

Annex 1: 2009/10 Outturn Report – Scheme Progress Report

1. This annex provides an update on progress on schemes within the City Strategy Capital Programme. Transport schemes are considered first, followed by other City Strategy schemes.
2. A scheme by scheme review of progress and spend is set out in Annex 2, which shows the scheme status at the end of March 2010. Progress on schemes since the end of the financial year is also shown where appropriate.

Transport Schemes

ACCESS YORK PHASE 1

Budget: £875k

Programme (including overprogramming): £875k

Spend to 31 March 2010: £922k

3. Access York Phase 1 (AY01/09). Good progress has been made on the preparatory work for the Access York Phase 1 Park & Ride scheme. The Department for Transport awarded Programme Entry status to the scheme in March and planning consent has been granted for the three sites. The spend in 2009/10 is higher than originally anticipated, principally because of additional investigation and survey work required for the preparation of the planning applications. Programme Entry status means that future eligible preparatory costs will be 50% funded by the DfT.
4. The designer for the Park & Ride sites and A59 roundabout element of the works, Halcrow, has been appointed and is now preparing the information for consultation on the highway elements of the scheme. The bus priorities are currently being designed by the Council's Engineering Consultancy. The objective of the project, subject to full approval from the DfT, is for construction to commence in May/June 2011 with completion in early summer 2012.

OUTER RING ROAD

Budget: £500k (£200k RFA, £300k s106)

Programme (including overprogramming): £500k

Spend to 31 March 2010: £199k

5. Hopgrove Roundabout (OR01/05). The Highways Agency improvement scheme at the Hopgrove Roundabout was completed in September. They have recently advised the Council that the scheme has been completed without the need for a contribution from the Local Authority.
6. Access York Phase 2 (AY02/08). Progress on the Access York Phase 2 scheme has been limited in 2009/10 to the collection of survey data and refinement of designs for roundabout improvements. The availability of funding to deliver the improvements to the Outer Ring Road is dependent on the results of the connectivity studies currently being undertaken by the Region. Alternative funding sources will be investigated at the appropriate time, including the possibility of using the proposed Urban Challenge Fund when details are known.

7. A19/A1237 Roundabout Improvements (OR01/09). Following a period of consultation in December 2009, the proposed layout for the roundabout was approved at the February Decision Session. Advance site clearance works were completed in March to avoid the bird nesting season, and the detailed design is currently being progressed. Construction is planned for the July-November period. The spend in 2009/10 was higher than anticipated due to more rapid progress on the design stage.

MULTI-MODAL SCHEMES

Budget: £1,030k (£585k LTP, £65k s106, £380k Cycling City)

Programme (including overprogramming): £1,030k

Spend to 31 March 2010: £806k

8. Fulford Road Multi-Modal Scheme (PT04/06). The Stage 1 improvements, which commenced in 2008/09, were substantially completed in the early part of this financial year. These included the on-road cycle lanes between Cemetery Road and Hospital Fields Road and measures in Naburn village. The Stage 2 improvements between Hospital Fields Road and Heslington Lane were slightly delayed and commenced on site in late January 2010, and are now expected to be substantially completed by late May 2010. These improvements will provide two sections of city-bound bus lane as well as significant sections of on-road cycle lanes and off-road shared-use facilities.
9. As part of the improvements, the contractor has undertaken improvement works at three key junctions including replacement of traffic signal equipment and changes to the physical layouts. The signals and crossing points were temporarily relocated which significantly reduced the potential disruption to the travelling public but extended the duration of the works. The contractor has phased his work elsewhere to minimise disruption to traffic and pedestrians and to suit works being carried out by others. In addition, the contractor has encountered a section of gas main that was significantly higher than expected and needs to be diverted. These have all resulted in a longer contract period and a lower expenditure in 2009/10 than originally envisaged. Approximately £250k will be required in 2010/11 for the completion of the scheme, which is within the overall project budget. It is proposed to make amendments to the 2010/11 Capital Programme to accommodate the re-profiling of the expenditure when the consolidated report is presented to the Executive Member in July.
10. Blossom St Multi-Modal Scheme (PT07/06). Following the report to the September 2009 Decision Session on the outcome of the initial feasibility work for this scheme, a city-wide consultation event was carried out on the proposed three options for the scheme. The outcome of this consultation was reported to the May Decision Session, and an allocation has been included in the 2010/11 programme for the implementation of the preferred option.
11. The increased spend on this scheme was due to the additional scenario modelling work that was requested, and the additional cost of carrying out the city-wide consultation process, which was not included in the original scheme estimate.

