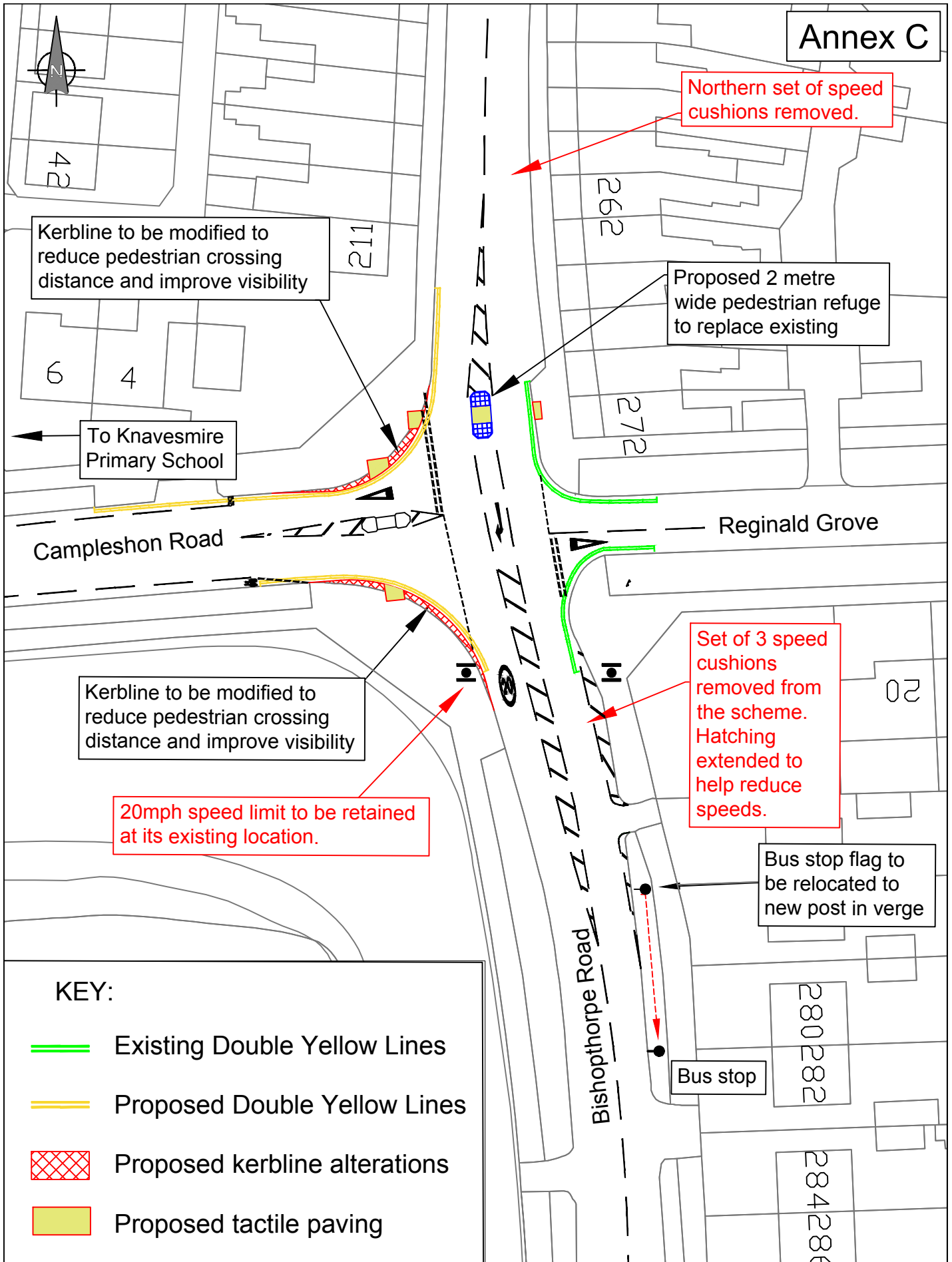
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School Safety Programme 2016/17  
Knavesmire Primary - Bishopthorpe Road, Pedestrian Crossing Improvements  
Consultation plan

REV	AMENDMENTS	DATE	TP/160003/Consult	SCALE	1:500
Drawn	RB	Checked	LR	DATE	Jul 2016

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Annex C



Highways – Transport Projects and Delivery Team  
Eco Depot, Hazel Court, James Street, York, YO10 3DS  
www.york.gov.uk

School Safety Programme 2016/17  
Knavesmire Primary - Bishopthorpe Road, Pedestrian Crossing Improvements  
Amended Proposals August 2016

REV	AMENDMENTS	DATE	TP/160003/Consult	SCALE	1:500
Drawn	RB	Checked	LR	DATE	Aug 2016

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**Decision Session – Executive Member for  
Transport and Planning****13 October 2016**

Report of the Corporate Director - Place

**Heslington Lane – Danger Reduction Scheme****Summary**

1. This report details the development of a danger reduction scheme on Heslington Lane, including consultation responses and seeks a decision on implementation of the proposals.

**Recommendations**

2. It is recommended that the Executive Member approves Option (ii):
  - Implement the scheme as detailed in Annex A and B, but remove the lighting column opposite Holmefield Lane from the proposals. Also advertise the required speed limit and order with implementation to follow if no substantive objections are received. Any objections to be reported back to the Executive Member for a final decision.

Reason: To reduce the risk of road users colliding with the chicane which in turn reduces ongoing maintenance costs to the council. To improve the existing zebra crossing to better accommodate cycle users and improve the lighting for all users.

**Background**

3. In early 2015, concerns were raised about the frequency of collisions with a chicane on Heslington Lane. The chicane is positioned close to Newton Way which is the University vehicle access to the south west of the junction with Holmefield Lane, and forms part of a series of traffic calming between the Golf Club and the junction with University Road.

Investigations suggested the vehicles strikes with the chicane were due to drivers' attention being diverted by the amount of other features in the proximity of the chicane. This includes signing and road markings for the start of the 30mph speed limit immediately before the chicane and University direction signing behind the hedge at the back of the footway.

4. Once the investigation was complete a scheme was developed which aimed to reduce the risk of vehicles colliding with the chicane. This included relocating the 40mph speed limit gateway away from the chicane which would have reduced vehicle speeds on approach to the feature and reduced the number of signs close to the chicane, which distract from the existing road layout. Additional road markings and improved signage were also proposed to help emphasise the island and deflect traffic round it.
5. Members were consulted on these proposals at the time and an investigation into the reduction of the 40mph speed limit to 30mph was requested. Speed surveys were carried out and the results suggested that a 30mph limit for the full length of Heslington Lane was feasible.

### **Parking Restrictions**

6. Shortly after the survey was carried out, a petition was received which asked CYC to take action to prevent parking on this stretch of Heslington Lane. This resulted in the installation of double yellow lines in late 2015.
7. The introduction of the parking restrictions was considered to be significant enough to have a substantial impact on vehicle speeds and so the original scheme was paused until after the new road markings could be installed and the speed survey repeated. Results from both speed surveys are presented below:

		<b>LC 42</b>		<b>LC49</b>	
		<i>E</i>	<i>W</i>	<i>E</i>	<i>W</i>
<b>Feb-15 (No Parking Restrictions)</b>	<i>Mean</i>	25.1	30.7	27.3	30.2
	<i>85%ile</i>	33	37	32	37
<b>Jan-16 (Parking Restrictions in place)</b>	<i>Mean</i>	31	31.5	29	32.3
	<i>85%ile</i>	36	36	34	38

8. The results demonstrate that the removal of the on-street parking has increased average vehicle speeds. Whilst this is only a small increase, importantly the speeds are now not low enough for a 30mph limit on this stretch of Heslington Lane to be supported by the Police. Therefore, the previous proposal to reduce the limit to 30mph is not considered feasible and was taken no further at this time.

### **Zebra Crossing**

9. In early 2016 a resident contacted Road Safety to raise a concern about the quality of the lighting for the existing zebra crossing between the University vehicle access and Holmefield Lane junction. Investigations have determined the lighting to be below current specification. This is a well used zebra crossing and it is important that it is well illuminated for both pedestrians and drivers.
10. The lighting scheme was initially discussed with CYC officers who made a further request to convert the existing zebra crossing into a parallel crossing which operates in much the same way as a zebra crossing. The crucial difference is that it has a separately marked area for cyclists to cross the road without needing to dismount.
11. As the crossing point and chicane proposals are in close proximity and are both being funded from the Danger Reduction budget a decision was made to combine the development and consultation of the schemes from this point.

### **2016 Proposals**

12. *Chicane*: Following the speed review in January 2016 the original proposals were reconsidered and the scheme shown in **Annex A** was issued for consultation. This includes retaining the 40mph limit, but with the terminal point repositioned further away from the chicane, as in the original scheme. In addition, the proposed location for the western 30/40mph gateway is slightly further east than in the original proposals. This addresses concerns raised by Local Councillors during the original consultation that the gateway was positioned too close to the uncontrolled pedestrian and cycle crossing and the mini-roundabout meaning vehicle entry speeds into the area would increase.

13. *Crossing Point:* The lighting improvements include belisha beacons with integrated lighting which directly illuminates the crossing area, plus an additional lighting column opposite the Homefield Lane junction. Details of these proposals and the conversion of the existing zebra crossing to a parallel crossing are shown in **Annex B**.

### **Consultation**

14. A letter and a copy of the plans shown in **Annex A and B** were issued to properties with frontages on Heslington Lane and Main St in the vicinity of the proposals, along with the Parish Council, Ward Councillors, political party spokespersons, the emergency services and other external interest groups. A summary of the responses received is given below.
15. North Yorkshire Police

North Yorkshire Police commented on the adjustment to the 30/40 speed limit boundary. It is their understanding that all such speed limits within the Council's area have been constructed to be compliant with the current law, DfT guidance and the National Police Chief's Council (formerly ACPO) enforcement policy. If so, there is a high possibility that the limit should have a high level of driver compliance. It is the responsibility of the Council as the local traffic authority to effectively manage the road network (under the Traffic Management Act 2004) and to ensure that speed limits are correctly installed. Any compliance issues would and should be addressed by additional and effective engineering.

### *Officer Response*

The January 2016 speed survey data suggests that the proposed alterations to the 40mph limit should have a high level of driver compliance. It is recognised that the length of the 40mph speed limit is below the suggested minimum, however this is considered unavoidable with the current road environment.