12. Fishergate Gyratory Multi-Modal Scheme (MM01/08). Feasibility work has continued in 2009/10 on possible options to improve the gyratory area, and to test and model the proposed options to assess their impacts on the network. Consultation has also been carried out with council officers and Members. The outcome of the feasibility work is the subject of a separate report on this agenda.

AIR QUALITY, CONGESTION & TRAFFIC MANAGEMENT

Budget: £145k

Programme (including overprogramming): £155k

Spend to 31 March 2010: £162k

13. Urban Traffic Management & Control (UTMC) (TM01/09). Work on the UTMC system in 2009/10 has focussed on the development of technology to allow the data the system collects to be presented via the Internet. This has included hardware and software procurement for a dynamic website and mobile phone application to present live UTMC, BLISS and CCTV data (to be launched in the summer of 2010), and the trialling of web-based mobile CCTV technology to allow for traffic monitoring at locations remote from the main CCTV network. Development of the UTMC 'in-station' has also been ongoing in 2009/10, with a new set of computer servers acquired to replace the existing life-expired servers and increase the system's functionality. In addition, development work has been undertaken on the software used to drive the city centre information screens. It has not been possible to deliver the upgrade to the Urban Traffic Control system that drives the city's traffic signals this year due to delays in the procurement process, but as these delays have now been overcome this will be included in the 2010/11 programme.
14. Overall, the spend on the BLISS and UTMC projects for 2009/10 is £228k, against an LTP budget of £200k. The overspend has resulted from an opportunity presented by the eligibility of some of the projects outlined above for external funding from the Council's membership of the 'FREEFLOW'¹, government funded research programme. The project has contributed an additional £21k of capital funding, which has been added to the Capital Programme budget.
15. Air Quality (TM02/09). As in previous years, LTP funding was used to purchase equipment for air quality monitoring in the city centre.
16. Coach Strategy (TM03/09). As reported earlier in the year, work on the scheme to provide a new city centre coach rendezvous point has been deferred until the outcome of the City Centre Area Action Plan is known.

¹ The aim of the FREEFLOW project is to develop new forms of decision support tools for transport network managers and individual travellers and to demonstrate the application of these techniques in a number of case studies in London, York and Kent. This project involves collaboration between Imperial College London, the University of York and Loughborough University, local authorities including Transport for London, the City of York Council, Kent County Council and the Highways Agency, and a number of industrial partners. Around £150,000 of the total of £3.2 million granted by the Government for FREEFLOW has been allocated to City of York to fund our involvement as a demonstrator site and upgrade as necessary our existing systems.

17. Piccadilly Car Park Ticket Machines (TM04/09). The new ticket machines for Piccadilly Car Park have been purchased and installed.

PARK & RIDE

Budget: £50k

Programme (including overprogramming): £50k

Spend to 31 March 2010: £43k

18. P&R Site Upgrades (PR01/09). Several improvements were carried out at Park & Ride sites through the year, including the installation of new height barriers at Rawcliffe Bar and Grimston Bar, and the installation of a new CCTV system at Grimston Bar.
19. P&R City Centre Bus Stop Upgrades (PR02/09). The Park & Ride bus stop on Piccadilly was re-sited downstream of its original location, which included an extension to the existing Kassel kerbs. Work to extend the footway at the stop will be carried out in 2010/11 and a new bus shelter will be installed by JCDeaux at this bus stop later in 2010/11. Feasibility work was also carried out on the proposed improvements to the Museum Street Park & Ride bus stop.