16. Ward Councillors / Political Party Spokespersons

*Cllr. A. D'Agorne*

Objected to the 30mph entry on the approach to Fulford being brought closer to the cycle crossing and mini roundabout. Concerned that this will lead to greater speeds at the crossing point and entering the mini roundabout.

*Cllr. K. Aspden*

Supported the proposals for the new chicane markings on Heslington Lane and new belisha beacons. He also repeated Cllr D'Agorne's objections to the 30mph limit boundary relocation close to the Broadway junction.

*Officer Response*

The proposals for the 30mph limit boundary do bring it closer to the cycle crossing and roundabout than in the existing arrangement. This has been minimised in the 2016 proposals. Additionally the speed limit is now more closely associated with a feature in this case the hatching and subsequent islands, which may help to reduce speeds. If the scheme is approved speed surveys will be carried out post implementation to determine whether drivers are adhering to the limit. Further changes to the layout will be considered if speeds are higher than projected.

17. Parish Council and Village Trust

The Parish Council and Village Trust raised the following concerns:

*Parish Council / Village Trust*

"The proposed cycle crossing appears very dangerous, allowing and encouraging cyclists to cross Heslington Lane without either looking or stopping. The expectation of motorists is that cyclists will stop, dismount, look and safely cross."

*Officer Response*

The new crossing is a standard design which has been introduced in The Traffic Signs Regulations and General Directions 2016.

It operates as a zebra crossing would do with pedestrian and cyclist users expected to check that vehicular traffic is stopping before proceeding on to the crossing. Whilst visiting the site a number of cyclists were witnessed using the existing crossing without dismounting this proposal legitimises this movement. Additionally the crossing includes cycle markings to indicate to drivers that cyclists can use the route.

*Parish Council / Village Trust*

“The extra lampstand opposite Holmefield Lane is not required as the area is already sufficiently illuminated”

*Officer response*

Following concerns from a number of consultees it is now recommended that the lighting column be removed from the scheme.

*Parish Council / Village Trust*

“An extra light at the zebra crossing would be beneficial. Could it be reduced in height, the preference would be for it to be 3-4 m high, and targeted so that maybe only one light would be required.”

*Officer response*

6m poles are required to provide the correct level of lighting for the crossing area. The lamps specified in the design are directional LEDs which will light the crossing only with very little light pollution to the surrounding area.

18. *Residents*

Three residents responded to the consultation and all made the same comments / objections detailed below.

- Requested the 40mph speed limit section be done away with altogether. To save money and reduce the confusion of too many signs on this very short stretch of road.

*Officer response*

The January 2016 speed surveys indicate that this short length of Heslington Lane, does not meet DfT guidance for a 30mph limit.

Therefore without further engineering measures a significant number of vehicles would exceed the posted limit bringing the limit in to disrepute and creating an enforcement issue.

- *Considered the extra lighting column opposite Holmefield Lane excessive and could cause damage to the hedge and trees in the area.*

*Officer response*

Following concerns from a number of consultees it is now recommended that the lighting column be removed from the scheme.

- *Agreed that there is a need for better lighting to the waiting areas at the ends of the crossing. Enquired if 6m lighting columns are really necessary? Or could something be done at a lower level.*

*Officer response*

6m poles are required to provide the correct level of lighting for the crossing area. The lamps specified in the design are directional LEDs which will light the crossing only with very little light pollution to the surrounding area.

- *Considered the cycle crossing dangerous. Noted that motorists expect cyclists to dismount and will not expect them to swing out across the road. Also suggested that cyclists need to dismount to negotiate the barrier on the north side so will this be removed?*

*Officer response*

The new crossing is a standard design which has been introduced in the Traffic Signs Regulations and General Directions 2016. It operates as a zebra crossing would do with pedestrian and cyclist users expected to check that vehicular traffic is stopping before proceeding on to the crossing. Whilst visiting the site a number of cyclists were witnessed using the existing crossing without dismounting this proposal legitimises this movement. Additionally the crossing includes cycle markings to indicate to drivers that cyclists can use the route. The cycle barrier is not to be removed it is designed to slow cycle traffic as it approaches the shared footway / cycleway and should be negotiable without dismounting for most standard bicycles.

One resident also raised the following additional points.

- *Requested that the chicanes be removed as they considered the features create substantial delays at times, with many drivers feeling compelled to take risks to avoid waiting at the chicanes for long periods, including sometimes entering the chicanes too quickly.*

*Officer response*

The scheme did not include a full review of the traffic calming system on Heslington Lane and Main St. However, the issue of vehicles colliding with the chicane itself is isolated to the western most island so it is not considered that the traffic calming system in its entirety requires removal.

- *The hedges and other vegetation around the crossing obscure people emerging from either side until they are almost on the crossing. In particular many students seem not to appreciate this and seek to cross without giving approaching drivers adequate opportunity to stop. The problem would be best resolved by the installation of a light controlled crossing of the type found widely in York. The problem would be exacerbated if a zebra-type crossing is installed for cyclists.*

*Officer response*

The vegetation has been considered and where appropriate will be cut back. Hedges which are not within the Public Highway are the responsibility of the landowners and they will be contacted to cut back the vegetation as appropriate. A signal controlled crossing would introduce further delays to traffic travelling along Heslington Lane and Main St, which could lead to frustration from drivers leading to the problems the respondent described in their previous comment. The zebra / parallel crossing is considered to offer a good compromise which allows traffic to flow freely until a pedestrian or cyclists needs to cross and will not hold them up any longer than required.

19. *York University*

A site visit was conducted with a representative from York University who indicated they are supportive of the proposed scheme.



## Options

20. Option (i) - Approve the implementation of the scheme as detailed in Annex A and B, including approval to advertise the required speed limit and order, with implementation to follow if no substantive objections are received. Any objections to be reported back to the Executive Member for a final decision.
21. Option (ii) - Approve the implementation of the scheme as detailed in Annex A and B, but remove the lighting column opposite Holmefield Lane from the proposals. Also approve advertisement of the required speed limit and order, with implementation to follow if no substantive objections are received. Any objections to be reported back to the Executive Member for a final decision.
22. Option (iii) – Approve the scheme as option (ii) with any minor amendments deemed necessary by the executive member.
23. Option (iv) - Do nothing, and reallocate the funding to other programmes of work.

## Analysis

24. *Option (i)* – The scheme as consulted upon changes the approach to the chicane which should reduce the chance of it being struck thereby reducing ongoing maintenance costs to the Council. The alterations to the speed limit reduce its length from 415m to 400m, which keep it within Department for Transport guidance on setting local speed limits. Retaining the 40mph limit will help to achieve a good compliance rate and minimising the length will reduce the impact on other users. However, the concerns raised with regards speed close to the roundabout are considered sensible and speeds should be monitored here to ensure they continue to be low. If they do increase further alterations may be needed in the area.

The proposed alterations to the zebra crossing seek to make it safer and improve the route for cyclists. The Parallel crossing is a new standard of crossing introduced in the newly published 2016 regulations. As such this will be monitored closely but it is considered that it will have a positive impact on safety.

25. *Option (ii)* – This option proposes a small change to the scheme based on consultation feedback. This minimises the potential impact on residents and the conservation area through the removal of the lighting column opposite Holmefield Lane from the scheme. It should also be noted that in both option (i) and (ii) the specification for the new lighting at the crossing is energy efficient and minimises light pollution through the use of LEDs and light sensors.
26. *Option (iii)* - This option allows the member to consider the points raised by the consultees and suggest further changes to the scheme for investigation by officers if considered necessary. Officers have listened to all consultees views, taken them on board and amended the scheme where feasible to address their concerns. This has not been possible in all cases but it is considered that Option (ii) offers a balanced scheme therefore Option (iii) is not recommended.
27. *Option (iv)* - Failure to address the concerns raised by residents could result in users continuing to feel at risk, and further maintenance costs to replace damaged signing at the chicane, therefore taking no action is considered inappropriate.

### **Council Plan**

28. The potential implications for the priorities in the Council Plan are:
  - **A Focus on Frontline Services.**  
Reducing the amount of time and money spent dealing with vehicle strikes to the island frees up frontline staff to deal with other issues.
  - **A Council That Listens To Residents**  
Concerns for safety at this location have been raised by local residents. Improving pedestrian and cycle facilities and making the existing traffic calming feature safer demonstrates that the Council is listening to residents.

## Implications

29.

- **Financial** – The Danger Reduction allocation for the scheme in 16/17 is currently £12k. Spend to August 2016 is £1.65k and the estimated cost of the scheme is £13.5k. To cover the increased spend it is proposed to reallocate £3k of the Local Safety Schemes budget to this scheme. This proposed change will be included in the next Capital Programme monitoring report for approval.
- **Human Resources (HR)** There are no human resources implications.
- **Equalities** There are no equalities implications.
- **Legal** There are no legal implications.
- **Crime and Disorder** There are no crime and disorder implications.
- **Information Technology (IT)** There are no IT implications.
- **Property** There are no property implications.

## Risk Management

30. In compliance with the Council's risk management strategy, the following risks associated with the recommendations in this report have been identified and described in the following points, and set out in the table below:
31. Authority reputation – this risk is in connection with the public perception of the Council if work is not undertaken following the receipt and acknowledgement of the issues raised by members of the public and is assessed at 10.

Risk Category	Impact	Likelihood	Score
Organisation/ Reputation	Minor	Probable	10

32. This risk score, falls into the 6-10 category and means the risk has been assessed as being “Low”. This level of risk requires regular monitoring.