PUBLIC TRANSPORT IMPROVEMENTS

Budget: £296k (£246k LTP, £50 RFA)

Programme (including overprogramming): £356k

Spend to 31 March 2010: £193k

20. Haxby Station (PT03/08). Progress on the Haxby Station scheme in 2009/10 has been limited due to delays in the Network Rail approvals process. It is now clear that further investigation work, particularly on the Line Speed Improvements needed to allow trains to stop at the station, is required by Network Rail before the necessary approvals can be given. A separate report on the Haxby Station scheme will be submitted to the Decision Session in July.
21. Bus Location and Information Sub-System (BLISS) (PT01/09). During 2009/10 the main focus of capital expenditure on the BLISS system has been directed at completing the fitting of buses with GPS and digital radio equipment. An agreement was reached with East Yorkshire Motor Services (EYMS) regarding the dedication by them of a fleet of buses for use on York services, and this cleared the way for the council to fit around 18 EYMS buses. Additionally, the 16 vehicles operated by Transdev on York services have also been fitted, leaving only a small number of vehicles operated by the smaller bus companies to be completed in 2010/11. Work has also been completed during the year on the conversion of the ACIS bus stop displays from radio based 'PMR' communications technology to mobile internet based 'GPRS' technology. This has extended the range of data the signs are able to display and increased their reliability and ability to deal with information updates.
22. Bus Stop & Shelter Programme (PT02/09). The cost of the installation of a new bus stop on Piccadilly (in place of the relocated Park & Ride stop) was funded from this budget allocation, and design work was carried out on a number of other bus stop schemes, which will be implemented in 2010/11.

23. A59/Beckfield Lane Junction Improvements (PT11/07). A carryover allocation was included in the programme for the completion of the pedestrian and cycling improvements on Millfield Lane and Low Poppleton Lane, and the signalisation of the A59/Beckfield Lane junction. The reduced spend in 2009/10 was due to the cost of the completion works being lower than originally estimated.
24. Dial & Ride Vehicle (PT03/09). Work on the procurement of two new Dial & Ride vehicles was carried out in 2009/10, but due to the length of time required for vehicle delivery it was not possible to purchase the vehicles in the year. An allocation has been included in the 2010/11 programme for the vehicle purchase.

WALKING

Budget: £150k

Programme (including overprogramming): £195k

Spend to 31 March 2010: £188k

25. Haxby Village Pedestrian Audit (Phase 2) (PE05/06). A number of improvements were carried out in 2009/10 to provide new dropped crossings and minor extension to footways, following an audit of the main pedestrian routes in Haxby and Wigginton in previous years to assess whether they met the council's current accessibility standards.
26. Minor Pedestrian Schemes Budget (PE01/09). Minor pedestrian schemes completed in 2009/10 included a new crossing point on Hull Road, improvements to the footway on North Lane near the accesses to Hob Moor, and a contribution to the resurfacing of the public bridleway at Bad Bargain Lane.
27. Dropped Crossing Budget (PE02/09). A total of 18 pairs of new dropped crossings were installed at various locations across the city, following requests from the public.
28. Pedestrian Scheme Development (PE03/09). A pedestrian audit of the Clifton Moor retail, commercial, and leisure area was carried out to identify sites where improvements were needed, in order to develop a programme of work for the 2010/11 capital programme. Feasibility work was also carried out on the proposed new footpath across Rawcliffe Recreation Playing Field to link to the new Clifton with Rawcliffe primary school. The planning application for the new footpath was approved in April, and the new footpath will be constructed in 2010/11.
29. Footstreets Review (PE04/09). The review of the Footstreets was commissioned to assess the current operation of the pedestrianised area and suggest improvements that could be made to it. The review proposed a number of potential improvements to the Footstreets area, which have been separated into short, medium, and longer-term schemes. Many of the potential interventions with longer delivery times will be considered as part of the development of plans and strategies for the city centre (in particular the City Centre Area Action Plan and the City Centre Renaissance project). An

allocation for the implementation of the early stages of recommendations of the Footstreets Review has been included in the 2010/11 programme.