### Contact Details

**Author:**

**Ben Potter  
Engineer**

**Transport Projects**

Tel No. 01904 553496

**Chief Officer Responsible for the  
report:**

Neil Ferris, Corporate Director-Place

**Report  
Approved**



**Date** 19.09.16

**Specialist Implications Officer(s)**

None

**Wards Affected:** Fulford & Heslington / Hull Road

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

**Background Papers:**

***Heslington Lane Petition,***

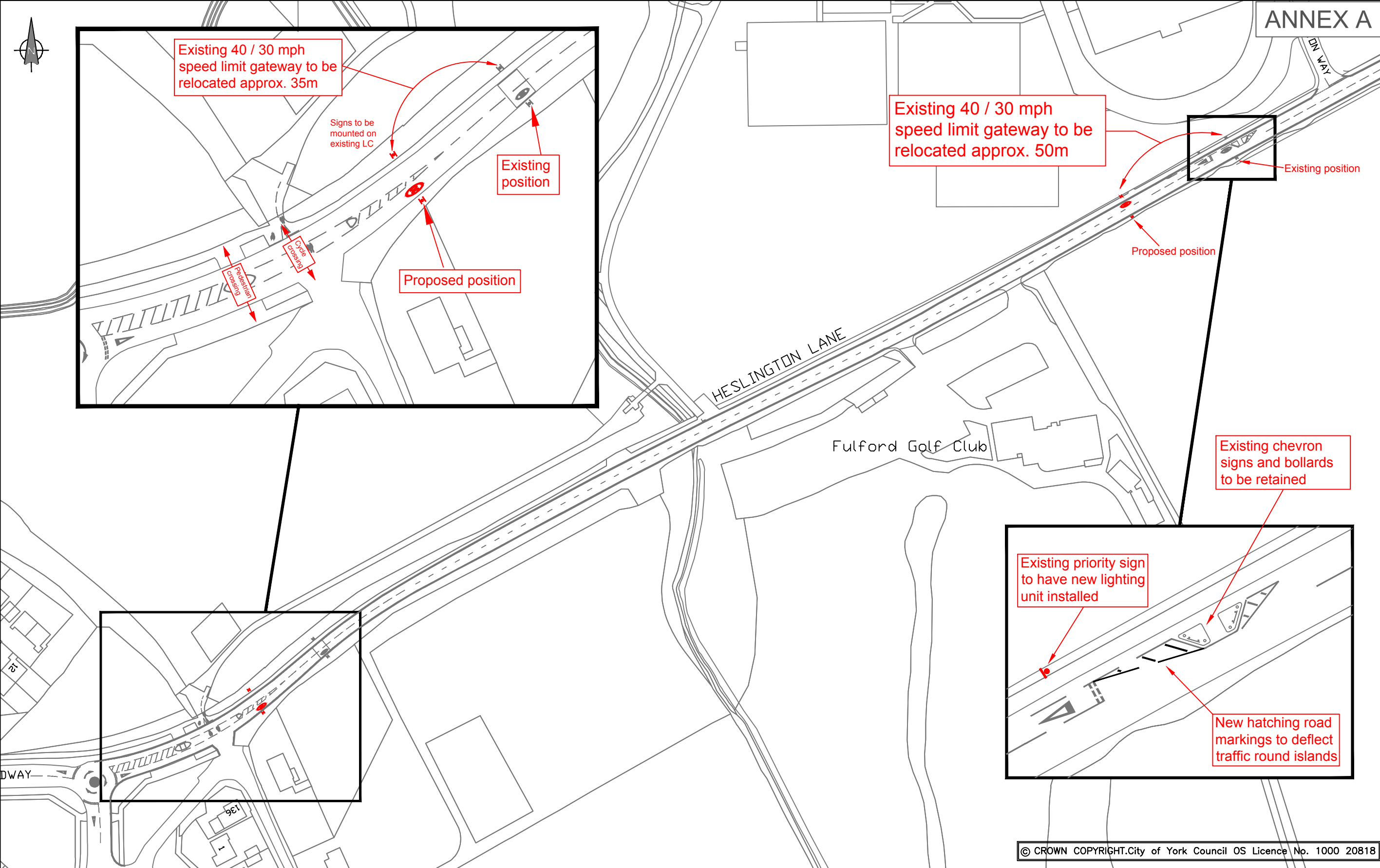
*Cabinet Member for Transport Decision Session 26/03/2015*

<http://modgov.york.gov.uk/ieListDocuments.aspx?CId=738&MId=8974>

**Annexes**

***Annex A*** – Danger Reduction Scheme, Heslington Lane Plan 1 – Chicane and Speed limit alterations.

***Annex B*** – Danger Reduction Scheme, Heslington Lane Plan 2 – Upgrade of zebra crossing and street lighting.



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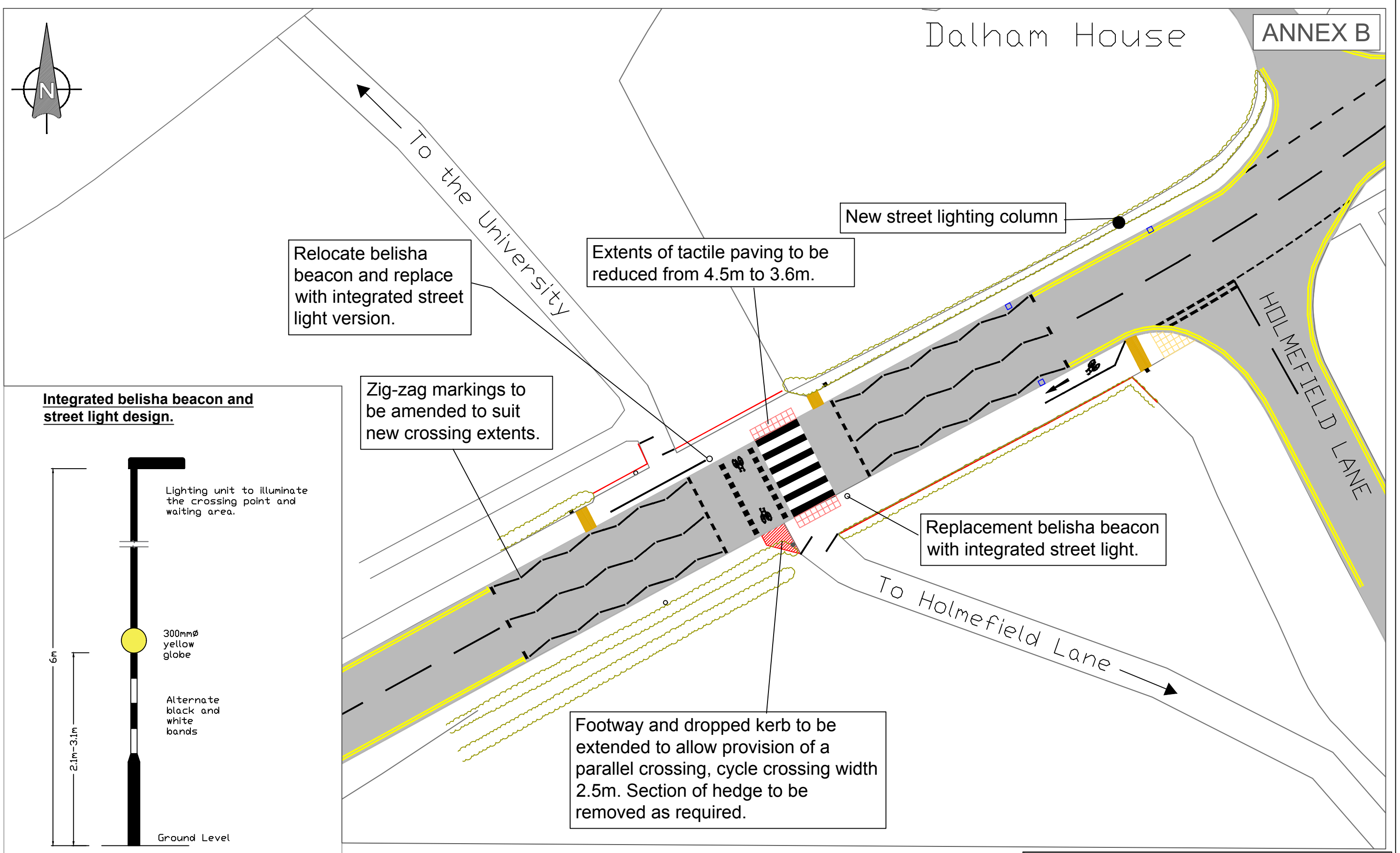
INITIAL	REV	AMENDMENT	DATE
DRAWN BY BP			
CHECKED BY DM			
SCALE NTS	A3		
DATE 14/06/2016			

DANGER REDUCTION SCHEME  
HESLINGTON LANE, HESLINGTON  
Plan 1  
Relocation of Speed Limit Gateway

**CONSULT**

TP/140170/HL/01

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Relocate belisha beacon and replace with integrated street light version.

Extents of tactile paving to be reduced from 4.5m to 3.6m.

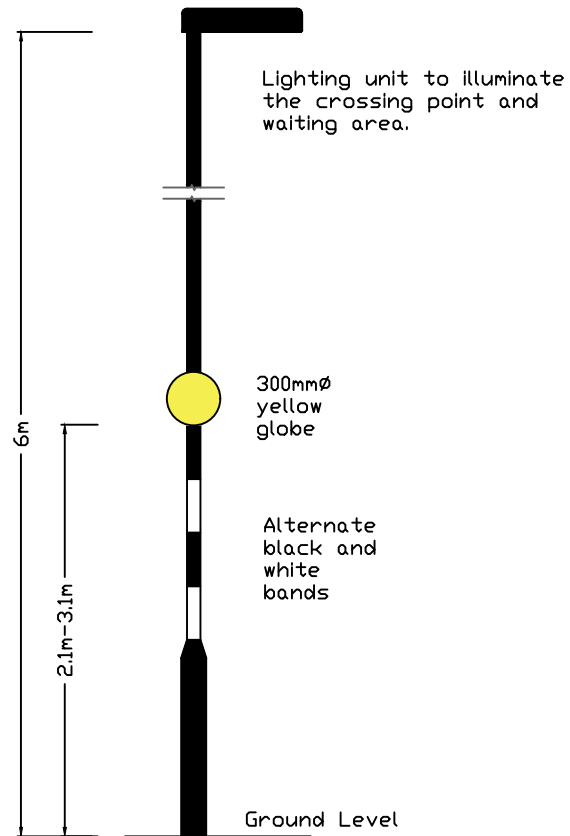
New street lighting column

Zig-zag markings to be amended to suit new crossing extents.

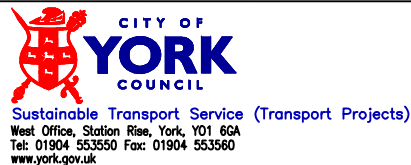
Replacement belisha beacon with integrated street light.

Footway and dropped kerb to be extended to allow provision of a parallel crossing, cycle crossing width 2.5m. Section of hedge to be removed as required.