30. Walmgate Bar Improvements (PE04/08). The pedestrian improvements (including a new signal controlled pedestrian crossing) were completed early in 2009/10. The issue of drivers making illegal left turns from Barbican Road into Walmgate has been reviewed, and it is planned to make minor adjustments to the signals operation to address this issue. This work should be done early in 2010/11.

CYCLING

Budget: £1,137k (£397k LTP, £740k Cycling City)

Programme (including overprogramming): £1,346k

Spend to 31 March 2010: £1,094k

31. Lendal Hub Station (CY01/09). Work has continued throughout 2009/10 to develop the scheme to convert the former electricity sub-station at Lendal bridge into a secure cycle park facility. Planning approval and Listed Building Consent has been granted for the scheme, and a contractor has been appointed by the company which will run the facility, Bike Rescue. Following a report to the Executive in March, approval has been granted for the project to proceed and for the funding for the scheme to be released. Work on the scheme is expected to start early in 2010/11, and should be completed in September.
32. Feasibility work has been carried out on the three missing sections of the proposed Orbital Cycle Route: Clifton Green to Crichton Avenue; Hob Moor to Water End; and James Street to Heslington Road. Approval 'in-principle' was granted for two of the schemes at the February Decision Session meeting (Clifton Green to Crichton Avenue and James Street to Heslington Road), and an allocation has been included in the 2010/11 capital programme for the construction of these two schemes.
33. A review of the two possible routes for the Hob Moor to Water End section is currently ongoing, as requested at the February Decision Session meeting, but it is still planned to construct this section of the route in 2010/11.
34. Scarborough Bridge Upgrade (CC04/09). The feasibility work for this scheme has been delayed, as the council needs to gain Network Rail agreement to be able to carry out a topographic survey at both ends of Scarborough Bridge. It is expected that the survey will be carried out this summer, and work on the feasibility study will continue in 2010/11.
35. Inner Ring Road (Crossings & Route) (CC05/09). Feasibility work has been carried out on the use of narrow cycle lanes on roads where there is not enough space for a standard 1.5m cycle lane. A trial of the proposed narrow lanes on Gillygate was approved by the Executive Member in April, while the proposed scheme on Lendal Bridge has been deferred pending the outcome of the Gillygate scheme.

36. Work has also begun on a number of smaller Cycling City schemes, including Citywide Barriers to Cycling, Route Branding/Signing, and cycle parking at employment sites and in the city centre, which will continue in 2010/11.
37. Lighting Projects – Pilots on Off-Road Routes (CC05/08). The first phase of installation of the solar-powered route marking lights on the Haxby Road to Wigginton cycle route (across Bootham Stray) was carried out in March, and the remaining route marking lights were installed in April.
38. Cycle City Signs (CC04/08). The allocation for the scheme to install ‘Cycling City’ signs on the CYC boundary signs was removed from the programme at the Monitor 2 report, following a council decision to allow the sponsorship of the boundary signs (in a similar way to roundabouts in the city). However, this has been reconsidered, and the Cycling City signs were installed on the boundary signs in March. The cost has been split between the Cycling City budget and the council’s road safety budget.
39. Crichton Avenue Cycle Route (CY02/09). New on-road cycle lanes have been provided between the Kingsway North roundabout and Burton Stone Lane, and a new off-road cycle route has been constructed between Burton Stone Lane and Wigginton Road, which includes a link to the Sustrans’ Foss Islands Path. A new toucan crossing has been provided (between Burton Stone Lane and the Crichton Avenue bridge), and the street lighting on Crichton Avenue was renewed as part of the scheme. Work on the scheme started in December and was completed in March.
40. The Crichton Avenue highway resurfacing scheme (between Kingsway North roundabout and Intake Avenue) was brought forward from the 2010/11 Highway Maintenance programme so the work could be done with the cycle scheme to reduce disruption to residents. The majority of the resurfacing work (£90k) was funded by the Neighbourhood Services highway maintenance budget.
41. There was also an overspend on the cycle route scheme caused by the unusually harsh winter weather conditions, additional underground services that were not apparent at the design stage, and the need for some night working to comply with Traffic Management Act requirements. The cost of the maintenance work was also greater than originally estimated as the extent of the work increased slightly, and some additional drainage work was also required. This overspend has been funded from the City Strategy Capital Programme as no additional funding was available from the Neighbourhood Services Highways Maintenance budget.
42. Cycle Margin and Track Maintenance (CC10/09). A new small articulated sweeper system has been purchased in 2009/10 that will be used for year-round maintenance on all the cycle routes. The machine will be able to brush away and salt over most normal levels of snow and ice, clear up all waste and debris materials (up to the size of a small glass bottle), and keep the cycle path verges clear. This has given the council a quicker and less resource intensive option than the previous manual handling that was required to carry out this work.

43. A contribution was made to the Bootham resurfacing scheme for the cycle lanes to be widened as part of the works, and the cycle lanes on Tadcaster Road and Boroughbridge Road have also been re-lined and widened. A number of small resurfacing schemes on cycle tracks have been carried out across the city. The cost of these schemes in 2009/10 was lower than the allocated budget, as the carryover cost of cycle margin maintenance work from 2008/09 was lower than originally expected.
44. Beckfield Lane Cycle Route Phase 2 (CY07/09). Further feasibility work has been carried out on other possible options to improve facilities for cyclists on Beckfield Lane, following the decision of the Executive to defer the implementation of this scheme. The outcome of this work will be presented to the July Decision Session.
45. Wigginton Road Cycle Route (Hospital) (CY01/07). The outline design for this scheme was approved at the November Decision Session meeting, and work has continued to develop the scheme for implementation in 2010/11. A report will be presented to the July Decision Session meeting to gain approval for the detailed design of the scheme. Work on the new car park at the hospital began last November, which includes a new cycle route through the hospital grounds. The hospital will also fund the section of the cycle route north of the existing signalised pedestrian crossing.
46. Bootham Crossing (CY03/09). The outline design for this scheme was approved 'in principle' in December 2008. However, further feasibility and design work carried out in 2009/10 showed that the delivery of this scheme would be more difficult than was anticipated due to a higher cost estimate and potential problems with gaining listed building consent for alterations to the Bootham Park entrance gates. A revised outline design for the scheme was approved at the January Decision Session, and an allocation has been included in the 2010/11 programme for implementation of this scheme.
47. Access to Station (CY04/09). During 2009/10, the council has been working with East Coast to develop two new pedestrian and cyclist accesses to York Station at Lowther Terrace and Post Office Lane. The proposed access from Lowther Terrace will provide an alternative pedestrian and cycle route to the station from the Holgate area which avoids the Blossom Street/ Queen Street junction.
48. The new access from Post Office Lane has been a long-held aspiration of the council but has not been implemented due to problems with gaining agreement from the previous train operator (GNER) and Network Rail. However, the current train operator (East Coast) is supportive of both schemes. East Coast are now proposing to take responsibility for the delivery of the Lowther Terrace and Post Office Lane schemes in 2010/11 with a contribution being provided from the Cycling City project.
49. Cycle Minor Schemes (CY05/09). The Cycle Minor Schemes allocation has funded a number of small cycling schemes across the city. A total of 74 new cycle parking spaces were installed across the city, and 26 existing cycle parking spaces were replaced with new cycle stands. A new section of

removable roadway has been provided for the section of cycle route that crosses York Racecourse (a second section was funded by the racecourse), and some minor improvement works were carried out at Hob Moor Subway.

50. Feasibility work has continued to on several proposed cycle schemes as part of the Cycle Scheme Development block, including improvements to cycle facilities on Bishopthorpe Road, A1237 between Haxby Rd and Wigginton Road, and the St Oswald's Road to Landing Lane cycle route. Work will continue to develop these cycle routes in 2010/11, in order to prepare schemes for implementation in future years when funding becomes available.
51. Clifton Bridge Approaches (CY10/04). The scheme was completed early in 2009/10. A number of adjustments were made to the Water End/Clifton Green signals during the early period of operation to minimise traffic queuing in the area. The costs in 2009/10 were higher than originally anticipated due to the additional signalling works undertaken, and additional survey work carried out as part of the evaluation of the scheme. Following concerns raised by local residents and Members through a 'Councillor Call For Action', considerable additional survey and evaluation work has been undertaken. The results of the evaluation are planned to be reported to the June Decision Session..
52. The construction of Phase 1 of the Beckfield Lane cycle route was completed in early 2009/10, and the Stage 3 Safety Audit has now been completed. Minor completion works and the Stage 3 Safety Audit have also been completed for the Moor Lane Railway Bridge Approaches scheme.