**Integrated belisha beacon and street light design.**



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INITIAL	REV	AMENDMENT	DATE
B Potter			
D Mercer			
NTS	A3		
SCALE			
DATE	18/07/2016		

DANGER REDUCTION SCHEME  
 HESLINGTON LANE - Plan 2  
 Proposed upgrade of zebra crossing to parallel crossing

**CONSULT**

TP/140170/HL/03

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**Executive Member for Transport and Planning****13 October 2016****Report of the Corporate Director - Place****Acomb and Westfield Shopping Area Petitions****Summary**

1. Two separate petitions have been received calling for works to be carried out to the footways at Acomb and Westfield shopping areas.
2. Annual condition surveys are undertaken to identify areas for large scale renewal works, additional safety inspections identify defects that are in excess of our intervention levels and works are undertaken to repair.
3. The areas were revisited in response to the petitions and although there are concerns raised regarding the visual appearance and amenity of the two areas there are no significant areas where further highway maintenance funding would be targeted using the Council's adopted intervention methodology.

**Recommendations**

4. The Executive Member for Transport and Planning is recommended to:
  - i. Note the petitions at paragraph 5;
  - ii. Consider the detail of this report and confirm a highway maintenance led approach is not the appropriate policy approach to achieve the expectations of the two petitions
  - iii. Recommend that further work is carried out to appraise the possibilities for a wider renewal and reinvigoration scheme for both locations and a report prepared for the Executive Member for Economic Development and Community Engagement.

Reason: To ensure that the concerns of the petitioners are addressed and council budgets are used effectively to contribute to the development of community improvements.

## **Background**

5. Two petitions were handed into the 21 July 2016 Council Meeting:
  - Work to Improve the Condition of Footpaths in the Front Street Shopping Area of Acomb – 822 signatories
  - Improve the Pavements around Foxwood Shops and Make the Area Safer and More Attractive – 80 signatories
6. Acomb Front Street and Foxwood Lane are inspected by Highway Inspectors monthly to identify any safety defects, the inspection is part driven, part walked. City of York Council sets intervention levels for repair at 40mm deep and 300mm in any one direction on the carriageway and an abrupt level change of 20mm on the horizontal surface of footways, any defects approaching these levels may be addressed as a precaution.
7. Repairs are scheduled in accordance with priority – immediate for a critical issue that may cause risk to life, next day (following initial works to secure the site), 10 working days or 20 working days.
8. Reactive inspections are carried out following reports of issues to the department and any works breaching intervention levels are scheduled as above, reactive inspections are also carried out following reports of accidents.
9. We carry out a survey of all of our roads and footpaths every year and our highway inspectors assign a 1 to 5 condition rating to all – 1 being good and 5 being poor. The grade 4 and 5 locations are then ranked taking into account their condition, safety, location, usage, accidents, hierarchy, affordability and public/member comments. The ranking is required to prioritise maintenance works and develops the annual maintenance programme that we undertake to renew sections or whole lengths of footways or highways.
10. Adopted and unadopted highway surround Front Street and the area around Foxwood shops, this can be seen in Annex 1. Legally adopted highways are maintainable at the public expense and highway maintenance funding is spent in a prioritised way in

accordance with Member approved policies to address these sections of the network.

Unadopted highways are maintainable at private expense and we do not target any funding towards their upkeep.

11. For unadopted highways there is a 'Liability by reason of ownership' for all 'frontagers' (those properties fronting onto the footway or carriageway). Highways Authorities do not have enforcement powers able to ensure that frontagers carry out work, however, S230 of the Highway Act allows a Highway Authority to provide a notice requesting frontagers carry out repairs. In all cases the Highway Authority can recover costs for any works undertaken by themselves.

### **Analysis**

12. Additional inspections carried out following receipt of the petitions have identified any areas where the condition of the footway is approaching or exceeding intervention levels, works have been programmed and delivered where these have been identified within the adopted highway. Letters requesting works from frontagers have been issued to address any similar areas within the undadopted areas.
13. Following this and the continued monthly safety inspections there are no further actions that can be driven from a highway condition perspective, both petitions raise wider concerns over the 'improvement' and 'attractiveness' of the shopping areas, recommendations are made in paragraph 4 to further these concerns.

### **Consultation**

14. This report is written in response to petitions expressing the concerns of a significant number of signatories and are backed by ward councillors. Highway Maintenance officers have addressed these concerns through further on site inspection work and works have been programmed in accordance with normal maintenance procedures.

## **Options**

15. A range of recommendations are made in paragraph 4 of this report, no further options are available to the executive member at this time, the further recommended work will present a range of options for further consideration.

### **Council Plan**

16. This report details how we have received and acted upon petitions calling for further action in Acomb and Westfield, the work completed to date and the recommended further work contribute to the below council plan priorities
  - A Focus on Front Line Services
  - A Council That Listens To Residents

## **Implications**

### **Financial Implications**

17. Highway maintenance led responses to the petitions have resulted in delivery of highway maintenance funding as per our normal procedures. Further improvements will require significant works to reinvigorate the two areas, initial estimates could be in the region of £0.5M for Acomb Front Street and £125k for Foxwood. Additional complications arise with both locations where an additional financial burden would fall to the frontagers who would be expected to contribute significant sums of a similar magnitude to facilitate improvements of the adopted and unadopted areas.

### **Other implications**

18. The highway maintenance programme is delivered in accordance with highway inspection data and need, because of this there are no further implications in this report at this stage, further implications may arise in the progression of the recommendations detailed in paragraph 4.