DEVELOPMENT-LINKED SCHEMES

Budget: £20k (£10k LTP, £10k s106)

Programme (including overprogramming): £20k

Spend to 31 March 2010: £0.1k

53. The funding for the improvements to the walking route from the Barbican to St George's Field was transferred to the Fishergate Gyratory scheme earlier in the year.
54. Approaches to Hungate Bridge (DL01/08). The planning application for the new bridge was approved in 2008. As the new bridge will affect a navigable waterway (the Foss Navigation), approval from the government is required in the form of a Statutory Instrument before the new bridge can be built, which the council is progressing on behalf of the developer. An allocation has been included in the 2010/11 programme to carry out a study into potential improvements in the area to maximise the benefits of the new bridge.
55. James St Link Road Phase 2 (JS01/09). As reported to Members earlier in the year, the proposed development adjacent to the 'Frog Hall' site off Layerthorpe, which would have provided the missing section of James Street Link Road Phase 2, has been withdrawn by the developer. Options for taking forward the scheme in advance of the development are being progressed and will be reported to the Executive Member later in the year if an acceptable solution is available.

SAFETY SCHEMES

Budget: £433k (£190k LTP, £200k RFA, £43k Road Safety Grant)

Programme (including overprogramming): £509k

Spend to 31 March 2010: £483k

56. Clifton Moorgate/ Water Lane LSS (LS09/07). A new right turn filter has been added to the existed signalised junction for traffic turning from Clifton Moorgate to Water Lane, which has included a new traffic island on Clifton Moorgate and an extension to the existing right turn lane to accommodate queuing traffic at peak times. The increased cost for this scheme was principally due to additional ducting work for the new signals, which was not included in the original estimate provided by the traffic signal supplier.
57. Peckitt Street/ Tower Street/ Clifford Street LSS (LS07/07). The footway at the Clifford Street/ Tower Street junction has been widened, and a new advisory cycle lane has been created to highlight the presence of cyclists at the junction. This scheme had been delayed from 2008/09 as there was scaffolding on the highway from an adjacent development. The cost of the scheme was higher than originally estimated as a larger area of the footway had to be re-laid due to the condition of the existing surfacing, and some additional kerbing work was required at the junction.
58. Clifton Moor/Tesco Roundabout (DR01/08). The scheme to reduce the number of lanes at the southern approach to the Clifton Moor/ Tesco Roundabout was carried over from 2008/09, and completed in early 2009/10.
59. LSS Development (LS01/09). This allocation was included in the programme for work to assess accident cluster sites to develop a programme of schemes for future years. This allocation was not required in 2009/10 as the majority of the work to develop the future years programme has been done early in 2010/11.
60. A1079 Dunnington Speed Limit (Four Lane Ends) (DR02/08). The work to install a new 40mph speed limit on the A1079 at the Common Road/ Common Lane junction was completed at the start of 2009/10.
61. Vehicle Activated Signs (VAS) Study (SM01/09). A set of new policy guidelines for the use of Vehicle Activated Signs (VAS) and the monitoring of their effectiveness has been developed, and was approved by the Executive Member at the October Decision Session. The spend against this scheme is higher than expected, due to the increased staff time required to develop the new policy.
62. Speed Management Treatments – Various Locations (SM02/09). Feasibility work has been carried out for locations identified in the six-monthly speed management reports, which has been used to develop the programme of speed management schemes for the 2010/11 capital programme. As no engineering works were carried out during the year, the spend on this scheme was lower than originally expected.
63. Reactive Speed Management Schemes (SM03/09). This budget allocation was not required in 2009/10, as a new process for dealing with speed complaints

has been developed by the Safer York Partnership. Complaints about speeding are reviewed and reported to the Executive Member in the six-monthly reviews of speeding issues, and any schemes that are developed are now funded through the Speed Management Treatments allocation.

64. Fishergate 20mph Speed Limit (DR01/09). A new 20mph limit was implemented on seven streets in the Fishergate area, following a petition from the residents. The council has been developing a policy on the implementation of new 20mph limits across the city, and the Fishergate 20mph scheme will be used as a trial to measure the effectiveness of these schemes.
65. Foss Bank (DR02/09). A feasibility study was carried out in previous years to develop safety improvements for the section of Foss Bank that runs parallel to the River Foss, which includes a sharp right-hand bend. Anti-skid surfacing, bend warning signs, and red reflectors on the railings have been installed to highlight the road alignment at the bend to drivers. The scheme cost was higher than estimated in the feasibility study, as the cost of anti-skid surfacing has increased since the study was carried out.
66. Reactive Danger Reduction (DR03/09). This allocation has been used for feasibility work on safety issues that are raised throughout the year. Several small studies have been carried out, but these did not result in any significant works during the year.
67. Safe Routes for 'Playbuilder' Schemes (DR04/09). New cycle parking and dropped kerbs have been installed at six Playbuilder sites across the city in conjunction with the programme of new/ improved play sites funded by the Playbuilder project. The spend was lower than anticipated because less work was required to provide the necessary improvements for access to the sites.
68. Village Accessibility Review (VA01/09). Following a review of safety and access issues at eight junctions with radial routes into York, the following three schemes were approved for implementation in 2009/10:
 - A166/ Church Balk Traffic Islands: The original proposals for this scheme included new traffic islands, however, due to concerns raised regarding the road width, an amended scheme without the traffic islands was approved. This included signing and lining to deter overtaking at this location, and was completed at the end of March.
 - B1363/ Mill Lane Traffic Signals: New traffic signals have been installed at the junction of the B1363 and Mill Lane Wigginton, which include a pedestrian crossing phase. A 40mph limit (including new street lighting) has been introduced at this location, and the footpath has been extended to link the new crossing to the existing bus stops.
 - Strensall Road/ Towthorpe Road/Towthorpe Moor Lane - 40mph Extension: The existing 40mph limit at the southern end of Strensall has been extended to include the junctions with Towthorpe Road and Towthorpe Moor Lane, to address the issues of high speeds at this junction, which affected traffic turning right into or out from the side roads at this junction. During the consultation for this scheme, various other traffic issues were raised at this

location, and further feasibility work will be carried out in 2010/11 to review these issues.

69. Feasibility work on the proposed right turn lane and pedestrian refuge on the A19 at Deighton was carried out during 2009/10, and the scheme has been included in the 2010/11 programme for implementation. The scheme will be undertaken in conjunction with the highway drainage and resurfacing maintenance works being progressed by Communities and Neighbourhoods on this section of the A19 during the summer/autumn.

SCHOOL SCHEMES

Budget: £175k

Programme (including overprogramming): £235k

Spend to 31 March 2010: £186k

70. Carryover Schemes from 2008/09 Programme: Work on the following schemes began at the end of 2008/09 and was completed in early 2009/10:
- Carr Infants & Juniors SRS (SR01/07): New zebra crossing on Beckfield Lane (between Grayshon Drive and Almsford Road).
 - Wigginton Primary SRS (SR04/08): New zebra crossing on Mill Lane/ The Village, Wigginton.
 - Clifton Without SRS (SR19/05): New zebra crossing on Green Lane/ Rawcliffe Lane (north of the junction with Eastholme Drive).
71. Clifton with Rawcliffe SRS (formerly Clifton Without Primary) (SR10/09). The footways at the junction of Byron Drive and Eastholme Drive have been built-out to reduce the crossing distance at this junction, which was much wider than other side road crossings in this area. This will improve the walking route to the new Clifton with Rawcliffe primary school, which will be located at the existing Rawcliffe Infants site on Eastholme Drive.
72. Dringhouses Primary SRS (SR20/05). The footway on Cherry Lane, at its junction with Tadcaster Road, was widened to reduce the crossing distance and reduce the speed of vehicles turning into/ out of the junction. This location had been raised by parents during the Safe Routes to School study for Dringhouses Primary.
73. The Mount & Tregelles SRS (SR07/09). A new speed table with footway build-outs and a crossing point has been installed on Driffield Terrace (replacing an existing speed hump), and new dropped kerbs have been installed at the existing pedestrian refuge on Dalton Terrace.
74. York High SRS (SR08/09). An existing maintenance access at the school on Gale Lane has been converted to a new pedestrian and cyclist access, and a new raised speed table has been installed to provide a new pedestrian crossing point at this location. As the new access was in the area between the two existing 20mph zones on Gale Lane, these have been extended to include this section of the road, resulting in this section of Gale Lane (between the junction with Cornlands Road to just before the junction with Foxwood Lane) becoming one 20mph zone.