### **Risk Management**

19. The council's highway maintenance programme and reactive works response is developed solely from the outputs of highway inspection findings and is therefore based on the need of the highway asset. Funding is prioritised in accordance with this need

and risks are managed in a prioritised way across all aspects of the highway network.

**Contact Details**

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**Chief Officer Responsible for the report:**

Neil Ferris  
Corporate Director - Place

**Report  
Approved**

✓

**Date** 18/08/16

**Wards Affected:** Acomb, Westfield

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

**Background Papers:**

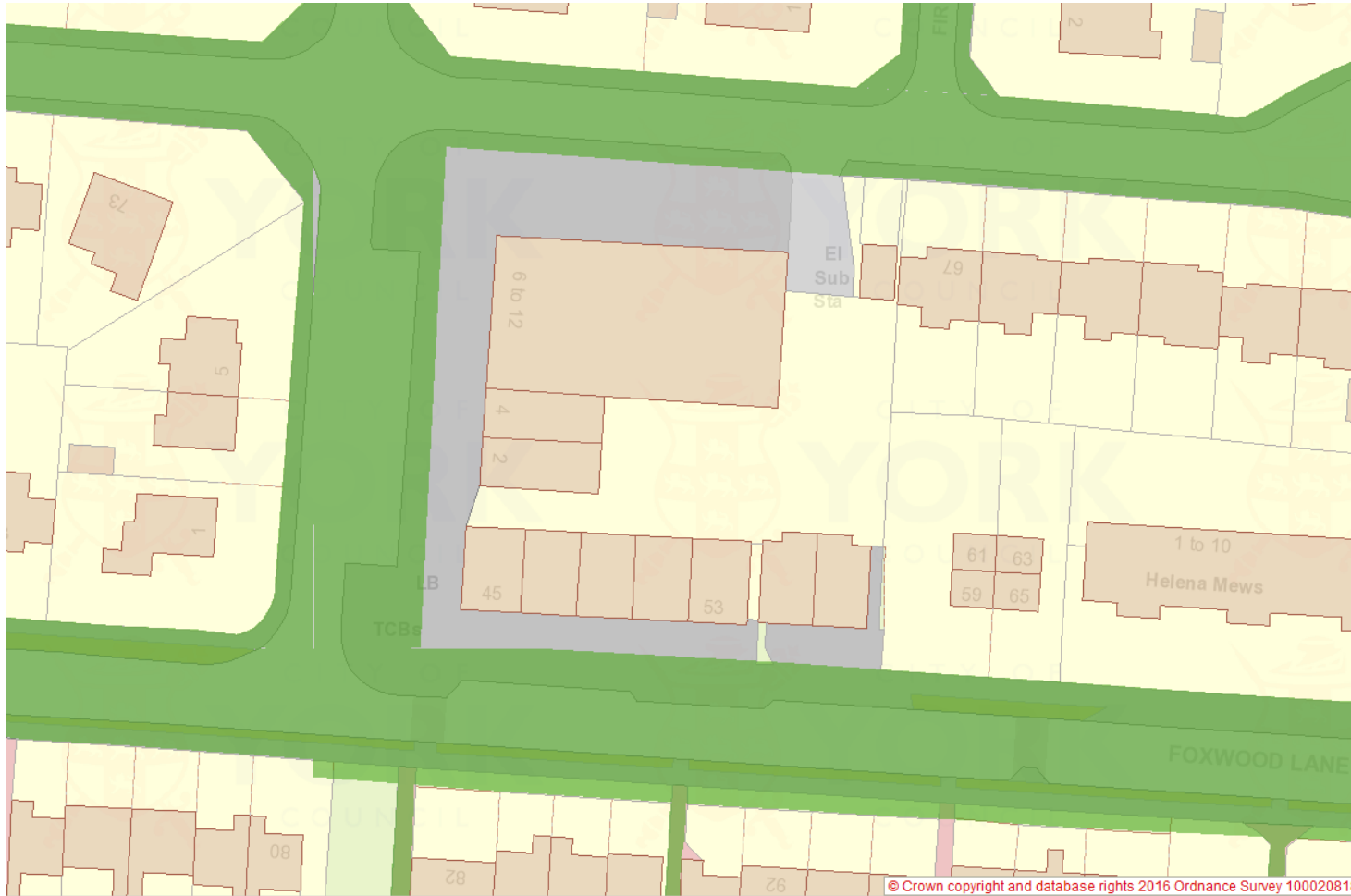
**Annexes:**

Annex 1 - Adopted Highway Plan

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**Acomb Front Street Shopping Area – adopted highway shown in green**



**Foxwood Lane Shopping Area – adopted highway shown in green**



Executive Member Decision Session: Transport and Planning 13 October 2016

Written Comments Annex

Agenda item	Received from	Comments
9. Acomb and Westfield Shopping Area Petitions	Cllr Jackson	<p>I organised the petition following concerns raised by local residents about the cracked and uneven footpaths outside Foxwood shops. These are an issue for elderly residents, those in wheelchairs and those with push chairs. I am pleased that following my petition additional inspections have been carried out by council officers into the condition of the footpaths.</p> <p>I have read the report with interest, and support the recommendations outlined in paragraph 4 including that further work is carried out to appraise the possibilities for a wider renewal and reinvigoration scheme and that a report be prepared for the Executive Member for Economic Development and Community</p>

		Engagement.
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