75. This scheme also included the removal of the temporary 20mph zone and associated traffic calming on Dijon Avenue, Lowfields Drive, and Kir Crescent. The temporary 20mph zone had been constructed when York High was based at the former Lowfields School site, while the new school was being built at the former Oaklands School site. The Lowfields site closed in January 2009 after the new school was opened, and consultation with residents showed that they did not want the temporary traffic calming to remain.
76. Feasibility work was carried out on proposed Safe Routes schemes for Haxby Road Primary, Hempland Primary, Naburn Primary, Poppleton Ousebank Primary, and Heworth Primary, in order to develop schemes to be included in the 2010/11 programme for implementation.
77. Woodthorpe Primary (SR05/08). The proposed new footpath to link to the school's Park & Stride site was not progressed in 2009/10, as use of the Park & Stride scheme is low and would not justify the cost of the new footpath.
78. Feasibility work has been carried out on the proposed pedestrian improvements at the entrance to Hob Moor school, but the scheme was not implemented in 2009/10 as it has taken longer than expected to develop the scheme. This scheme will be included in the 2010/11 programme for implementation.
79. Implementation of the proposed new footpath at the Park & Stride site for Ralph Butterfield school has been delayed due to the length of time needed for the ownership of a section of verge to be transferred from Haxby Town Council to City of York Council. Once this process has been completed, the verge can be converted to a new section of footpath in 2010/11.
80. A total of 110 new cycle parking spaces were installed at five primary schools in York, and new scooter parking was installed at Clifton Green, Dringhouses, Headlands, Lakeside, New Earswick, Robert Wilkinson, and Woodthorpe primary schools.

PREVIOUS YEARS COSTS

Budget: £110k

Spend to 31 March 2010: £98k

81. As in previous years, an allocation was included in the programme for costs incurred against schemes delivered in previous years. These costs include safety audit requirements, minor amendments to schemes following completion, and the payment of retentions. A separate allocation was also included for the retention costs and landscaping costs from the Moor Lane Roundabout scheme, which was completed in early 2008.

City Strategy Maintenance Programme

82. City Walls Repairs & Renewals (CW01/09) – £143k. Work on the section of the City Walls on Lord Mayor's Walk began at the end of 2009/10, and will continue into 2010/11. It is proposed to carryover the remaining funding from the 2009/10 programme into 2010/11 to part fund this scheme.

83. Public Footpath Rawcliffe No.1 – Riverbank Slip (RB01/09) – £81k. Further investigation into the Public Right of Way showed that the deterioration of the river bank in this area does not affect the route, therefore it is proposed to return the allocation to central resources.
84. Peckitt Street flood scheme. A new flood protection scheme has been installed at Peckitt Street, by increasing the height of the existing parapet wall and constructing a new wall across the end of Peckitt Street (with pedestrian access points). This scheme was partially funded by the Environment Agency, and removes the requirement for the council to construct temporary flood protection using sandbags during flood events.
85. As part of measures to resolve an overspend in the Council's revenue budget it is proposed to fund a number of maintenance using the Regional Funding Allocation supplement. An allocation of £250k has been included in the programme to fund four highway maintenance schemes completed in 2009/10: A59 Harrogate Road; Chapelfields Road; Flaxman Croft; and Askham Fields Road.